



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

DISCUSSION PAPER

E/CAR/CATG/3 — DP/02  
20/10/16

**Third Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/3)**  
Basseterre, Saint Kitts and Nevis, 19 to 21 October 2016

**Agenda Item 3: Air Navigation Matters**

**3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) and the Port-of-Spain Declaration Air Navigation Targets in the Eastern Caribbean:**

**3.2.1 Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees**

**PROGRESS REPORT OF THE ATM COMMITTEE**

(Presented by the E/CAR ATM Rapporteur)

<b>EXECUTIVE SUMMARY</b>	
This Discussion Paper presents a Summary of Discussions that emanated from the ATM Committee Meeting discussion taking in consideration the E/CAR/CATG/3 Reference documentation.	
<i>Action</i>	<ul style="list-style-type: none"><li>• That the updates, activities and suggested actions presented in this Working Paper be taken into consideration.</li></ul>
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• /CAR/CATG/2 - 15 to 17 July 2015</li><li>• ANI/WG/3 Final Report – 4 to 6 April 2016</li><li>• NACC/DCA/6 Final Report – 10 to 12 May 2016</li><li>• E/CAR/CATG/3-WP/02</li><li>• E/CAR/CATG/3-WP/03</li><li>• E/CAR/CATG/3-WP/09</li><li>• E/CAR/CATG/3-WP/21</li><li>• E/CAR/CATG/3-WP/22</li><li>• Reassessment of ATM Action Plan</li></ul>

**1. Introduction**

1.1 Participants of the ATM Committee for the E/CAR/CATG/3 Working Sessions were Antigua and Barbuda, Barbados, ECCAA, France and Trinidad and Tobago, St Kitts and Nevis, St. Lucia, and the United States (see **Appendix A**).

1.2 The ATM Committee reviewed conclusions/decisions from ECAR/CATG/2, ANI/WG/3 and NACC/DCA/6 Meetings and relevant information contained in Working Papers of this Meeting.

1.3 During the E/CAR/CATG/3 Meeting, the ATM Committee held discussions regarding objectives on the development, improvement and implementation of ATM matters of concern for States/Territories within the E/CAR Region. The main activities being addressed/monitored by the ATM Committee are as follows:

- Updating the E/CAR ATM Committee's Points of Contact (POC);
- Updating the ATM Committee's Work Programme;
- ATFM Implementation within the Piarco FIR/UTA;
- Operational assistance for Argyle Airport Commissioning in St. Vincent and the Grenadines (SVG);
- Operational use of CPDLC and ADS-C in the E/CAR Region;
- Updates on the Caribbean and North Atlantic Regional Supplementary Procedures (Doc 7030) Proposal for Amendment (PfA) submission;
- Review of ATM Air Navigation Targets;
- Review and update of outstanding ATM GANDD Deficiencies;
- ASBU Implementation on the NAM/CAR Regions – Designation of PoCs for monitoring NCLB and RPBANIP targets;
- Review of PBN activities/initiatives within the E/CAR Region; and
- Other ATM Committee Tasks
  - Monitoring of ATS Coordination activities between VC Bird APP, Princess Juliana APP, San Juan CERAP and Piarco ACC;
  - Review of ATS Letters of Agreement (LOAs).

## 2. Discussion

2.1 Based on the focus of the ICAO NACC Office and guidance from the ATM and SAR RO, the ATM Committee partook in the following discussions:

- Follow-up to Valid Conclusions from the E/CAR/CATG/2 Meeting
- Follow-up to Valid Conclusions/Decisions from the ANI/WG/3 Meeting
- Follow-up to Valid Conclusions/Decisions from the NACC/DCA/6 Meeting
- Follow-up to Valid Conclusions from the E/CAR/CATG/3 WP02, WP03, WP09, WP21 and WP22.

2.2 **Appendix B** provides information on the ATM Committee's POC.

2.3 **Appendix C** provides information on the ATM Committee's Work Programme.

