



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

Agenda Item 2

General matters

**2.3 Review of the status of air navigation deficiencies reported in the
GREPECAS Air Navigation Deficiencies Database (GANDD)**

REDUCTION OF AIR NAVIGATION DEFICIENCIES WITHIN THE PORT-AU-PRINCE FIR

(Presented by Haiti)

EXECUTIVE SUMMARY	
This paper is intended to present information about the recent progress achieved to reduce deficiencies within the Port-au-Prince FIR and improve air navigation safety for air operations.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Third North American, Central American, Caribbean Working Group Meeting (NACC/WG/3) Guatemala City, Guatemala, 9 to 13 May 2011• GREPECAS Air Navigation Deficiencies Database• Reports of ICAO missions carried out in Haiti, respectively in March and November 2010

1. Introduction

1.1 Critical air navigation issues aggravated by the memorable Haitian earthquake have long predominated within the Port-au-Prince FIR posing serious concerns for air navigation safety and generating important difficulties for the Haitian airspace users. During the last years, ICAO carried out several missions in Haiti and pointed out many deficiencies impairing the safe provision of air traffic management within the Haitian airspace. After the earthquake, a Civil Aviation Steering Committee composed with different partners and stakeholders of the international community elaborated and promoted action plans to solve deficiencies and restore a level of safety for operations. It is only during the last six months unequivocal measures have been undertaken to resolve important air traffic management issues and open the way to modernize air navigation systems within the Haitian FIR

2. Development

2.1 Many improvement measures recently took place following the adoption of action plans to increase air navigation safety level and accompany the continuous growth of air traffic within the Haitian airspace

2.2 The long standing aeronautical communication issue is finally coming to an end with the recent acquisition of a modern communication system expected to provide a satisfactory coverage within and well beyond the Haitian airspace.

2.3 Thanks to an outstanding cooperation with Cuba, the Dominican Republic and Jamaica, the number of air traffic controllers is being adamantly increased and training is expected to continue to include ab initio and refreshment taking into account the orientation provided in the CAR regional training guidance. A new comprehensive training framework is currently under development to support human resource development strategies for aviation.

2.4 Comprehensive navigation capabilities are being restored to allow full use of terminal IFR procedures at both Port-au-Prince and Cap-Haitien international airports providing a wide variety of options to the Haitian airspace users.

2.5 Search and rescue service is expected to be fully operational in the course of this year within the Haitian FIR. Procedural manuals are already adopted with many protocols of agreement already in place.

2.6 The Port-au- Prince Toussaint Louverture international airport control tower which was pointed out as irregularly located close to the runway strip has been removed and elevated in a temporary position while the bidding process for the construction of a new permanent control tower is expected to take place before the end of this year.

2.7 Flight planning function is now rationalized as it was being transferred from an outside entity to the air navigation service provider allowing ensuring regular flight plan dissemination in accordance with the new flight plan format.

2.8 Aerodrome control service is to be provided at Cap-Haitien international airport in a short term resolving a long standing deficiency. Similar to the Port-au-Prince tower replacement scheme, a new temporary control tower is expected soon while new air traffic control personnel has started this week and a permanent control tower is already under contract with the airport expansion

2.9 With the cooperation of World Meteorological Organization, automatic weather observation systems are resuming operations in a short term allowing a better integration of weather observation products for the airspace users.

2.10 Based on the above improvements and planning, Haiti will update the GANDD accordantly and informing ICAO for its follow-up.

2. Suggested action

3.1 The Meeting is invited to take note of this information