



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:

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

REVISED ATM COMMITTEE REPORT

(Presented by the ATM Committee Rapporteur/Trinidad and Tobago)

SUMMARY

This Discussion Paper presents a Summary of Discussions that emanated from the ATM Committee Meeting discussion taking in consideration the E/CAR/CATG/1 Reference documentation.

References:

- 3rd E/CAR ATM Committee Follow-up Teleconference Report (28 May 2013)
- 2nd ATM Sub-Committee Teleconference Report (6 June, 2013)
- Conclusion 33/1 of the Thirty Third Eastern Caribbean Working Group Meeting (E/CAR/WG/33) Final Report
- E/CAR/CATG/01-WP/8
- E/CAR/DCA/24-Final Report
- E/CAR/CATG/1-WP/8
- E/CAR/CATG/1-WP/16
- E/CAR/CATG/1-WP/17
- E/CAR/CATG/1-IP/7
- E/CAR/CATG/1-WP/13
- E/CAR/CATG/1-WP/15
- E/CAR/CATG/1-WP/19
- E/CAR/CATG/1-WP/20
- E/CAR/CATG/1-IP/5
- E/CAR/CATG/1-IP/6

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. ATM Committee Discussions

1.1 The following topics of agenda were discussed:

- a) updating the E/CAR ATM Committee's PoC;
- b) review updates on PBN activities/initiatives within the E/CAR Region (E/CAR/CATG/1-WP/8 and IP/7);
- c) review updates on ATS Coordination between V. C. Bird APP, Princess Juliana APP, San Juan ACC and PIARCO ACC (E/CAR/CATG/1-WP/8 and WP/16);
- d) review updates on 7030 Amendment submission (E/CAR/CATG/1-WP/17);
- e) review of the following WPs from an ATM perspective: E/CAR/CATG-WP/13, WP/15, WP/19 and WP/20;
- f) take note of the following IPs: E/CAR/CATG-IP5 and IP6; and
- g) other ATM Committee Tasks (Reviewing LOAs; Human Factors and Training).

1.2 The participants to the meeting were:

Antigua and Barbuda: Lorraine Davis

- a) Barbados: Cedric Murrell;
- b) Dominica: Jean Williams;
- c) ECCAA: Charles Meade;
- d) French Antilles: Raphael Gamess;
- e) Trinidad and Tobago: Ian Gomez (ATM Rapporteur), Riaaz Mohammed and Alexis Brathwaite;
- f) United States: Raul Chong; and
- g) ICAO: Julio Siu.

2. Discussions:

Updating the E/CAR ATM Committee's PoC

2.1 Appendix A provides an update of the E/CAR ATM Committee's Point of Contact (PoC).

Review updates on PBN activities/initiatives within the E/CAR Region (E/CAR/CATG/1-WP/8 and E/CAR/CATG/1-IP/7)

2.2 Dialogue was held by the ATM Committee concerning the follow-up actions taken since the 3rd ATM Committee Meeting held on 28 May, 2013.

2.3 With regards to conclusion 33/1 a), the ATM Rapporteur is still awaiting the receipt of National PBN Implementation Plans from the following E/CAR States and Territories for inclusion into the Regional PBN Implementation Plan:

- French Antilles (Martinique and Guadeloupe);
- UK Territories;
- The Netherlands (Saba and Sint Eustatius);
- St Lucia;
- Dominica; and

- St Kitts and Nevis

2.4 Antigua and Barbuda who has submitted their National PBN Implementation Plan, has requested feedback from Trinidad and Tobago, to be provided by **31 August 2013**.

2.5 Concerning conclusion 33/1 b), ECCAA gave a brief report and provided information with regards to the number of persons chosen from States that have shown an interest in receiving PBN training from IATA. A total of fourteen (14) participants from the OECS have been suggested.

2.6 Trinidad and Tobago suggested that during the time it takes for a structured PBN training course to be finalized, States should take advantage of the online training provided on the ICAO website. Trinidad and Tobago is willing to visit States to deliver basic PBN awareness. Antigua and Barbuda was of the opinion that it would have greater impact if their targeted persons receive structured classroom training and certification. Antigua and Barbuda was also in favour of a suggestion that the training programme be transitional, from awareness (web site training) to certification (using a more structured programme). ECCAA was in partial agreement with the suggestion. Barbados stated that there are aspects of awareness and developing the PBN skill base that should be pursued, and therefore agreed in the proposed use of a phased approach.