2.4 **Appendix D** provides information on those discussions mentioned in 2.1.

### 3. **Conclusions/Decisions**

3.1 The E/CAR/CATG/3 Meeting adopted the following conclusions:

**CONCLUSION E/CAR/CATG/2/9** **UPDATE OF THE ATM COMMITTEE’S WORK PROGRAMME**

*In order to continue the work of the ATM Committee sought approval from E/CAR/CATG/3 Meeting for its updated Work Programme.*

**CONCLUSION E/CAR/CATG/2/1** **ATFM IMPLEMENTATION IN THE PIARCO FIR/UTA**

*That, E/CAR States/Territories review the draft ATFM LOA between the Piarco Flow Management Unit and the E/CAR Terminal Control Area Units (TMAs) with the intention of having such documentation effected.*

*That, E/CAR States/Territories have their Sector and/or Aerodromes Capacities completed by **17 March 2017**.*

*That, Trinidad and Tobago holds further collaboration with the other E/CAR States/Territories on the implementation methodology of the new “Piarco ATFMU Daily Reporting Form” before it is fully implemented.*

*That, E/CAR States/Territories assess the present contingency measures to determine if they adequately address ATFM contingencies and if there will be a need to update the E/CAR Contingency Plan.*

**CONCLUSION E/CAR/CATG/2/10** **OPERATIONAL COORDINATION BETWEEN CAAS OF ADJACENT AIRSPACES TO ST VINCENT AND THE GRENADINES ARGYLE INTERNATIONAL AIRPORT**

*That, based on the requirement for effective CDM between SVG and the ANSPs of adjacent airspaces, SVG be encouraged to continue to:*

- a) *Official coordination and share relevant information with such States/Territories;*
- b) *Submit to ICAO NACC Regional Office the relevant information concerning the CAR/SAM ANP requirements associated with ANS operations for Argyle International Airport; and*
- c) *Review the performance-based metrics and benefits achieved (Air Navigation Report Forms (ANRFs)).*

**CONCLUSION ANI/WG 3/2**

**AMENDMENT (PfA) TO THE DOC 7030 - REGIONAL SUPPLEMENTARY PROCEDURES (SUPPS), CAR/SAM PART**

That, Trinidad and Tobago submit the PfA to the ICAO NACC Office by December 2016.

**DECISION NACC/DCA/6 26/04**

**UPDATE OF GANDD DEFICIENCIES**

*That, the ATM Committee follow-up on this Decision with the intension of arriving at a date for the review and update of States/Territories outstanding GANDD deficiencies.*

**CONCLUSION NACC/DCA/6 C/3**

**ASBU IMPLEMENTATION ON THE NAM/CAR REGIONS**

*That, those Outstanding E/CAR States/Territories are to designate and inform the ICAO NACC Office of their designated PoCs for monitoring NCLB and RPBANIP targets as Members to the Ad-Hoc ASBU Group of the ANI/WG by 31 March 2017; and E/CAR States/Territories notify by the first quarter of 2017, the elements or ASBU modules to be implemented by each State/Territory as envisaged in their National Plan.*

**CONCLUSION NACC/DCA/6 C/1**

**IMPLEMENTATION OF A REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) OPERATIONS**

*That, the ATM Committee monitor this activity towards having to consider how such operations would be integrated in controlled airspace if this intension should become a reality.*

**DECISION 3/\* E/CAR/CATG/3**

**UPDATING THE E/CAR ATM PoCs and ACTION PLAN**

That, the ATM Committee submit its updated PoCs to the ICAO NACC Office for uploading on the website.

That, Members of the ATM Committee submit a more realistic ATM Action Plan by 31 January 2017, to the ICAO NACC Office for uploading on the website.

**4. Suggested Action**

4.1 The Meeting is invited to:

- a) take note of the discussions of ATM Committee's activities;
- b) to review and agree on the activities to be carried out; and
- c) take any other action as deemed necessary.

