



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

**First Eastern Caribbean Civil Aviation Technical Group Meeting
(E/CAR/CATG/1)**

Martinique, French Antilles, France, 19 to 21 June 2013

E/CAR/CATG/1 — WP/13

17/06/13

Agenda Item 4

Air Navigation Matters

4.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean

FOLLOW-UP ON THE IMPLEMENTATION OF THE NAM/CAR REGIONAL PERFORMANCE BASED AIR NAVIGATION PLAN (NAM/CAR RPBANIP)

(Presented by the Secretariat)

SUMMARY

This working paper shows the Air Navigation matters progress made in the E/CAR/WG/33 Meeting in accordance to the NAM/CAR Regional Performance Based Air Navigation Plan (NAM/CAR RPBANIP) and recommends actions to improve the timely and efficient implementation of these activities.

References:

- 24th Eastern Caribbean Directors of Civil Aviation (E/CAR/DCA/24) Meeting, Martinique, French Antilles, October 2012
- NAM/CAR Regional Performance Based Air Navigation Plan (NAM/CAR RPBANIP) <http://www.mexico.icao.int/RegionalGroups/NAMCARRPBANIPV02May2011en.pdf>

Strategic Objectives

This working paper is related to Strategic Objectives:

A. Safety – Enhance global civil aviation safety

C. Environmental Protection and Sustainable Development of Air Transport

1. Introduction

1.1 During the E/CAR/WG/33 Meeting, the Secretariat informed of the E/CAR/WG reported progress and update of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) presented to the NACC/DCA/4 Meeting, as well as the coordination actions performed by ICAO to follow-up on the RPBANIP implementation activities. The accomplishments and operational benefits achieved were also discussed and regarding the analysis of established timelines, planned activities and corresponding action plans for Regional Performance Objectives (RPO), the following was concluded:

- Several activities for the RPO require time validation and responsible parties, since in several cases these dates have expired or the activities are no longer valid;
- There is a lack of action plans for RPO 6 and RPO 12, associated with SAR and MET respectively; and

- c) ICAO has not been informed of any action plan updates in accordance with the RPBANIP NAM/CAR (V-2.0).

2. Follow-up to Implementation Activities of the RPBANIP

2.1 In the E/CAR/WG/33 Meeting, the different E/CAR Committees and Adhoc Group met and reported the progress made up to that meeting.

2.2 Since the E/CAR/WG/33 Meeting several teleconferences have been held by the E/CAR/CATG Chairperson and by some Committee rapporteurs. The following progress based in the RPBANIP was reported in the E/CAR/WG/33 Meeting:

Regional Performance Objective 1: Implementation of PBN

- a) Update of the strategy on the PBN implementation for the E/CAR was informed and the progress on the implementation of an airspace concept in the CAR Region.
- b) Update on the RNAV/RNP Approach Procedures, SIDs and STARs implementation in the E/CAR Region was provided as shown in **Appendix A** to this paper
- c) PBN implementation and the progress on the implementation of a PBN airspace concept within the ECAR Region – Piarco FIR/CTA/UTA, identifying the need for more participation by the E/CAR States on this implementation.
- d) Regarding the PBN training courses, Barbados and Trinidad and Tobago indicated that PBN related courses can be held at the Barbados TRAINAIR Plus facilities or Trinidad and Tobago Training School and that basic PBN courses are available in ICAO website.
- e) The ICAO RLA/09/801 “Implementation of the Performance based Air Navigation Systems” Project support for PBN was commented.
- f) Conclusion 33/1 PBN Implementation Activities in the Eastern Caribbean was formulated
- g) Barbados informed on their Performance based Air navigation Plan and the scheduled CNS activities for the implementation of PBN in Barbados.

