



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

RLA/09/801 PSC/7 — WP/05
06/07/18

**Seventh Meeting of the RLA/09/801 Multi-Regional Civil Aviation Assistance Programme (MCAAP)
Project Steering Committee (RLA/09/801 PSC/7)
Ottawa, Canada, 1 August 2018**

Agenda Item 3 Planning of Future Activities of the Project

PLANNING OF FUTURE ACTIVITIES OF THE PROJECT

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents a proposal of the activities that may be carried out in 2019, in line with the needs of the States and the problems of the region.	
Action:	Required action is shown under Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Sixth Teleconference of the Steering Committee Meeting of Project RLA/09/801 (RLA/09/801 PSC /Telcon/6), 26 February 2018, 15:00 UTC• Thirty-Third MEVA Technical Management Group (TMG/33) Meeting, Curaçao, 29 to 31 May 2018• NAM/CAR/SAM Regions Air Traffic Services Inter-facility Data Communication (AIDC) Implementation Meeting, ICAO SAM Regional Office, 16 to 20 April 2018• Draft 2019 ICAO NACC Regional Office Calendar of Events (Ref. IP/09 of the Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation [NACC/DCA/08])• Direct request of these events from Project member States.

1. Introduction

1.1 In accordance with paragraphs 8.1 and 8.2 of the MCAAP Procedural Handbook, the RLA/09/801 MCAAP Work Plan Development is based on the identification of RLA/09/801 MCAAP Project activities is initiated by events published by the ICAO NACC Regional Office with the recommendations of the ICAO NACC Regional Officers, who have a close knowledge of States' needs, and considering the NACC NCLB Regional Strategy, as well as specific State Action Plans. For information of the Meeting the input to the ICAO NACC Regional Office calendar comes mainly from :

- Annual events held by the ICAO NACC Regional Office on a regular basis, such as DCA meetings, working groups, technical management groups, etc.
- Events coordinated by Regional Officers – includes events co-sponsored with other States or other entities
- Events in line with the Global Air Navigation Plan (GANP), the ICAO Global Aviation Safety Plan (GASP), the Global Aviation Security Plan (GASeP), the Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP) Audit results; as well as regional priorities and goals (regional plans), air transport and environmental protection goals considering, but not limited, to the following
 - Priorities and goals established for air navigation
 - Coordination with Air Navigation Capacity and Efficiency Section
 - Coordination with Aviation Safety Section
 - Coordination with Monitoring & Oversight Section
 - Special Implementation Projects (SIPs)
 - Priorities and goals established for air transport
 - Coordination with Implementation Support and Development Section –Security, priorities in accordance with USAP Audits and aviation security implementation plans (ASIP)
 - Regional implementation inter-regionally coordinated with the ICAO SAM Regional Office
 - New technologies and systems/emerging services – Coordination with the Global Aviation Training Office (GAT)

1.2 The Project Steering Committee (PSC) established the RLA/09/801 MCAAP Project Evaluation Commission (PEC) assigning the following responsibilities:

1. on a continual basis, evaluating Project management and associated activities to determine benefits and effective impact in streamlining States Effective implementation (EI);

2. proposing improvements and new activities to support implementation;
3. annually assess and propose new activities for the Project;
4. proposing updates and amendments to the RLA/09/801 MCAAP Project PRODOC; and
5. identifying and monitoring methods for continuous improvement of the Project.

1.3 During the Sixth Teleconference of the Steering Committee Meeting of Project RLA/09/801 a series of activities were proposed, which most of them were approved by the PSC.

1.4 During the Teleconference, the PSC did not approve the *Project to improve the preparation and broadcast of SIGMET messages in the CAR region, by developing guidance material for standardization, harmonization of procedures and train the Meteorological Watch Office's (MWO) technical staff* due to the concerns expressed by Cuba and Mexico on the duration of the mission and the impact of the cost proposed for its implementation.

2. Discussion

Follow-up to the Latest Review of Project Activities

2.1 *Sub-Project 4 – Aeronautical Meteorology (MET) – Regional Assistance Project to SIGMET Information Improvement*

2.1.1 As a follow-up to the results of the Sixth Teleconference of the Steering Committee Meeting of Project RLA/09/801, according to the Secretariat the regional assistance for the enhancement of MET information sub-project was proposed in view of the deficiencies in the region due to reception of erroneous SIGMET messages, owing to erroneous format and information that does not comply with standards.

2.1.2 In view that air operations are seriously affected in the region due to weather conditions such as adverse meteorological phenomena and volcanic activity, it is necessary that the region counts with suitable information to better manage air traffic. In this sense, the activity has been rescheduled for March or October of 2019, reducing direct costs of the sub-activity, benefitting from the States' experience. The mission has been proposed to be carried out in March 2019.