**APPENDIX A**  
**PARTICIPANTS OF THE ATM COMMITTEE FOR THE E/CAR/CATG/3 MEETING**

<b>E/CAR STATE/TERRITORY</b>	<b>NAME OF REPRESENTATIVE/s</b>
<b>Antigua and Barbuda</b>	<b>Natasha Mussington</b>
<b>Barbados</b>	<b>Kendrick Mason</b>
<b>ECCAA</b>	<b>Charles A Meade</b>
<b>Martinique</b>	<b>Raphael Gamess</b>
<b>Grenada</b>	<b>Willard Dealli, Pysadee</b>
<b>St Lucia</b>	<b>Amy Charles, Lynden Lyonce</b>
<b>St Kitts and Nevis</b>	<b>Daron Sutton</b>
<b>Trinidad and Tobago</b>	<b>Ian Gomez, Curtis Fraser</b>
<b>USA</b>	<b>Michael Polchert, Dan Eaves</b>

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**APPENDIX B**  
**ATM COMMITTEE POCS**  
**RAPPORTEUR: IAN R GOMEZ, TRINIDAD AND TOBAGO**

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**APPENDIX C**  
**ATM Committee's Work Programme**

ITEM NO.	ACTIVITY
1	ATFM Implementation within the Piarco FIR/UTA
2	Operational Assistance for Argyle Airport Commissioning in St Vincent and the Grenadines
3	Operational use of CPDLC and ADS-C in the E/CAR Region
4	Updating the Caribbean and North Atlantic Regional Supplementary Procedures (Doc7030)
5	Submission of comments to the ICAO NACC Regional Office on the Proposal for Amendment (PfA) to Doc 7030 - Regional Supplementary Procedures (SUPPs), CAR/SAM Part
6	Review of ATM Air Navigation Targets
7	Review and update of outstanding ATM GANDD Deficiencies
8	ASBU implementation in the NAM/CAR Regions
9	Monitoring of PBN Activities within the E/CAR Region

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**APPENDIX D**

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>DECISION</b> <b>E/CAR/CATG 2/9</b></p> <p><b>ATM WORK PROGRAMME</b></p>	<p>That, in order to continue the work of the E/CAR Committees, the E/CAR/CATG approves the update of the ATM Committee's work programme.</p>	<p>The updated ATM Committee's Work Programme was submitted to the E/CAR/CATG for approval.</p>	
<p><b>CONCLUSION</b> <b>ECAR/CATG 2/1</b></p> <p><b>ATFM IMPLEMENTATION</b> <b>IN THE PIARCO FIR</b></p>	<p>That, E/CAR States/Territories, in order to ensure the ATFM implementation in the Piarco FIR:</p> <ul style="list-style-type: none"> <li>a) encourage signing or updating the ATFM LoAs to facilitate the implementation of Traffic Management Initiatives (TMIs) in the Piarco FIR, as required;</li> <li>b) encourage participation of their specialists in the ATFM/CDM workshop to be hosted by Trinidad and Tobago in November 2015;</li> <li>c) publish the capacity of their international aerodromes under their jurisdiction by <b>31 December 2016</b>; and</li> <li>d) conduct ATFM teleconferences in the E/CAR applying the format suggested in E/CAR/CATG/2 WP/17.</li> </ul>	<p>Trinidad &amp; Tobago (T&amp;T) gave a brief presentation on the ATFM System Tools along with associated benefits of such a System to the E/CAR Region at the E/CAR/CATG/3 Meeting. It was emphasized that the System should be used as a tool for situational awareness and predictability to enhance efficiency, reduce end user workload while maintaining safety.</p> <p>The United States stated the intent would be to mutually share ATFM information between the US, T&amp;T and other participating E/CAR States/Territories within the Piarco FIR/UTA.</p> <p>Concerns raised by the States/Territories inclusive of the benefits to their respective ANSPs were addressed by T&amp;T. T&amp;T also mentioned the existence of contingency measures published with ICAO (e.g. FLAS). It was agreed that there be an assessment of the present contingency measures to determine if they adequately address ATFM contingencies and if there would be a need to update the E/CAR Contingency Plan.</p>	