2.7 Barbados felt that at this initial stage, it is important for each State/Territory to select a person/s who would be solely dedicated to the PBN Implementation process. Barbados also stated that the collaboration with Trinidad and Tobago proved to be beneficial in assisting with the progression of their implementation activities.

2.8 Trinidad and Tobago mentioned the need for reinforcing that States are required to submit their National ATM and PBN Implementation Plans for inclusion into the Regional Plan. Also mentioned by Trinidad and Tobago, was the need for selling the importance and requirements of a PBN implementation drive from a “top down” approach especially as “buy-in” would be required from the administrative/managerial levels.

2.9 Mention was made of a PBN Approval Workshop scheduled for 7-11 October 2013, targeted towards the regulatory bodies and airline operators. It was the view of the Committee, that these organizations should attend this meeting.

2.10 Based on the above, the following agreements are proposed:

- **ACT 04/01** ECCAA to follow up on the submission of the National PBN Implementation plans from the rest of the OECS by **26 June, 2013**, to provide the ATM Rapporteur with such Plans for inclusion in the Regional PBN Implementation Plan;
- **ACT 04/02** The ATM Rapporteur to follow-up on the submission of National PBN Implementation Plans from the French Antilles, The Netherlands and UK Territories by **26 June 2013**;
- **ATC 04/03** Trinidad and Tobago to provide feedback to Antigua and Barbuda regarding their National PBN Plan by **31 August 2013**;

- **ACT 04/04** It is suggested that with regards to the proposed PBN training process and implementation, that a phased approach be implemented with the intention of propelling the PBN implementation process. This approach would involve:
 - Awareness through the use of online web training. This would be targeted to certain stakeholders (e.g. ATCOs, Air Operators, Managers). This phase should begin with immediate effect;
 - Identification of personnel for formation of State Core and Auxiliary PBN Teams;
 - E/CAR States and Territories, and continue considering the option of IATA’s “In Group” PBN Training; and
- **ACT 04/05** It is also suggested as part of the PBN Implementation process, that there be a recommendation to the E/CAR/DCAs for the formation of a E/CAR PBN Task Force (at a date to be determined by the DCAs), incorporating specialists from CNS, AIM and ATM, dedicated to propelling the PBN activities;
- **ACT 04/06** It is suggested that the respective E/CAR State Regulators and airline operators attend the ICAO PBN Approval Workshop scheduled for 7-11 October, 2013, in Mexico;
- **ACT 04/07** It is recommended E/CAR States and Territories take note of E/CAR/CATG/1-IP7 including the progress made by Trinidad and Tobago in the PBN implementation process and that those States/Territories requiring assistance in understanding the PBN airspace concept make use of Trinidad and Tobago’s expertise.

Review updates on ATS Coordination between V. C. Bird APP, Princess Juliana APP, San Juan ACC and PIARCO ACC

2.11 Dialogue was held by the ATM Committee concerning the follow-up actions taken since the 2nd ATM Sub-Committee Meeting with briefings being provided by Antigua and Barbuda and Trinidad and Tobago regarding E/CAR/CATG-WP/08 and E/CAR/CATG-WP/16.

2.12 Of specific mention were the proposed pre-coordination trails to be carried out by Juliana APCON with San Juan CERAP regarding aircraft departing Princess Juliana and transiting San Juan’s and VC Bird’s airspaces of jurisdiction and San Juan’s response to Trinidad and Tobago’s suggestion concerning initial coordination with San Juan CERAP and VC Bird APCON for aircraft operating at flight levels greater than FL245 and descending into Sint Maarten’s airspace.

2.13 In response to these two proposals, the United States stated that they have been actively pursuing the proposed suggestions with an intention of arriving at a resolution. The ECCAA representative made mention of the importance of having this issue resolved for reasons of safety and efficiency. This was supported by those States present at the Meeting.

2.14 Based on the above, the following agreements are proposed:

- **ACT4/08** ATM Rapporteur will liaise with the United States to get a response on the coordination proposals mentioned in E/CAR/CATG/1-WP08 and E/CAR/CATG/1-WP16 by **28 June, 2013**, with the intention of arriving at an appropriate conclusion to this outstanding issue; and

- **ACT4/09** It is suggested that the LOAs between the States concerned in this activity be reviewed for reasons of relevancy, clarity, safety and efficiency in the provision of the respective ATS to aircraft operations by 31 October, 2013.