2.1.3 *The PSC is hereby proposed to include the above mentioned activity in the Calendar of Activities of the Project.*

Proposals for New Activities

2.2 *Sub-Project 6 – Enhance ATS situational awareness and improve efficiency of ATS Unit(s) Operations*

2.2.1 Errors in the flight plans have been identified as a regional safety problem, as they directly affect the operation of flight monitoring, they affect Air Traffic Services Inter-facility Data Communication (AIDC) automated coordination and the North American Interface control document (NAM/ICD) and therefore decrease the safety percentage of the region due to failures introduced to automated coordination.

2.2.2 Several States have taken individual action in order to minimize the problem, but one factor has been identified as a determinant of the errors of flight plan: the lack of knowledge of personnel.

2.2.3 In this regard, in order to solve the regional training needs, the implementation of two trainings on flight plan within the Project is proposed during 2019. Training will be based on deficiencies found in the region (type of errors, AIS structure, local and regional objectives) in order to minimize errors caused by lack of training.

2.2.4 *The PSC is hereby proposed to include these subject matter experts (SME) requests for this event in the Calendar of Activities of the Project.*

2.2.5 The Secretariat received another request for support from Project member States came from the MEVA Technical Management Group (TMG) responsible for the follow-up and watching that air infrastructure provides voice and data communication services for the region, with the objectives of safety and low cost availability for its Member States. During the Thirty-Third MEVA Technical Management Group (TMG/33) Meeting, held in Curaçao from 29 to 31 May 2018, the TMG decided to commence the transition towards the new MEVA IV Project. All MCAAP member States are members of the MEVA Network.

2.2.6 MEVA IV aims at proposing a ground-based Internet Protocol (IP) network that provides the communication means required by the States to support the new data-based air services, such as System Wide Information Management/Aeronautical Information Management (SWIM/AIM) and Air Traffic Flow Management (ATFM), among others. At the same time, this new phase of the MEVA would provide back-up services of the satellite communication network, which is the current operation of the MEVA III.

2.2.7 The proposal will be developed by a MEVA Ad hoc Group, integrated by Dominican Republic, Trinidad and Tobago, United States, and COCESNA. In this regard, it is required that the Project supports a meeting of these experts in early 2019, to integrate the data of the studies on the new MEVA phase which will include a ground based IP, which was carried out in 2018 and prepare the Project proposal to be presented at the MEVA/TMG/35 in May 2019.

2.2.8 The PSC is hereby proposed to include these subject matter experts (SME) requests for this event in the Calendar of Activities of the Project.

2.2.9 An additional proposal comes from a request for support received from COCESNA for the assessment and best way of integrating meteorological data from its more recent radar acquisitions. In this regard, a mission by a Subject Matter Expert to assess this infrastructure is proposed in early 2019.

2.2.10 *COCESNA is proposing the PSC to include this assessment mission in the Calendar of Activities of the Project*

2.3 The financial summary of the requests mentioned above is contained in the **Appendix** to this working paper. For other activities, the RLA/09/801 Project Steering Committee agreed that States will inform ICAO on their training needs and specialized missions on all air navigation fields by June of each year. To date, no additional requirement by the States has been received.

3. Conclusion

3.1 As mentioned in paragraph 1.2, it is essential to reactivate the activities of the Project Steering Committee (PSC) and to have the PEC deliver to the PSC a proposal of activities considering the Appendix to this paper, as well as the Draft 2019 ICAO NACC Regional Office Calendar of Events (Ref. IP/09 of the Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation [NACC/DCA/08])

3.2 The aforementioned proposals seek to resolve regional weaknesses that diminish safety of the region, due to not possessing suitable information or possessing erroneous information for decision-making concerning air traffic control operations.

3.3 It is necessary that States inform ICAO in a timely manner and in due form of their individual needs so that ICAO may assess and propose the activities to be implemented within the MCAAP Project as soon as possible and States may integrate within their budgets the costs of the activities that are not covered by the Project.

3 Suggested Action

3.1 The Meeting is invited to:

- a) review the information provided in the Appendix to this paper concerning the proposals of activities already identified and approve the proposed activities;
- b) have Project member States inform and coordinate with the PEC and the Secretariat to determine the needs for RLA/09/801 Technical Assistance Missions (RLA/09/801 TEAMs);
- c) consider paragraph 3.1 of this paper and have each State assign a focal point to work in conjunction with the PEC in the next two months (August and September) to define the needs of each State for 2019;
- d) to have the PEC meet and reactivate its functions by September reporting its results to the PSC and to achieve the approval of activities for 2019 before November 2018; and
- d) discuss and agree any other action deemed appropriate.