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
		<p>States/ Territories displayed an interest in exploring the use of the ATFM tool presented by T&amp;T.</p> <p>a) During the 7<sup>th</sup> E/CAR/CATG ATM Committee Meeting and E/CAR/CATG/3 Meeting, T&amp;T presented the draft ATFM LOA between the Piarco Flow Management Unit (FMU) and the E/CAR Terminal Control Area Units (TMAs).</p> <p>b) T&amp;T hosted an ATFM-CDM Workshop from 16-22 November 2015. This was attended by various aviation stakeholders including ANSP representatives from E/CAR Region.</p> <p>c) T&amp;T has calculated its Sector Capacities and Aerodromes Capacities for RWY 10 Piarco. Trinidad and Tobago will conduct studies to determine arrival and departure rates for RWY 28 at Piarco and for RWYs 11/29 at ANR Robinson airports. T&amp;T has Sector and Aerodrome Capacity figures published with ICAO as a result of studies conducted in the past during the procedural environment. Piarco is currently continuing its sector and aerodrome capacities study and</p>	<p>a) <b>VALID</b></p> <p>b) <b>COMPLETED</b></p> <p>c) <b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
		<p>will be seeking to update and publish the results with ICAO.</p> <p>Other E/CAR States/Territories are encouraged to publish their Sector and/or Aerodromes Capacities. To assist with this process, T&amp;T furnished the relevant E/CAR States/Territories with ICAO Doc 9971 – Manual on Collaborative ATFM, along with the other following documents:</p> <ul style="list-style-type: none"> <li>- Guide for the application of a common methodology to estimate airport and ATC sector capacity for the SAM region,</li> <li>- Aerodrome Capacity for Piarco International Airport, and</li> <li>- Piarco ATFMU draft operational manual</li> </ul> <p>The E/CAR ATM Committee agreed to have a follow-up ATFM Teleconference by 05 January 2017. The ATM Committee also agreed and their Sector and or Aerodrome Capacities studies completed by <b>17 March 2017</b>.</p> <p>The USA invited interested E/CAR States/Territories to visit a TFMU (e.g. ATC System Command Centre) in the United States.</p>	<p><b>d) COMPLETED</b></p> <p><b>e) VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
		<p>d) The “Caribbean Outlook Telecon Form” has been updated and renamed as the “Piarco ATFMU Daily Reporting Form”. It was agreed that this Form will be implemented for future ATFM teleconferences. Further collaboration will be held on the implementation methodology.</p> <p>e) E/CAR States/Territories assess the present contingency measures to determine if they adequately address ATFM contingencies and if there will be a need to update the E/CAR Contingency Plan.</p>	
<p><b>CONCLUSION</b> <b>ECAR/CATG 2/10</b></p>	<p>That, taking into account the required operational coordination between Civil Aviation Authorities of adjacent airspaces to Saint Vincent and the Grenadines Argyle International Airport, Saint Vincent and the Grenadines Civil Aviation Authority as a matter of urgency:</p> <p>a) begin official coordination and share relevant information with adjacent E/CAR States/Territories so that they are better informed in order to ensure safety within their respective airspaces of jurisdiction through a proper Air Navigation Services (ANS) implementation project;</p> <p>b) submit to ICAO NACC Regional Office the relevant information</p>	<p>St Vincent and the Grenadines (SVG) was unable to attend the E/CAR/CATG/3 Meeting and as a result, this item remains outstanding.</p> <p>During the ATFM/PBN Workshop from 16-22 November 2015, SVG had initial talks with Barbados, Martinique, and Trinidad &amp; Tobago. Pursuant to this, St Lucia attempted to attain a tripartite meeting with SVG and Martinique; however, this did not materialise. So far there have been draft LOAs between SVG and St Lucia, and SVG and Grenada. These LOAs are presently being assessed by the concerned States.</p> <p>ECCAA provided a brief update on the preparatory activities of SVG regarding Argyle airport.</p>	<p><b>a) VALID</b></p> <p><b>b) VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
	<p>concerning the CAR/SAM ANP requirements associated with ANS operations for Argyle International Airport; and</p> <p>c) review the performance-based metrics and benefits achieved (Air Navigation Report Forms (ANRFs)).</p>	<p>a), b) and c) - SVG be encouraged to continue to address items a), b) and c).</p> <p>The ATM Committee agreed to have ad-hoc Teleconferences between SVG and those concerned E/CAR States/Territories.</p>	<p>c) <b>VALID</b></p>
<p><b>CONCLUSION ANI/WG 3/2</b></p>	<p><b>AMENDMENT (PfA) TO THE DOC 7030 - REGIONAL SUPPLEMENTARY PROCEDURES (SUPPS), CAR/SAM PART</b></p> <p>That,</p> <p>a) CAR States and Territories submit comments to the ICAO NACC Regional Office on the Proposal for Amendment (PfA) to Doc 7030 - Regional Supplementary Procedures (SUPPs), CAR/SAM Part, for RNP 10 implementation, 50 NM of lateral/longitudinal separation, RNP 4, 30 NM lateral/longitudinal separation by 22 April 2016; and</p> <p>b) the ICAO NACC Regional Office coordinate timely update of Doc 7030 for the RNP 10 and RNP 4 implementation, 50 NM of lateral/longitudinal separation</p>	<p>Dialogue was held between T&amp;T and USA with regards to updates on the amendment to the Doc 7030 – Regional Supplementary Procedures, CAR/SAM Part.</p> <p>a) T&amp;T reported they have informed ICAO that they have completed the CRM on reducing the lateral separation in the Piarco FIR/UTA Oceanic Sector from 100nm to 50nm. Before the PfA is submitted, the safety assessment will need to be finalised. It is expected that submission to ICAO will occur in December 2016. In the future there is the intension to progress towards the 30nm lateral/longitudinal separation.</p>	<p>a) <b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
	<p>and 30 NM lateral/longitudinal separation, respectively, in the Oceanic areas of the Caribbean (CAR) FIR by 30 November 2016.</p>		
<p><b>DECISION 26/04 NACC/DCA/6</b></p>	<p><b>UPDATE OF GANDD DEFICIENCIES</b> That, in order to provide effective assistance under the NACC NCLB strategy for the Resolution of GANDD deficiencies, if not done so through the NCLB activities:</p> <p>a) E/CAR States review and update their corresponding outstanding GANDD deficiencies by <b>29 February 2016</b>; and</p> <p>b) the ICAO NACC Regional Office contact each GANDD PoC to review each outstanding deficiency after receiving the information requested in a) and exchange the results of this review.</p>	<p>States/Territories were reminded of the importance of updating the GANDD Deficiencies as part of the NCLB strategy.</p> <p>a) It was decided by the ATM Committee that this issue will be followed-up on, with the intension of arriving at a date for the review and update of States/Territories outstanding GANDD deficiencies.</p>	<p><b>COMPLETE</b></p>
<p><b>CONCLUSION NACC/DCA/6 C/3</b></p>	<p><b>ASBU IMPLEMENTATION ON THE NAM/CAR REGIONS</b></p> <p>That, in order to create more effective and straightforward mechanisms for monitoring and allowing a harmonized regional implementation progress aligned with ICAO ASBU methodology under the NCLB strategy; States:</p> <p>a) designate their PoCs for monitoring NCLB and RPBANIP</p>	<p>a) The following States/Territories were not in attendance at the Regional and National Air Navigation Performance/ASBU</p>	

