



# ICAO

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

DISCUSSION PAPER

E/CAR/CATG/4 — DP/03  
07/09/18

**Fourth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/4) Meeting**  
Saint George's, Grenada, 6 - 7 September 2018

**Agenda Item 3:**

**Air Navigation Matters**

**3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based air Navigation Implementation Plan (RPBANIP) Air Navigation Targets and Block-0 status in the Eastern Caribbean**

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

**Progress Report of the ATM Committee**

(Presented by the ATM Committee 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/4 Reference documentation.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Security &amp; Facilitation</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• E/CAR/CATG/3 Final Report - 18 to 20 October 2016</li><li>• NACC/WG/5 Final Report – 22 to 26 May 2017</li><li>• ANI/WG/4 Draft Final Report – 21 to 24 August 2018</li><li>• NACC/DCA/8 Final Report – 31 July to 02 August 2018</li><li>• E/CAR/CATG/4-WP/12</li><li>• E/CAR/CATG/4-WP/18</li><li>• E/CAR/CATG/4-WP/22</li><li>• E/CAR/CATG/4-WP/23</li></ul>

**1. Introduction**

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

1.2 The ATM Committee reviewed conclusions/decisions from ECAR/CATG/3, NACC/WG/5, ANI/WG/4 and NACC/DCA/8 Meetings and the relevant information contained in Working Papers of this Meeting.

1.3 During the E/CAR/CATG/4 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;
- Review of relevant E/CAR/CATG/3, NACC/WG/5 and ANI/WG/4 Conclusions/Decisions;
- ADS-B Implementation within the Piarco FIR/CTA/UTA;
- ATFM Implementation within the Piarco FIR/UTA;
- Operational use of CPDLC and ADS-C in the E/CAR Region;
- Monitoring of PBN activities/initiatives within the E/CAR Region;
- Revision of LOAs between States/Territories within the E/CAR Region; and
- Other ATM Committee Business
  - Proposal by Maurice Bishop and SVG to increasing vertical limits of their respective airspaces.

## 2. Discussion

2.1 The ATM Committee partook in the following discussions:

- Follow-up to Valid Conclusions/Decisions from the following Meetings:
  - E/CAR/CATG/3,
  - NACC/WG/5,
  - DCA/6, and
  - ANI/WG/4.
- Follow-up to Valid Conclusions from the E/CAR/CATG/4 WP12, WP18, WP22 and WP23.

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/4 Meeting adopted the following conclusions/decisions:

**CONCLUSION****E/CAR/CATG/4/XX****UPDATE OF THE ATM COMMITTEE'S WORK PROGRAMME**

That, the updated ATM Committee's Work Programme be submitted to the E/CAR/CATG for approval.

**DECISION****E/CAR/CATG/4/XX****ATM COMMITTEE POCS AND ACTION PLAN**

That, the ATM Committee will:

- a) update its PoCs and will submit such to the ICAO NACC Office for uploading on the website, and
- b) update the current ATM Action Plan, to submit to the ICAO NACC Office by **19 October 2018**, for posting on the website.

**DECISION****E/CAR/CATG/4/XX****OPERATIONAL USE OF CPDLC AND ADS-C IN THE E/CAR REGION**

That, the ATM Committee continues to monitor activities involving the operational use of CPDLC and ADS-C within the E/CAR Region and report the findings to the ICAO NACC Office.

**DECISION****E/CAR/CATG/4/XX****REVISION OF LOAS BETWEEN STATES/TERRITORIES WITHIN THE E/CAR REGION**

That, E/CAR States/Territories continue to revise their LOAs for reasons of relevancy and safety.

**DECISION**

**E/CAR/CATG/4/XX**

**REVISION OF E/CAR CONTINGENCY PLAN/S**

That by **31 March 2019**, the E/CAR States/Territories will:

- a) Submit their revised individual Contingency Plans to the ATM Committee for harmonisation and dissemination;
- b) inform the relevant aviation stakeholders through the appropriate medium, that with the occurrence of an abnormal event, the applicable Contingency Plans will be communicated; and
- c) review and update the operational aspects of their Contingency Plans in their LOAs.

**DECISION**

**E/CAR/CATG/4/XX**

**POSSIBILITY OF INCREASING VERTICAL LIMITS OF MAURICE BISHOP AND SVG'S AIRSPACES**

That, the ATM Committee schedule an ATM Committee Teleconference to be scheduled for the last quarter in 2018, to consider the proposal put forward by Grenada and SVG.