Review updates on 7030 Amendment preparation

2.15 United States informed on the progress of the amendment proposal to the Doc 7030 and collaboration held with Trinidad concerning this matter. Both States are in agreement with the amendments made and as a result this document is being submitted for approval and inclusion. As Trinidad and Tobago are in the process of addressing CPDLC and ADS-B implementation their airspace, there would be a need for looking at the inclusion of such factors in the amended document at a later date.

2.16 Based on the above, the following agreements are proposed:

- **ACT04/10** The E/CAR States and Territories support the proposal for the amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030) as stated in E/CAR/CATG/1-WP08 and E/CAR/CATG/1-WP17. The Proposal for Amendment (PFA) should be officially submitted by the United States to the ICAO NACC Regional Office for coordination and approval; and
- **ACT04/11** It is suggested that there is a need for considering the inclusion of CPDLC and ADS-B in the Caribbean and North Atlantic Regional Supplementary Procedures at a date to be determined by both, United States and Trinidad and Tobago.

Review of the following WPs from an ATM perspective: E/CAR/CATG/1-WP/13, E/CAR/CATG/1-WP/15, E/CAR/CATG/1-WP/19 and E/CAR/CATG/1- WP/20

Review of E/CAR/CATG/1-WP/13

2.17 With regards to E/CAR/CATG/1-WP/13, RPO 1, Trinidad and Tobago has contributed towards the RLA/09/801. It was noted that a State letter (EMX0084Rev) was disseminated by ICAO inviting States/Territories to participate in the ICAO/IATA/CANSO Regional PBN Airspace Concept Workshop, 11-15 March, 2013, with Members of the RLA/09/801 being eligible for one candidate to receive a scholarship. Trinidad and Tobago attended the workshop, and as a result was able to enter into collaboration with Barbados on a CDO trail project.

2.18 States noted the Supplementary Procedures which makes mention of the need to review and publish their corresponding regulations and procedures to ensure compliance with the provisions of Annex 2 and Doc 4444 regarding the submission and transmission of flight plans.

2.19 Appendix B shows an update on the RNAV/RNP Approach Procedures, SIDS and STARS implementation in the E/CAR Region.

2.20 With regards to Argyle Airport proposed for commissioning in 2014 there will be a need to consider the types of RNP/RNAV Approach Procedures, SIDs and STARS. There will also be a need for collaboration with the AIM and CNS Committees to determine what processes need to be established and make such suggestions for submission at the upcoming DCA's Meeting.

2.21 Based on the above, the following agreement was proposed **ACT 04/12** With regards to **Appendix D**, RPO 1, concerning the need for coordination; it is suggested that this can be achieved through the formation of the Regional PBN Task Force.

Review of E/CAR/CATG/1-WP/15

2.22 Concerning E/CAR/CATG-WP/15 it was recognized that there was a need for E/CAR States and Territories in the planning and development of the RPBANIP activities to consider factors such as a gap, safety and economic analysis during the planning phases.

2.23 Based on the above, the following agreement was **ACT 04/13** It is suggested that E/CAR States and Territories take note of the requirement for a gap, safety and economic analysis for the RPBANIP activities and the new ICAO ANRF (Air Navigation Report Forms) and the various performance metrics being developed.

Review of E/CAR/CATG/1-WP/19

2.24 With regards to E/CAR/CATG/1-WP/19, from the viewpoint of the ATM Committee this activity improves safety and efficiency through the use of enhanced coordination methods using AIDC and voice and supports the PBN implementation concept.

2.25 Based on the above, the following agreement was proposed **ACT 04/14** The E/CAR ATM Committee through Trinidad and Tobago supports the conducting of the feasibility study that will lead to enhanced coordination methods.

Review of E/CAR/CATG/1-WP/20

2.26 E/CAR/CATG/WP20 provides a list of training that is proposed for the NAM/CAR. The ATM Committee recognized the relevance of such proposed training.