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
	<p>targets as members to the Ad Hoc Group ASBU of the ANI/WG by 30 July 2016;</p> <p>b) notify by the 2016 ASBU workshop, the elements or ASBU modules to be implemented by each State as envisaged in their National Plan; and</p> <p>c) ensure their participation to the 2016 ASBU Workshop to be held in ICAO NACC Regional Office.</p>	<p>Implementation Workshop for the NAM/CAR Region from 22-26 August 2016:</p> <ul style="list-style-type: none"> <li>- FWI,</li> <li>- Grenada,</li> <li>- SVG,</li> <li>- St Kitts and Nevis, and</li> <li>- Dominica</li> </ul> <p>Those Outstanding E/CAR States/Territories are to therefore designate and inform the ICAO NACC Office of their designated PoCs for monitoring NCLB and RPBANIP targets as Members to the Ad-Hoc ASBU Group of the ANI/WG by 31 March 2017.</p> <p>b) E/CAR States/Territories notify by the first quarter of 2017, the elements or ASBU modules to be implemented by each State/Territory as envisaged in their National Plan.</p>	
<p><b>CONCLUSION</b> <b>NACC/DCA/6 C/1</b></p>	<p><b>IMPLEMENTATION OF A REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) OPERATIONS</b></p> <p>That, considering the use of emerging technologies in the industry for unmanned aircraft systems (UAS) operations:</p> <p>a) NAM/CAR States establish by December 2017 a regulatory framework for UAS operations</p>	<p>At present the regulatory intent only allows for the use of UAS in Class G or segregated airspace. However there will be a need.</p> <p>The ATM Committee will have to consider if there is an intension to permit such operations in controlled airspace and how they will be integrated.</p> <p>The ATM Committee will therefore monitor this activity.</p>	<p><b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
	<p>in ATS airspace and international aerodromes of their jurisdiction, which includes:</p> <ul style="list-style-type: none"> <li>i. the implementation of safety oversight risk management mechanisms related to the operation of UAS systems</li> <li>ii. use the existing mechanisms with the purpose of sharing critical information related to UAS and airspace use restrictions</li> <li>iii. facilitate educational sources within the communications media and other tools for users regarding UAS operations;</li> <li>iv. carry our risk evaluation on the non-regulated use of UAS in the vicinity of aerodromes;</li> <li>v. support coordination of civil military authorities to ensure safety in civilian aircraft, as indicated in Circ 330 – Civil Military Cooperation in Air Traffic Management; and use ICAO references contained in Doc 10019 - <i>Manual on Remotely Piloted Aircraft</i></li> </ul>		



CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
	<p><i>Systems (RPAS); and</i></p> <p>the ICAO NACC Regional Office coordinate with United States and LACAC to have NAM/CAR States participate on the Drone Risk Management Workshop (FAA-LACAC) to be held from 25 to 28 July 2016, as well as the convening of a regional event for the regulation and operation of UAS in 2017.</p>		
<b>DECISION 3/ E/CAR/CATG</b>	<p><b>E/CAR/CATG/3 WP22</b></p> <p><b>ICAO/IATA/CANSO PBN HARMONISATION, MODERNISATION AND IMPLEMENTATION MEETING FOR THE CAR REGION</b></p>	<p>The ATM Committee took note of the work done by the participants of this Meeting inclusive of the Summary of Discussions.</p>	
<b>DECISION 3/ E/CAR/CATG</b>	<p><b>UPDATING THE E/CAR ATM PoCs and ACTION PLAN</b></p> <p>E/CAR States/Territories reviewed the latest ATM Action Plan posted on the ICAO NACC Website and determined that there was dire need to have the document updated for reasons of relevancy.</p>	<p>a) The ATM Committee updated its PoCs and will submit such to the ICAO NACC Office for uploading on the website.</p> <p>b) Due to the relevancy of the contents of the current ATM Action Plan, a decision was therefore taken for the ATM Committee to meet with the intention of producing a more realistic Action Plan by 31 January 2017.</p> <p>c) The updated ATM Action Plan will</p>	<p><b>a) COMPLETE D</b></p> <p><b>b) VALID</b></p> <p><b>c) VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
		be submitted to the ICAO NACC Regional Office by 03 February 2017 for posting on the website.	

— END —