Regional Performance Objective 4: Improve ATM Situational Awareness

- a) For the implementation of the Centralized Flight Planning System and the Radar Data Sharing Project, Ad-hoc groups under the CNS Committee and the AIM Committee were confirmed.
- b) Conclusion 33/2 – *Training and Adequate Staff for the Aeronautical Information Services System (AISS)* which includes the Central Flight Planning System and Conclusion 33/3 *Radar Data Sharing Activities in the ECAR Region* were formulated
- c) France provided the technical configuration for the radar sensors in Martinique and Guadeloupe

Regional Performance Objective 5: Implementation of the New Flight Plan Format

- a) The Meeting was informed about the follow-up on implementation activities for the New ICAO Model Flight Plan Form: manual filling of the FPL in the new format was planned and the use of converters was agreed as a temporary solution. Conclusion 33/5 *Implementation of the New ICAO Model Flight Plan Form by 15 November 2012* was adopted. The implementation of the New Flight Plan Format was successfully accomplished in 15 November 2013. The status of implementation is shown in **Appendix B** of this paper.
- b) Conclusion 33/4 *Preparation for the Implementation of the Central Flight Planning System, Aeronautical Information Services System (AISS) and the ATS Message Handling System (AMHS)* was adopted

Regional Performance Objective 6: Improve SAR System

- a) It was noted that so far only Trinidad and Tobago and Barbados have presented the information according to their SAR capability.
- b) Conclusion 33/6 *SAR Activities in the E/CAR Region* was adopted

Regional Performance Objective 8: Protection and optimum use of Radiofrequency Spectrum

- a) The Secretariat provided an update to the ICAO final position for the ITU Radio Communication Conference 2012 - WRC-2012.

Regional Performance Objective 9: Optimization and modernization of communication infrastructure

- a) Trinidad and Tobago informed on their plan for the ATS Message Handling System (AMHS) System.
- b) France also provided their latest progress with the implementation of ADS-C and CPDLC in French Guyana and ADS-B surveillance for general aviation users
- c) Antigua informed on their evaluation with their radar provider for rehabilitation their radar system and was to provide updates on the progress to have the radar system operational and the possibility of the exchange of the radar feed with the rest of the E/CAR region under the Radar Data Sharing activities conducted by the CNS Committee.
- d) Barbados commented on their upgrade to their radar system

2.3 Specific developments in air navigation matters need to be discussed by the E/CAR/CATG follow-up and timely implementation:

AIM

- a) Attention was requested on the requirement for States to supply electronic terrain and obstacle data in different Areas [1, 2 (a, b, c and d), 3 and 4] and reviewed the Guide to prepare an e-TOD Action Plan. The Meeting was requested to send to the ICAO NACC Regional Office the Action Plans for the e-TOD Implementation by 30 November 2012, adopting Conclusion 33/7 *Preparation of e-TOD Action Plan*

- b) SMS and QMS should be taken as complementary and the Meeting was advised that ICAO Headquarters is working on Amendment 37 to Annex 15 (which could include a relationship between QMS and SMS) and the ICAO QMS Manual, which could support States to clarify how to harmonize QMS and SMS.
- c) States were to ensure to have and prepare their staff for the implementation of a QMS System in AIS.

AGA

- a) The meeting was informed on the different activities adopted by RASG-PA and the GREPECAS project regarding runway safety enhancement.
- b) The United States provided an update of a number of aerodrome safety programmes and initiatives currently in process, addressed wildlife hazards and provided guidance through advisory circulars describing methodologies for conducting a wildlife hazard assessment and have an Industry-government wildlife collaboration initiative to address hazardous wildlife issues in a regional, cooperative, and prioritized manner and presented the development of Engineered Materials Arresting System (EMAS) and Runway Safety Area Improvements (RSA)

ATM

- a) The current status of operation of the ICARD was informed
- b) United States informed on their plans to implement the 50 Nautical Mile (NM) longitudinal, 30 NM lateral and 30 NM longitudinal separation minima between suitably equipped and authorized aircraft pairs in the New York Oceanic Flight Information Region. Trinidad and Tobago agreed to work together with United States in reviewing the proposal for amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030), and finally submit it to ICAO NACC Regional Office for the corresponding process as established in the Doc 7030 *Procedure for the Amendment of Regional Supplementary Procedures*.
- c) United States informed about their Flight Planning - Quality Improvement Initiative (FP- QII) to improve the quality of flight plan data being submitted into the ATC flight planning systems and through the ATS Inter-facility Data Communications systems. The Meeting recognized the importance to have all the possible efforts to mitigate and solve the missing and duplication of flight plans, but also the need for States to review and publish their corresponding regulations and procedures to ensure compliance with provisions of Annex 2 and Doc 4444 regarding the submission and transmission of flight plans.