**CONCLUSION E/CAR/CATG/3/1**

**ADS-B SERVICE IN THE PIARCO FIR/CTA/UTA**

*That, the E/CAR States/Territories verify, with their respective airspace users if their fleet is ADS-B Out equipped (B1 and B2), with the ATM Committee being notified by **31 October 2018**.*

**CONCLUSION E/CAR/CATG/3/3**

**ATFM IMPLEMENTATION IN THE PIARCO FIR/CTA/UTA**

*The E/CAR ATM Committee agreed to the following:*

- a) *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 by **31 March 2019**.*
- b) *That, E/CAR States/Territories have their Sector and/or Aerodromes Capacities completed by **30 Nov 2018**.*  
**Note:** *A Teleconference will be scheduled before this date to assist with determining these values.*
- c) *The “Piarco ATFMU Daily Reporting Form” was discontinued and has been replaced by the “IDS OIS Form” which can be made available to E/CAR States/Territories via a Shared Board. Further collaboration will be held on the implementation methodology of this new Form.*

- d) *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 NACC/DCA/8/4****SAFETY MANAGEMENT IMPLEMENTATION SUPPORT**

*That, in the interest of implementing or enhancing an effective Safety Management System (SMS) E/CAR States/Territories:*

- a) *Encourage ICAO NACC Office to hold more SMS Symposia to assist with the development of skilled SMS personnel;*
- b) *The ATM Committee schedule a Teleconference whereby more experienced States/Territories Share their SMS activities and lessons learnt;*
- c) *inform ICAO on their tools and examples that support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process; and*
- d) *take into account the lessons learned from the Regional Safety Management Symposia.*

**CONCLUSION NACC/DCA/8/7****RENOVATED STRATEGY FOR PBN, ATFM AND SAR IMPLEMENTATION**

*That, the ATM Committee focus their deliberations on those activities related to PBN harmonisation implementation, agreeing on the following:*

- a) *States/Territories continue to participate in PBN activities, which promote the PBN Harmonisation Plan for the Piarco FIR/CTA/UTA, through:*
- i. *continued participation in PBN Teleconferences and face-to-face meetings;*
  - ii. *submission of up to date PBN redesigns to Trinidad and Tobago by **30 November 2018**; and*
  - iii. *submission of TMA boundary points for the connectivity to upper level routes by **30 November 2018**.*
- b) *Present the plans and benefits of such implementation at the NACC/DCA/9 Meeting.*

**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.

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**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>Curtis James, Lorraine Davis</b>
<b>ECCAA</b>	<b>Charles A Meade</b>
<b>Grenada</b>	<b>Willard Dealli, Denis Philbert</b>
<b>FWI (Martinique and Guadeloupe)</b>	<b>Raphael Gamess</b>
<b>St Kitts and Nevis</b>	<b>Daron Sutton</b>
<b>St Lucia</b>	<b>Lynden Lyonce</b>
<b>St Vincent and the Grenadines</b>	<b>Lyda Olliviere</b>
<b>Trinidad and Tobago</b>	<b>Ian Gomez, Robert Rooplal</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**

<b>ITEM NO.</b>	<b>ACTIVITY</b>
1	ADS-B Implementation within the Piarco FIR/CTA/UTA
2	ATFM Implementation within the Piarco FIR/CTA/UTA
3	Operational use of CPDLC and ADS-C in the E/CAR Region
4	Monitoring of PBN activities within the E/CAR Region
5	Revision of LOAs between States/Territories within the E/CAR Region
6	Revision of E/CAR Contingency Plan