Key Activity / Tasks Actividad Clave / Tareas	Fellowships / Experts Becas / Expertos	Projected Cost Costo Proyectado	Project Steering Committee (PSC) Approval Status Estado de aprobación por el Comité Ejecutivo del Proyecto (PSC)
<p>NCLB Regional Assistance Project, Technical Assistance Proposal for the Analysis of Meteorological Data Technical assistance mission to carry out an analysis and to indicate recommendations to take advantage and integrate meteorological radar data in Central America.</p> <p>Objective: As requested by State.</p> <p>Proyecto de asistencia regional bajo el NCLB, Propuesta de asistencia técnica para la análisis de datos meteorológicos Misión de asistencia técnica para análisis e indicar recomendaciones para el aprovechamiento e integración de los datos de los radares meteorológicos de Centroamérica</p> <p>Objetivo: De acuerdo a lo solicitado por el Estado.</p>	<p>4 days of assistance 1 Regional Officer 5 mission days 4 días de asistencia 1 Especialista Regional 5 días de misión</p>	<p>USD3,500</p>	<p>Pending approval by the PSC</p> <p>Pendiente a ser aprobado por el PSC</p>
<p>Sub-Project / Objective <i>6. Enhance ATS situational awareness and improve efficiency of ATS Unit(s) Operations</i></p> <p>Sub-Proyecto / Objetivo <i>6. Mejorar la conciencia situacional ATS y mejorar la eficiencia de las Unidades ATS</i></p>			
<p>Regional Assistance to improve the communications infrastructure NAM/CAR Regions</p> <p>Current Situation The NAM/CAR Regions have a satellite communications infrastructure supporting voice and data communications. Growing needs in aviation demand to have a broader bandwidth than the one currently in use. Therefore, there is a need to implement a new communications network based on IP that is able to support future services, while also providing a back-up for the network currently in operations.</p> <p>Justification Integrating a new proposal for the MEVA IV Network</p> <p>Objectives Impulse safety in coordination areas of the aforementioned FIRs: 1. Provide a back-up to the communications network in the region 2. Create a new network prepared for new challenges in the region 3. Integrate necessary mechanisms for data to ensure information 4. Maintain its own regional network, independent from a high security degree, availability and low cost</p> <p>Asistencia regional para mejorar la infraestructura de comunicaciones Regiones NAM/CAR</p> <p>Situación Actual Las Regiones NAM/CAR cuentan con una infraestructura de comunicación satelital que soporta las comunicaciones de voz y datos. Las necesidades crecientes de la aviación demandan contar con medios de comunicaciones de mayor ancho de banda al que actualmente se está utilizando, por lo que se requiere implementar una nueva red de comunicaciones basada en IP que soporte los servicios del futuro y que al mismo tiempo brinde respaldo a la red que actualmente está operando.</p> <p>Justificación Integrar una nueva propuesta para la Red MEVA IV</p> <p>Objetivos Impulsar la seguridad operacional en las áreas de coordinación de las FIR antes mencionadas: 1. Proporcionar respaldo a la red de comunicaciones de la región. 2. Crear una nueva red que esté preparada para los nuevos retos de la región. 3. Integrar los mecanismos necesarios a los datos para asegurar la información. 4. Mantener una red regional propia, independiente a alto grado de seguridad, disponibilidad y bajo costo.</p>	<p>4 days of assistance 4 SMEs 5 mission days</p> <p>4 días de asistencia 4 SMEs 5 días de misión</p>	<p>USD15,000</p>	<p>Pending approval by the PSC</p> <p>Pendiente a ser aprobado por el PSC</p>

Key Activity / Tasks Actividad Clave / Tareas	Fellowships / Experts Becas / Expertos	Projected Cost Costo Proyectado	Project Steering Committee (PSC) Approval Status Estado de aprobación por el Comité Ejecutivo del Proyecto (PSC)
<p>NCLB Regional Assistance Project, Technical Assistance Proposal to minimize flight plan errors in the region – 4-day Workshop at the NACC Regional Office (Spanish) & 4-day Workshop in Caribbean State (English)</p> <p>Justification Flight Plan errors cause a decrease in operational effectiveness in the implementation of automated coordination, and is also a factor that diminishes safety in the region.</p> <p>Objective: Implement through two workshops the actions and lessons learned by other States to minimize the occurrence of flight plan errors in the region. Proyecto de asistencia regional bajo el NCLB, Propuesta de asistencia técnica para minimizar los errores de planes de vuelo en la región. – Taller de 4 días en la Oficina Regional NACC (Español) y Taller de 4 días en algún Estado del Caribe (Inglés)</p> <p>Justificación Los errores de plan de vuelo son los causantes de la disminución de efectividad operacional de la implementación de las coordinaciones automatizadas, así como un factor que disminuye la seguridad operacional en la región.</p> <p>Objetivo: Implementar a través de dos talleres las acciones y lecciones aprendidas por otros Estados para que minimizar la ocurrencia de errores de planes de vuelo en la región.</p>	<p>2 events</p> <p>4 days of assistance 2 SMEs 5 mission days</p> <p>2 eventos</p> <p>4 días de asistencia 5 SMEs 5 días de misión</p>	<p>USD15,500</p>	<p>Pending approval by the PSC</p> <p>Pendiente a ser aprobado por el PSC</p>

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