CNS

- a) ICAO presented a brief review on the ADS-B and Multilateration (MLAT) work and activities in the CAR Region; encouraging the participation in the ADS-B Ad-hoc groups by designating a focal point by State for future coordination. Trinidad and Tobago is part of the ADS-B Ad-hoc group. Barbados and ECCAA were invited to designate a point of contact for this participation by 30 June, 2012.
- b) Barbados informed the Meeting of their progress on implementing a wide area MLAT system in Barbados with a 5 sensor configuration, which is currently at

the study and evaluation stage to identify different potential suppliers. ECCAA is also in a similar case carrying out a MLAT study in the OECs States.

- c) It was also informed that the E/CAR/NTG and MEVA TMG had agreed to have in the RFI the interconnection objective for MEVA III and the E/CAR AFS Network, as well for MEVA II and E/CAR AFS Network.
- d) The benefits and improvements achieved with the use of ATS Inter-facility Data Communications (AIDC) as means for the exchange of notification, coordination, transfer and related data between automated ATS systems was informed, including the Interface Control Document (ICD) used. Conclusion 33/8 *Action Plan for AIDC Implementation Using CPL - LAM Messages* was formulated

MET

- a) The transition activities toward the WAFS internet file service (WIFS) were discussed emphasizing the need for States to adopt measures to acquire upgrade or replace WAFS facilities to access the WIFS. The list of WIFS users in the CAR Region is presented in **Appendix C** to this paper, informing the current status of the active and non-active users of the WIFS. Many States in the Eastern Caribbean need to become active users of this system in order to assure the availability of the WAFS products on a regular basis.
- b) WIFS provides access to WAFS data and products such as OPMET information (METAR, SPECI and TAF), and upper-air gridded forecasts in two formats GRIB1 (Gridded Binary version 1) and GRIB2 (Gridded Binary version 2). GRIB1 is the format that has been used for many years. However, due to a need to expand the data sets and increase the resolution, ICAO approved the use of GRIB2 for encoding WAFS data sets. It is important to mention that as of 14 November 2013, the WAFS gridded global forecasts in the World Meteorological Organization (WMO) GRIB Edition 1 code form will cease to be available. Therefore, being a user of the WIFS, it is imperative to migrate to receiving, decoding and using the WAFS gridded global forecasts in WMO GRIB Edition 2 code form as soon as possible, if you have not already done so, in view of the superior temporal and spatial resolution provided by these forecasts. Should you require assistance in the migration to WAFS gridded global forecasts in WMO GRIB Edition 2 code form, you are requested to contact the WAFS Provider States in Washington DC, United States of America or your WAFS workstation software provider.
- c) Quality Management System of meteorological information (QMS-MET) is emphasized. The implementation of a compliant QMS related to the provision of meteorological services to the aviation industry and other users is necessary for complying with this standard contained in ICAO Annex 3, Chapter 2, paragraph 2.2.3. It indicated that from November 15, 2012, each Contracting State shall ensure that the designated meteorological authority establish and implement a properly-organized quality system comprising of procedures, processes and necessary resources to provide a quality management of the MET information to be supplied to users. The QMS MET current status of implementation of the States/Territories in the Eastern Caribbean as of May 2013 is as follows:

Current Status of the implementation of the QMS/MET of the States/Territories in the Eastern Caribbean		
State	Implemented	Have not implemented
Anguila (UK)		Advanced stage
Antigua and Barbuda	XX	
Barbados		Mid stage
British Virgin Islands (UK)		Advanced stage
French Antilles (Guadeloupe Martinique, Saint Barthélemy)		Unknown
Grenada		Mid stage
Montserrat (UK)		Mid stage
Netherlands (Saba, Sint Eustatius)		Unknown
Saint Kitts and Nevis		Advanced stage
Saint Lucia		Advanced stage
Saint Vincent and the Grenadines		Advanced stage
Sint Maarten		Advanced stage
Trinidad and Tobago		Advanced stage
United States (Puerto Rico and Virgin Islands)		Unknown

2.4 The other significant advances were reported as presented in **Appendix D** to this part of the report.

3. Suggested Action

3.1 The Meeting is invited to:

- a) That the corresponding Committees take remedial actions to the comments mentioned in paragraph 1.1;
- b) Review and update the RNAV/RNP Approach Procedures, SIDs and STARs implementation in the E/CAR Region from the status provided in Appendix A;
- c) Analyze and update the implementation status of the New Flight Plan Format from the information shown in Appendix B;
- d) Define actions to activate the WIFS users shown in Appendix C;
- e) Complete and update the QMS-MET status shown in letter c) of paragraph 2.3 MET; and
- f) All Committees to review the status of implementation of Air navigation detailed in paragraphs 2.3 and 2.4 and in Appendix D, including the actions and updates in their discussion and final progress report to the Meeting.