2.27 Based on the above, the following agreement was proposed **ACT 04/15** It is suggested that the E/CAR/DCAs take note of suggested actions as stated in E/CAR/CATG/1-WP20, namely:

- Attendance by States/Territories/International Organizations at Third (3rd) Meeting of the Project Steering Committee to be held in conjunction with the NACC/DCA/5 Meeting in Trinidad Tobago in 2014;
- States and Territories should actively participate in relevant project activities planned for 2013 to 2016 as presented in Appendix C of E/CAR/CATG/1-WP20;
- That E/CAR DCAs take note of the contribution requirements for 2014 for the project to continue with proposed activities mentioned in the 2013 to 2016 Project Activities Plan as stated in the E/CAR/CATG/1-WP20

Review of E/CAR/CATG/1-IP/5

2.28 Dialogue was held on E/CAR/CATG/1-IP/5 as it related to the improvements of the ATM Systems of the French Antilles. Based on this, the following agreement was proposed **ACT 04/16** States to take note of information provided in E/CAR/CATG/1-IP/5, specifically proposed improvements of the ATM Systems of French Antilles aimed at reducing separation minima, reducing workload, increasing capacity, improving efficiency of flight operations and enhancing safety.

Review of E/CAR/CATG/1-IP06

2.29 Dialogue was held on E/CAR/CATG/1-IP06 as it related to the improvements of the ATM Systems of Trinidad and Tobago. Based on this, the following agreement was proposed **ACT 04/17** States to take note of the information provided in E/CAR/CATG/1-IP/6, specifically with regards to improvements of the ATM System of Trinidad and Tobago which provides reduced separation minima, reduced workload, increased capacity, improved efficiency of flight operations and enhanced safety.

Other ATM Committee tasks

Reviewing the LOAs between the relevant E/CAR States and Territories

2.30 Based on dialogue held by the States and Territories present especially with regards to E/CAR/CATG/1-WP/16, it was realized that there is a need for the revision of the LOAs between concerned States with the E/CAR. Based on this, the following agreement was proposed **ACT04/18** That the LOAs between concerned States and Territories within the E/CAR be reviewed to ensure that they are in keeping with the respective services being provided and current changes taking place within the E/CAR.

Human Factors and Training

2.31 The E/CAR ATM Committee held dialogue on matters relating to Human Factors especially in the area of training requirements. It was realized that there was a need for the identification of training needs within the E/CAR and that these needs will have to be relayed to the respective DCAs for the upcoming E/CAR/DCA/25 Meeting.

2.32 Of particular mention was the upcoming ICAO 1st Training Centres Meeting for the CAR scheduled to be held from 27 to 30 August, 2013.

2.33 Antigua and Barbuda, in its attempt to implement the provision of radar services stated that they are in the process of assessing their radar training requirements.

2.34 States and Territories also saw the need for focusing on factors under training provisions; for example refresher training programmes for ATCOs which would include Training in Unusual Situations and Aircraft Emergencies (TUSAE).

2.35 Based on this, the following agreement was proposed **ACT04/19** That States take note of the need to identify of their respective training needs within the E/CAR and relay such information for the upcoming E/CAR/DCA/25 Meeting.

Next ATM Committee Meeting: To be announced by the ATM Committee Rapporteur

Next ATM Sub-Committee Meeting: Scheduled for **28 June, 2013**

3. Suggested Action

3.1

The meeting is invited to:

- a) note the information presented in this discussion paper; and
- b) approve the action items formulated in this DP;

— END —

APPENDIX A**ATM Committee Membership Rapporteur: Ian R Gomez, Trinidad and Tobago**

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APPENDIX B

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	
	State (# Aerodromes)	Aerodrome	RWY	SIDs	STARs	APPs (RNP)	TOTAL	Publication In AIP	Remarks		
PIARCO	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**	12/30	4	1	2	7	Apr 2009	RNAV (GNSS)		
		TFFF**	10/28	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				1		Jun 2011	RNAV (GNSS)	
		TLPL	10/28				2	2			
	St. Vincent & the Grenadines (2)	TVSV	07/25				2	2	Jan 2009	RNAV (GNSS)	
		TVSC	13/31								
	Trinidad & Tobago (2)	TTPP	10/28				2	2	Aug 2009	RNAV (GPS)	
TTCP		11/29				2	2	Jan 2009	RNAV (GPS)		

* (STARs) procedures have been developed for TAPA runway 07/25 and are awaiting validation

** Take note of change for runway numbers for TFFF and TFFR

— END —