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**APPENDIX D**

<b>CONCLUSION/DECISION</b>	<b>TEXT</b>	<b>FOLLOW-UP</b>	<b>STATUS</b>
<p><b>DECISION E/CAR/CATG/4/*</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>That, the updated ATM Committee's Work Programme be submitted to the E/CAR/CATG for approval.</p>	<p><b>VALID</b></p>
<p><b>DECISION E/CAR/CATG/4/*</b></p> <p><b>ATM COMMITTEE POCS AND ACTION PLAN</b></p>	<p><b>UPDATING THE E/CAR ATM PoCs and ATM 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 need to have the document updated for reasons of relevancy.</p>	<p>That, the ATM Committee will:</p> <p>a) update its PoCs and will submit such to the ICAO NACC Office for uploading on the website, and</p> <p>b) update the current ATM Action Plan, to submit to the ICAO NACC Office by <b>19 October 2018</b>, for posting on the website.</p>	<p><b>a) VALID</b></p> <p><b>b) VALID</b></p>
<p><b>DECISION E/CAR/CATG/4/*</b></p> <p><b>OPERATIONAL USE OF CPDLC AND ADS-C IN THE E/CAR REGION</b></p>		<p>That, the ATM Committee continues to monitor activities involving the operational use of CPDLC and ADS-C within the E/CAR Region and report the findings to the ICAO NACC Office.</p>	<p><b>VALID</b></p>
<p><b>DECISION E/CAR/CATG/4/*</b></p> <p><b>REVISION OF LOAS BETWEEN STATES/TERRITORIES WITHIN THE E/CAR REGION</b></p>	<p>This is an ongoing activity between the States/Territories within the E/CAR Region.</p>	<p>Antigua and Barbuda are scheduled to meet with FWI by 31 October 2018 to finalise their LOAs.</p> <p>FWI also intends to meet with T&amp;T during the last quarter of 2018 and SVG and St Lucia in early 2019 to have dialogue on updating their LOAs with these States/Territories.</p> <p>That, E/CAR States/Territories continue to revise their LOAs for reasons of relevancy and safety.</p>	<p><b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>DECISION E/CAR/CATG/4/*</b></p> <p><b>REVISION OF E/CAR CONTINGENCY PLAN/S</b></p>	<p>That, based on the recent unplanned events that affected the effective provision of ATS within the E/CAR Region, the States/Territories:</p> <p>a) Submit their individual Contingency Plans to the ATM Committee for harmonisation and dissemination;</p> <p>b) are encouraged to publish their Contingency Plans to the airspace users via an AIC; and</p> <p>c) incorporate the operational aspects of their Contingency Plans in their LOAs.</p>	<p>E/CAR States/Territories agreed that the current E/CAR Contingency Plan along with individual Contingency Plans should be revised, agreed to work in collaboration with Trinidad and Tobago to ensure that a more relevant E/CAR Contingency Plan is produced.</p> <p>That by <b>31 March 2019</b>, the E/CAR States/Territories will:</p> <p>a) Submit their revised individual Contingency Plans to the ATM Committee for harmonisation and dissemination;</p> <p>b) inform the relevant aviation stakeholders through the appropriate medium, that with the occurrence of an abnormal event, the applicable Contingency Plans will be communicated; and</p> <p>c) review and update the operational aspects of their Contingency Plans in their LOAs.</p>	<p>a) <b>VALID</b></p> <p>b) <b>VALID</b></p> <p>c) <b>VALID</b></p>
<p><b>DECISION E/CAR/CATG/4/*</b></p> <p><b>PROPOSAL BY GRENADA AND SVG TO INCREASE THE VERTICAL LIMITS OF THEIR RESPECTIVE AIRSPACES</b></p>	<p>Both Grenada and SVG provided supporting arguments for the consideration of increasing the vertical limits of their respective Approach airspaces from FL135 to FL155 in the interest of efficiency and reducing ATS workload.</p>	<p>That, the ATM Committee schedule an ATM Committee Teleconference to be scheduled for the last quarter in 2018, to consider the proposal to be presented by Grenada and SVG.</p>	<p><b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>CONCLUSION</b> <b>ECAR/CATG/3/1</b></p> <p><b>ADS-B SERVICE IN THE PIARCO FIR</b></p>	<p>That, in order to align the activities on ADS-B implementation in the E/CAR area, the E/CAR/CATG ATM Committee confer with Trinidad and Tobago, in collaboration with the E/CAR States, in keeping with the ICAO Regional Performance Based Air Navigation Implementation Plan (RPBANIP) targets, and advise the CNS Committee of the availability of ADS-B capability in the Piarco FIR by <b>31 May 2017</b>, as follows:</p> <p>a) Service availability date, phases of applicability and flight level limitations, etc.; and</p> <p>b) mandated date for aircraft equipage to operate in the Piarco FIR.</p>	<p>The ATM Committee agreed upon the importance of the implementation of ADS-B Surveillance within the Piarco Continental airspace, West of 57° W, to enhance radar surveillance and to be used as back-up surveillance.</p> <p>Trinidad &amp; Tobago (T&amp;T) provided the following information regarding ADS-B Out equipped aircraft operating within the Piarco FIR/CTA/UTA:</p> <ul style="list-style-type: none"> <li>Continental Sector - 57% ADS-B (B1 or B2) and 61% (ADS-B (B1 or B2 or L) equipped, and</li> <li>Oceanic Sector about 70% ADS-B (B1 or B2) equipped.</li> </ul> <p>The ATM Committee took note of E/CAR/NTG/8 &amp; E/CAR/RD/6 – IP/03, which addressed a published FAA regulatory requirement for all aircraft operating within certain FAA airspace to be equipped with ADS-B Out technology by <b>01 January 2020</b>.</p> <p>The ATM Committee also considered that there may be a need for certain E/CAR States/Territories to receive the relevant ADS-B Training at the appropriate time.</p> <p>That, the E/CAR States/Territories verify, with their respective airspace users if their fleet is ADS-B Out equipped (B1 and B2), with the ATM Committee being notified by <b>31 October 2018</b>.</p> <p>With regards to the ATM Committee advising the CNS Committee of the</p>	