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UPDATE ON THE RNAV/RNP APPROACH PROCEDURES, SIDS AND STARS IMPLEMENTATION IN THE E/CAR REGION

FIR/CTA/UTA	RNP/RNAV Approach Procedures, SIDs and STARS									RNAV Routes in Piarco CTA/UTA
PIARCO	State (# Aerodromes)	Aerodrome	RWY	SIDs	STARS	APPs (RNP)	TOTAL	Publication In AIP	Remarks	UL435, UL695, UL375, UL337, UL776, UL205, UM791, UL462, UM402
	Anguilla – UK (1)	TQPF	10/28			0	0			
	Antigua & Barbuda (2)	TAPH								
		TAPA	07/25							
	Barbados (1)	TBPB	09/27	2		2	4	May 2009	RNAV (GPS)	
	Dominica – UK (1)	TDPD	27	1		1	2	Jun 2011	RNAV (GNSS)	
	France (5)	TFFM	09/27							
		TFFR	11/29	4	1	2	7	Apr 2009	RNAV (GNSS)	
		TFFF	09/27	4	2	2	8	Jan 2009	RNAV (GNSS)	
		LVFM	12/30							
		LFVP	08/26	1	1	2	4	Sep 2005	RNAV (GNSS)	
	Grenada (2)	TGPY	10/28			2	2	Mar 2012	RNAV (GNSS)	
		TGPZ								
	Montserrat – UK (1)	TRPG								
	St. Kitts & Nevis (1)	TKPK	07/25	3		2	5	Jun 2011	RNAV (GNSS)	
		TKPN	10/28	1		2	3	Mar 2012	RNAV (GNSS)	
	St. Lucia (2)	TLPC	09/27					Jun 2011	RNAV (GNSS)	
		TLPL	10/28			2	2			
	St. Vincent & the Grenadines (2)	TVSV	07/25							
		TVSC	13/31			2	2	Jan 2009	RNAV (GNSS)	
	Trinidad & Tobago (2)	TTTP	10/28			2	2	Aug 2009	RNAV (GPS)	
		TTCP	11/29			2	2	Jan 2009	RNAV (GPS)	

APPENDIX B

FPL2012 Post implementation Checklist and Follow-up to FPL2012 full compliance activities
Follow-up: 20 April 2013

State	Solution	
	AFTN Terminal –FPL	ATC Automated System - FDP
Anguilla	Implemented	Manual
Antigua and Barbuda	Implemented	Manual
Aruba	Implemented	Implemented
Bahamas	AMHS (FPL2012) terminals implementation date to be defined (TBD)	Full upgrade planned (converter is use)
Barbados	Implemented	Full upgrade planned (converter is use)
Belize	Implemented	Full upgrade planned (converter is use)
Bermuda	Implemented	Manual
British Virgin Islands	Implemented	Manual
Canada	Implemented	Implemented
Cayman Islands	Implemented	Implemented
COCESNA	Implemented	Full upgrade planned (converter is use)
Costa Rica	Implemented	Full upgrade planned (converter is use)
Cuba	Implemented	Implemented
Curacao	Implemented	Implemented
Dominica	Implemented	Manual
Dominican Republic	Implemented	Full upgrade planned (converter is use)
El Salvador	Implemented	Full upgrade planned (converter is use)
Grenada	Implemented	Full upgrade planned (converter is use)
Guatemala	Implemented	Full upgrade planned (converter is use)
French Antilles	Implemented	Implemented
Haiti	Manual	Manual
Honduras	Implemented	Full upgrade planned (converter is use)
Jamaica	Implemented	Full upgrade planned (converter is use)
Mexico	Implemented	Implemented
Montserrat	Implemented	Manual
Netherlands (BES Islands)	Manual	Manual

State	Solution	
	AFTN Terminal –FPL	ATC Automated System - FDP
Nicaragua	Implemented	Implemented
Saint Kitts and Nevis	Implemented	Manual
Saint Lucia	Implemented	Manual
Saint Vincent and the Grenadines	Implemented	Manual
Sint Maarten	Implemented	Implemented
Trinidad and Tobago	Implemented	Implemented
Turks & Caicos	Implemented	Implemented
United States	Implemented	Implemented

