



**SECOND GREPECAS PROGRAMMES AND PROJECTS REVIEW COMMITTEE (PPRC)
 VIRTUAL MEETING (ePPRC/02)
 30 October 2020**

**Agenda Item 2: Follow-up on GREPECAS Programmes and Projects
 2.6 CNS C and D Projects**

**DESCRIPTION AND FOLLOW-UP IN THE EXECUTION OF THE ACTIVITIES OF THE PROJECTS OF THE CAR AND SAM GROUND-GROUND AND GROUND-AIR COMMUNICATION INFRASTRUCTURE PROGRAMME
 (Presented by the Secretariat)**

EXECUTIVE SUMMARY	
<p>This information paper provides a briefing of the implementation status of the ATM Automation and Situational Awareness Programmes (BO-RSEQ, BO-FICE, BO-SNET, BO-ASUR y BO-SURF) and the NAM/CAR Ground-Ground/Air-Ground (BO-FICE y BO-TBO) Communication Infrastructure Programme.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) of GREPECAS report, June 2019 • • Automatic Dependent Surveillance – Broadcast OUT Implementation Meeting for the NAM/CAR Regions (ADS-B/OUT/M) report, August 2019 • • Thirty Fifth MEVA Technical Management Group Extraordinary Meeting (MEVA/TMG/35) report, April 2020 • • Ninth Eastern Caribbean Network Technical Group (E/CAR/NTG/9) and Seventh Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/7) Meetings’ report, July 2020

1. Introduction

1.1 Through the AIDC, MEVA/TMG and SURV Task Forces, the NAM/CAR regions carry out follow-up and implementation tasks of the Automation and Situational Awareness Programmes and of the communications infrastructure programme.

1.2 In this information paper the implementation status of each of the components of both projects is provided.

2. NAM/CAR Regions

2.1 The implementation programme of the automatized AIDC and NAM/ICD protocols has reached a 70% implementation in all the operation channels, recently starting to operate the channel between Dominican Republic and the United States, while the Cuba and Jamaica channel are in the trial phase.

2.2 Flight plan errors are still happening, making it difficult to put into operation 100% of the automated channels. Training was programmed to cover this issue, but due to the COVID-19 pandemic the workshop was postponed for the first semester of 2021.

2.3 The AMHS implementation between the CAR States has finished with the exception of Haiti, because the implementation of its system was delayed due to the current global conditions.

2.4 The MEVA/TMG Task Force started the updating process of the MEVA III Regional Telecommunications Network. In this regard, during June 2019 the States took the decision to extend for two years the contract of the MEVA III network with Frequentis, and indicated the need to develop a new project and to put it in operation in March 2022, when the extension of the contract was finished.

2.5 Cuba and the United States successfully finished the ICAO Weather Information Exchange Model (IWXXM). Therefore, these trials will be expanded in other States of the region.

2.6 Regarding surveillance tasks:

- a) CAR States have achieved radar data exchange between their systems, waiting for the monitoring data to be exchanged once the new telecommunications network is ready.
- b) Work continues in the region on putting into operation the ADS-B systems with support of the United States' Federal Aviation Administration (FAA) through in situ missions to each of the States that are in this process, identifying its weaknesses and supporting them in its strengthening.
- c) Currently, satellite ADS-B trials are being carried-out in the FIR of Curacao and COCESNA.

2.7 Finally, all the action plans of the different task forces of the region are in the assessment and updating process to include the regional implementation verification of the Basic Building Blocks (BBB), integrate de new regional and operative requirements and the development of actions plans aligned with the new version of the Global Air Navigation Plan (GANP)

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