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>CONCLUSION</b> <b>E/CAR/CATG/3/3</b></p> <p><b>ATFM IMPLEMENTATION IN THE</b> <b>PIARCO FIR/CTA/UTA</b></p>	<p>That, in order to implement ATFM in the E/CAR Area:</p> <p>a) 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 developing documentation elaborated;</p> <p>b) E/CAR States/Territories have their Sector and/or Aerodromes Capacities completed by <b>17 March 2017</b>;</p> <p>c) Trinidad and Tobago hold 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; and</p> <p>d) E/CAR States/Territories assess the present contingency measures to determine if they adequately address ATFM contingencies and if it will be necessary to update the E/CAR Contingency Plan.</p>	<p>T&amp;T refurbished 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> </ul> <p>The E/CAR ATM Committee agreed to the following:</p> <p>a) 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 by <b>31 March 2019</b>.</p> <p>b) That, E/CAR States/Territories have their Sector and/or Aerodromes Capacities completed by <b>30 Nov 2018</b>. <b>Note:</b> A Teleconference will be scheduled before this date to assist with determining these values.</p> <p>c) The “Piarco ATFMU Daily Reporting Form” was discontinued and has been replaced by the “IDS OIS Form” which can be made available to E/CAR States/Territories via a Shared Board. Further collaboration will be held on the implementation methodology of this new Form</p>	<p>a) <b>VALID</b></p> <p>b) <b>VALID</b></p> <p>c) <b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>CONCLUSION</b> <b>NACC/DCA/8 C/4</b></p> <p><b>SAFETY MANAGEMENT</b> <b>IMPLEMENTATION SUPPORT</b></p>	<p>That, States/Territories and International Organizations,</p> <p>a) inform ICAO on their tools and examples that support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process; and</p> <p>b) take into account the lessons learned from the Regional Safety Management Symposia.</p>	<p>That, in the interest of implementing or enhancing an effective Safety Management System (SMS) E/CAR States/Territories:</p> <p>a) Encourage ICAO NACC Office to hold more SMS Symposia to assist with the development of skilled SMS personnel;</p> <p>b) The ATM Committee schedule a Teleconference whereby more experienced States/Territories Share their SMS activities and lessons learnt;</p> <p>c) inform ICAO on their tools and examples that support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process; and</p> <p>d) take into account the lessons learned from the Regional Safety Management Symposia.</p>	<p>a) <b>VALID</b></p> <p>b) <b>VALID</b></p> <p>c) <b>VALID</b></p> <p>d) <b>VALID</b></p>

CONCLUSION/DECISION	TEXT	FOLLOW-UP	STATUS
<p><b>CONCLUSION</b> <b>NACC/DCA/8 C/7</b></p> <p><b>RENOVATED STRATEGY FOR PBN, ATFM AND SAR IMPLEMENTATION</b></p>	<p>That, in order to support the coordinated and harmonized implementation of the renovated strategy for PBN, ATFM; and SAR implementation in the CAR Region,</p> <p>a) States support this strategy with qualified technical personnel;</p> <p>b) the ICAO NACC Regional Office discuss, lead and assist States in the ANI/WG on the development of detailed implementation plans based on renovated strategy; and</p> <p>c) States present the plans and benefits of this implementation at the NACC/DCA/9 Meeting.</p>	<p>The ATM Committee addressed E/CAR ATFM activities previously and focused their deliberations on PBN implementation activities.</p> <p>That, the ATM Committee focus their deliberations on those activities related to PBN harmonisation implementation, agreeing on the following:</p> <p>a) States/Territories continue to participate in PBN activities, which promote the PBN Harmonisation Plan for the Piarco FIR/CTA/UTA, through:</p> <p>i. continued participation in PBN Teleconferences and face-to-face meetings;</p> <p>ii. submission of up to date PBN redesigns to Trinidad and Tobago by <b>30 November 2018</b>; and</p> <p>iii. submission of TMA boundary points for the connectivity to upper level routes by <b>30 November 2018</b>.</p> <p>b) <i>Present the plans and benefits of such implementation at the NACC/DCA/9 Meeting.</i></p>	<p>a) <b>VALID</b></p> <p>b) <b>VALID</b></p>