APPENDIX C

E/CAR/CATG01 — WP/13

Name	Email	Phone	Location	Country	ISCS User	SADIS FTP	UserID	Planned Date	Last Access
REGISTERED USERS							Using WIFS Operationally		
Layla Rodriguez Vidal	Lrodriguez@ aeronav.ecasa.avianet.cu	537-6497066	Plaza de la Revolucion, Ciudad de	Cuba	Y	Y	WAFSMUHA01		12/31/12
Marck Oduber	Marck.oduber@meteo.aw	297-582-6497	Oranjestad	Aruba			WAFSTNCA01		12/31/12
Hector Vargas	h.vargas@sct.gob.mx	57 166876	Mexico City	Mexico	Y		WAFSMMM001		12/31/12
Alfredo Capello	fred.capello@meteo.an	+599-9-939-3371	Willemstad	Curaçao	Y	Y	WAFSTNCC02		12/31/12
Niels Oger	dirag.iscs@meteo.fr	596639966	Fort-de-France cedex	Guadeloupe	Y	Y	WAFSTFFR01		12/31/2012
Niels Oger	dirag.iscs@meteo.fr	33 596 63 89 75	fort de france	Martinique	Y	Y	WAFSTFF01		12/31/12
Donald Simon	don_acs@yahoo.com	268-462-3229	St. John's	Antigua and Barbuda	Y		WAFSTAPAA01		12/31/12
Orson Nixon	omnixon@gmail.com	1-242-356-3734	Nassau	Bahamas	Y		WAFSMYNN01		12/31/12
John Tibbetts	john.tibbetts@gov.ky	345-945-5557	Grand Cayman	Cayman Islands	Y	Y	WAFSMWCR01		12/31/12
Roy Thompson	rthompson@hydromet.gov.bz	501-225-2011	Ladyville	Belize	Y	Y	WAFSMZB01		12/31/2012
Evan Thompson	metsservice.wbh@jamweb.net	876-929-3695	Kingston	Jamaica	Y		WAFSMKJP02		12/31/12
Norma Tepoz	norma.tepoz@conagua.qob.mx	+52 (56) 26-36-46-64	Mexico City	Mexico			WAFSMMM002		11/19/2012
Ronald Eugenio	eugenio@meteo.an	599 5232690	Philipsburg	St. Maarten	Y	Y	WAFSTNCM01		11/30/2012
REGISTERED USERS							Using SADIS FTP		
REGISTERED USERS							Sporadic use of WIFS		
Ian Currie	icurrie@bas-serco.bm	1 441 293 5067 ext 404	St. Davids	Bermuda	Y	Y	WAFSTXKF01		06/27/11
Hampden Lovell	hlovell@barbados.gov.bt	2464280910/2462300899	Bridgetown	Barbados	Y		WAFSTBP01		12/15/11
Bryan Thomas	systemadmin@gov.ti	1-868-669-4392	Piarco	Trinidad and Tobago	Y	Y	WAFSTTPP02		07/06/12
Thomas Auguste	tauguste@gosl.gov.lc	(758) 450 1210 or (758) 721 7106	Castries	Saint Lucia	Y		WAFSTPL02		07/11/12
German J. Gomez	joaquin_honduras@yahoo.com	(504) 22331114	Tegucigalpa MDC	Honduras	Y		WAFSMHTG01		11/20/11
Gloria Ceballos	gceballos@onamet.gov.do	809-788-1122	Santo Domingo	Dominican Republic	Y		WAFSMDSD02		04/18/12
Rodolfo Sanchez	rsanchez@imn.ac.cr	(506) 2222-5616 ext 122	Barrio Aranjuez, San JosA	Costa Rica	Y		WAFSMBROC01		7/10/2012
Emmanuel Rigby	emmanuelrigby@tciairports.com	(649) 232 1487	P.O. box 1058	Turks and Caicos Islands			WAFSMBPV01		11/14/2012
Delver Martin	delver.martin@scaspa.com	(869) 662 3247	St. Kitts	St. Kitts And Nevis			WAFSTKPK01		7/18/2012
Hubert Whyte	hwhyte@mbiagrenada.com	1473 534 5262	St. Georges	Grenada			WAFSTGPY02		11/20/2012
David Burgin	burgind30@hotmail.com	1 784 458 4477	Arnos Vale	St. Vincent and the Grenadines			WAFSTVSV01		7/16/2012
REGISTERED USERS							No WIFS Activity		
Emmanuel Rigby	emmanuelrigby@tciairports.com	(649) 232 1487	P.O. box 1058	Turks and Caicos Islands			WAFSMBGT01		
Sheryl Etienne-LeBlanc	sheryl8568@hotmail.com	767-265-1271		Dominica			WAFSTDPD01		
Salvadora Martinez	metssino@bw.com.ni	505-22331321 or 505-22333408	Managua	Nicaragua	Y		WAFSMMM002		
Helen Tonge	htungo@yahoo.co.uk	1 264 497 2451 ext. 2360/ 497 2384	The Valley	Anguilla			WAFSTQPF01		
Denzil Jones	airport@gov.ms	1 (664) 491 6218	Golden Rock	Montserrat			WAFSTRPG01		
Lydia Rubaine	lrubaine@bvvia.com	1 284 852 9019	Beef Island	Tortola			WAFSTUPJ01		
Romeo Marco Tulio Garcia Chavarria	romet200358@hotmail.com	502-5677 6060	Guatemala City	Guatemala	Y		WAFSMGGT01		
Byvian Roldan	bvvia81@yahoo.com	502-54823382	Guatemala City	Guatemala			WAFSMGGT02		
John Peters	jpeters@mbiagrenada.com	1 473 444 4142	St. George's	Grenada	Y		WAFSTGPY01		
Miguel Campusano	mcampusano@onamet.gov.do	8297554801	Santo Domingo Este	Dominican Republic			WAFSMDPC01		
Ronald Semelfort	ronasem@yahoo.fr	(509)37332885	Port-au-Prince	Haiti	Y		WAFSMTTP01		
Jorge Chinchilla	jorgedchinc@hotmail.com	+502 55067044/22606303	Guatemala City	Guatemala			WAFSMGGT03		
Caesar George	gerolc2002@yahoo.com	+502 22606303	Guatemala City	Guatemala			WAFSMGGT04		
Danilo Alex Ramirez Ramirez	danilo.ramirez@cepa.gov.sv	(503) 2366 - 2551	San Luis Talpa, Departamento de La Paz	El Salvador	Y		WAFSMMLP02		
USERS REGISTERED AWAITING APPROVAL									
Juan Jose Amides Figueroa	juanfigueroa@marn.gob.sv	21329648	MSSS	El Salvador					
UNAPPROVED USERS									
USERS NOT YET CONTACTED WIFS									
End of Table									

Account Status	ISCS	New	Total
Registered Users - Operationa	11	2	13
Registered Users - SADIS FTP	0	0	0
Registered Users - Sporadic	7	4	11
Registered Users - Inactive	5	9	14
Users waiting for Authorizator	0	1	1
ISCS Users in the wilderness	0	0	0
Total	23	16	39

No ISCS Users in CAR 25
No ISCS Users declining WIFS 2
No ISCS Users with WIFS Accounts 23
No ISCS Users yet to register 0
Percentage of ISCS Users Registered 100%
Percentage of ISCS Users operational 48%

State-By-State Status

State	Op	SADIS FTP	Sporadic	Never Accessed	ISCS Accounts
Mexico	2				1
Antigua and Barbuda	1				1
Aruba	1				
Bahamas	1				1
Belize	1	Y			1
Cayman Islands	1	Y			1
Cuba	1	Y			1
Curacao	1	Y			1
Guadeloupe	1	Y			1
Jamaica	1				1
Martinique	1	Y			1
St. Maarten	1	Y			1
Barbados			1		1
Bermuda		Y	1		1
Costa Rica			1		1
Dominican Republic			1	1	1
Grenada			1	1	1
Honduras			1		1
Saint Lucia			1		1
St. Kitts And Nevis			1		
St. Vincent and the Grenadines			1		
Trinidad and Tobago		Y	1		1
Turks and Caicos Islands			1	1	
Anguilla				1	
Dominica				1	
El Salvador				1	1
Guatemala				4	1
Haiti				1	1
Montserrat				1	
Nicaragua				1	1
Tortola				1	

"Y" under SADIS FTP indicates the user has a registered SADIS FTP account

"Op" indicates user is operational on SADIS FTP

See Account table for any operational progress of Sporadic users

APPENDIX D

RELEVANT PROGRESS MADE BY THE E/CAR/WG COMMITTEES AS REPORTED IN E/CAR/WG/33 MEETING

RPO 1 **Implementation of Performance Based Navigation (PBN)**

1. Even though the milestones from the NACC/WG/3 Meeting Conclusion 3/1 regarding PBN implementation has not been fully addressed, progress and agreements were made such as several PBN approach procedures have been implemented (Antigua and Barbuda, Grenada, Barbados, Dominica, France, etc.) and the survey on CDO implementation by Barbados. The Meeting urged States to carry out the necessary coordination among the States when designing and evaluating procedures. Participation to the upcoming ICAO PBN Symposium (October 2012), as well as the use of Computer Based Training (CBT) for PBN training was recommended. Considering the request for PBN assistance for the PBN implementation programme, Conclusion 33/1 was formulated, training needs were reported and an ATM Committee follow-up teleconference was scheduled for August 22, 2012.

2. The Meeting discussed the initiative for implementing reduced lateral and longitudinal separation minima in the New York Airspace adjacent to PIARCO FIR and agreed to work on it between Trinidad and Tobago and United States for a proposal of amendment to the Supplementary Procedures Document (Doc 7030) to be submitted to ICAO. WP/25 provides more details.

3. A revision of the letters of agreement (LOA) between Antigua and Barbuda and PIARCO ACC for flights into/out of St. Maarten transiting V C Bird airspace will be carried out by 30th September 2012.

RPO 4 **Improve ATM Situational Awareness**

4. Radar data is available for any of the E/CAR State/Territories from the radars of Martinique and Guadeloupe; meanwhile Trinidad and Tobago implements the Radar Data server. The Radar Data Server will transmit the data through the E/CAR AFS Network telecommunication, providing radar system tracks from the Martinique/Guadeloupe radars (DACOTA multiradar data and two monoradar data), Trinidad and Tobago radar and eventually other radars (Barbados, Antigua, Sint Maarten and Venezuela). Trinidad and Tobago informed that the radar data from the Radar Data Server and an interconnection document (ICD) will be available to E/CAR States/Territories by 31 October 2012.

5. Most States expressed interest in receiving the radar data but expressed their concern on the cost that will be incurred in providing the end-user processing and display equipment. The interested States need to define what will be the operational use of the radar data, under a cost-benefit basis. In this regard Conclusion 33/3 was formulated.

6. To continue the evaluation and definition of the activities for the radar data sharing, the Meeting agreed to carry out a teleconference by 18 July 2012, with all the Radar Data Interested States Points of Contacts.

7. Barbados continues their Multilateration (MLAT) feasibility studies.

8. Based on the operational benefits obtained with the implementation of AIDC using initially CPL-LAM messages, the meeting agreed to formulate conclusion 33/8.

RPO 5 Implementation of the ICAO New Model Flight Plan Form

9. Trinidad and Tobago Civil Aviation Authority signed contracts for the supply and installation of an Air Traffic Services Message Handling System – Extended Service (AMHS) and an Aeronautical Information Services System (AISS) (which contains a Centralized Flight Planning System-CFPS) respectively. These systems will mitigate the missing and duplication of flight Plans and will be the permanent solution to comply with the ICAO New Flight Plan format requirement. In this regard, to prepare the implementation of these systems and the training of the adequate staff, conclusion 33/2 and conclusion 33/4 were formulated. A Flight Plan Review Group was formed to review the improvements achieved by the CFPS on the missing and duplication of flight Plans.

10. Grenada stated that the Flight Plan Processing System and the ATC System application will be ready for the acceptance of Amendment 1 FPL Format by 31st July 2012. All testing with PIARCO's AFTN is expected to be completed by **20 August 2012**.

11. Antigua & Barbuda having benefited from the ICAO Workshop on the ICAO new model Flight Plan Form in Mexico City is now in a position to implement an awareness programme. Antigua intends to internally recruit and train adequate number of personnel for the AIS.

12. Barbados Flight Planning System provider will install and test the software with the FAA and Trinidad and Tobago by June, 2012. Also the provision of training and ATC Refresher Courses are scheduled for July, 2012.

13. Considering that the CFPS will not be ready for November 2012, a converter solution will be implemented in the E/CAR Sub-region with manual processing of the flight plans. In this regard to follow the outstanding activities for the implementation for the ICAO New Model Flight Plan Form, the Meeting formulated Conclusion 33/5.

RPO 6 Improve SAR System

14. The TTCAA is working with its Ministry of Transport and other Ministries of key SAR Agencies in Trinidad and Tobago and participated in two meetings (the first in 2010 and the second in May 2012) hosted by the Trinidad and Tobago Coast Guard for the establishment of a regional MRCC and three associated MRSCs in the Trinidad and Tobago Search and Rescue Region. Also TTCAA participated in the 1st meeting of the working group on the implementation of Aeronautical and Maritime SAR and Global Maritime Distress and Safety System (GMDSS) in the Trinidad and Tobago Search and Rescue Region, drafting multilateral Agreements for the establishment of a Regional MRCC in Trinidad and Tobago and associated MRSCs in Barbados, Grenada and St. Vincent and the Grenadines.

15. Trinidad and Tobago has commenced work with ECAR States and adjacent FIRs to produce LOAs for the support of SAR in PIARCO's FIR and with the intention for mutual support for each other. Work has commenced with the Coast Guard in Puerto Rico and the East Coast of the United States of America to assist in SAR for the ECAR and PIARCO FIR through Colonel Dave Edwards.

16. The SAR Committee suggested a new methodology to carry out the activities in which each State/Territory within the E/CAR work on the internal relationship between the SAR agencies and coordinate the work with all SAR Committee members. In this regard Conclusion 33/6 was formulated.

17. An update to the SAR Committee activities was proposed.

RPO 7 Enhance Capacity and Efficiency of Aerodrome Operations

18. An update to the action plan of the AGA Committee was agreed reflecting the main objectives in accordance to the GREPECAS Regional projects (Enhance Runway Safety, Aerodrome Certification and Aerodromes that are non-compliant with several ICAO SARPs).

RPO 8 Protections and Optimum Use of Radiofrequency Spectrum

19. Close coordination was made with spectrum/telecommunications management agency to support ICAO WRC-2012 position.

RPO 9 Optimization and Modernization of Communication Infrastructure

20. The following improvements were made for the existing VHF coverage by Trinidad and Tobago:

- Contracts were signed to implement seven VHF AMS frequencies and plan three new VHF frequencies; 126.5 MHz, 133.1 MHz and 124.0 MHz.
- Replacement of existing 123.7 MHz and 125.4 MHz radio.
- New frequency was added for Terminal Control (119.55MHz) and the other (119.0 MHz) for PIARCO Terminal/Approach.
- The testing of this equipment started in June 2012 and commissioning will be completed by August 2012.

21. To solve the HF AMS coverage problem in the PIARCO FIR, in May 2011 Trinidad and Tobago formalized an agreement with ARINC for the provision of HF service in the PIARCO Oceanic airspace with a recent renew contract in 2012.

22. The current AFTN and ATS voice-circuit requirements for the E/CAR Sub Region have been implemented with the New E/CAR AFS Network (MPLS Network). The AFTN is scheduled for replacement with the AMHS System in the third quarter of 2012. A new AISS System with centralized flight planning capability will be implemented in the fourth quarter 2012/1st quarter 2013. The AMHS workstations for MET will be fulfilled with the new implementation of the AISS System.

23. The E/CAR AFS Network is working together with the MEVA II Network for an interconnection of both networks and carrying out a common RFI for this interconnection.

24. D-ATIS service is scheduled to be implemented in the third quarter of 2012 by Trinidad and Tobago.

25. Trinidad and Tobago has joined the RLA/03/902 Regional Project SACCSA

RPO 11 Implementation of the AIM Transition

26. To progress in the establishment of AIS Quality Management Systems some consideration to the most urgent training needs of AIM Specialists in the ECAR were provided.

27. Recognized the importance to use the guide for the preparation of an e-TOD action plan provided by ICAO and others like EUROCONTROL and suggested the formulation of conclusion 33/7.

28. In establishing a NOTAM contingency for the PIARCO International NOTAM office, a partner State with whom to establish a reciprocal contingency arrangement is being search.

29. Barbados stated that they are in a transitional state whereby they are working towards acquiring permanent staff for the AIS Office. They are also working on various organizational structures for each ATS Section.

30. The action plan for AIM activities was reviewed.