



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/08

12/06/13

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:

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

PROGRESS REPORT OF THE ATM COMMITTEE

(Presented by ATM Committee Rapporteur)

SUMMARY

This working paper highlights the achievements and progress made by the ATM Committee with regard to ATM conclusions/matters arising out of the E/CARWG33 and E/CAR/DCA/24 Meetings.

References:

- Report of the 33rd Eastern Caribbean Working Group Meeting, Barbados, 4 to 8 June 2012
- Report of the 24th Meeting of the Directors of Civil Aviation of the Eastern Caribbean, Martinique, 2 to 5 October, 2012
- Minutes of 1st ECAR ATM Committee Teleconference – 27 September, 2012
- Minutes of 2nd ECAR ATM Committee Teleconference – 06 November, 2013
- Minutes of 3rd ECAR ATM Committee Teleconference – 28 May, 2013
- Minutes of 2nd ECAR ATM Sub-Committee Teleconference – 06 June, 2013

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 The ATM Committee continues to work towards achieving its objectives through the application of a performance based approach for the development, improvement and implementation of ATM matters of concern within the E/CAR. Following the E/CARWG33 Meeting, 4 to 8 June, 2012, the Committee has held three (3) ATM Committee Meetings, two (2) ATM Sub-Committee Meetings and one (1) ad-hoc Group Meeting to address matters of concern to specific States/Territories. The three main activities being addressed by the ATM Committee are as follows:

- PBN Implementation activities in the Eastern Caribbean;
- Amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030); and

- Review of ATS coordination issues between Antigua and Barbuda, San Juan, Sint Maarten and Trinidad and Tobago.

2. Discussion

PBN Implementation activities in the Eastern Caribbean

2.1 With regards to PBN implementation activities in the E/CAR, conclusions (Conclusions 33/1) were made from the Thirty-third Eastern Caribbean Working Group Meeting with the intention of ensuring that collaboration existed between the E/CAR States and Territories with the objective of realising the benefits to be derived from such implementation. The information presented below represents updates to those conclusions.

2.2 Information concerning the identification of appropriate personnel to receive PBN training from the respective States was requested of ECCAA and E/CAR States/Territories with the objective of sourcing appropriate PBN training for the Region. The current status is presented below:

- Antigua and Barbuda – Actively pursuing training
- Barbados – Actively pursuing training
- Grenada – Have identified persons to receive training
- The Netherlands – ATCOs have received PBN training and are assisting their States/Territories in developmental PBN activities
- Trinidad and Tobago – ATCOs have received initial PBN training and are assisting States in developmental PBN activities
- ECCAA – Have identified persons from various OECS to receive training
- Other E/CAR States and Territories – Collaboration with the Trinidad and Tobago continues. This matter remains valid.

2.3 In accordance with Conclusion 33/1 a) of the E/CARWG33 Meeting, Antigua and Barbuda, Barbados and Grenada and T&T submitted their respective National PBN Implementation Plans. Other States and Territories (e.g. French Antilles and UK Territories) were reminded of the requirement to submit their respective National PBN Implementation Plans to the ATM Rapporteur. This matter remains valid.

2.4 In accordance with Conclusion 33/1 b), the ATM Rapporteur, through the assistance of IFATCA, acquired various options for the provision of PBN Training from IATA in terms of delivery methods and associated costs. This information has been forwarded to ECCAA and certain E/CAR States/Territories for a group decision to be taken and further action decided upon. As an interim measure, the E/CAR States/Territories were reminded of the ability to receive online PBN training and related materials via the following ICAO website: www.icao.int/saftey/pbn.

2.5 States are encouraged to actively participate in the PBN activities, to obtain and analyze the economic benefits in utilizing an appropriate Training Centre within the E/CAR to facilitate the training offered by IATA. States in attendance at the 3rd ECAR ATM Committee Teleconference stated an interest in the training programme being offered by IATA and agreed that there should be a PBN training course within the Region.

2.6 During the 3rd ECAR ATM Committee Teleconference, ICAO raised three (3) issues for consideration:

- Scheduling of the Training Course/s,
- Covering the cost of the Programme/s, and
- Choosing the training venue

2.7 Subsequent dialogues held with ECCAA's Ag. Director ANS involving the ATM Rapporteur and Trinidad and Tobago's PBN Project Manager concerning the training options available to the Region. ECCAA expressed an interest in the training offered by IATA with the option of training being provided at a centralised location within the Eastern Caribbean.

2.8 The ATM Rapporteur corresponded with ECCAA concerning the ECCAA's responsibility in coordinating the development and implementation of the PBN airspace concept within the OECS (Conclusion 33/1 c)). ECCAA shall provide these updates.

2.9 Trinidad and Tobago in its on-going efforts to share its expertise gained and assist other E/CAR States with their understanding of PBN concept, made a presentation to the Barbados Civil Aviation in March 2013. Other States have expressed interest in receiving such assistance and this information has been relayed to Trinidad and Tobago's PBN Project Manager for consideration.

2.10 An initial PBN FIR Implementation Plan was developed by Trinidad and Tobago which was approved by the E/CAR/DCA/24 Meeting. At that Meeting, it was clearly stated that the Plan needs to ensure the inclusion of a Regional PBN Airspace Concept with the collaboration of a multidisciplinary team formed from States within the E/CAR to assess and analyse certain strategic areas such as Airspace Organisation and Management (AOM). Therefore, this document continues to be revised as deemed necessary by Trinidad and Tobago in collaboration with the other E/CAR States and Territories.

2.11 Concerning issues affecting the implementation of the respective PBN Plans (Conclusion 33/1 d)), the ATM Rapporteur has no reports to submit to the ICAO NACC Regional Office. However, from information received, it is apparent that issues relating to economics and the level of appropriately trained persons within the E/CAR may be acting as a hindrance to this process. Both the ATM Rapporteur and ICAO NACC Regional Office share the view that there are still issues relating to PBN within the E/CAR that need to be addressed and this reinforces the need for collaborative decision making (CDM) efforts within the Region.

2.13 The development and harmonisation of the E/CAR States/Territories respective National PBN Implementation with the Regional PBN Implementation Plan (Conclusion 33/1 e)) remains valid. The ATM Rapporteur has reminded the various States/Territories of their responsibilities in this matter.

2.14 The ATM Committee recognises a need for processes to be established by E/CAR States/Territories that will propel the PBN objectives within this Region. One such venture could involve the formation of multi-strata Regional PBN Core and Auxiliary Implementation Teams that would harness the resources available to the E/CAR towards achieving the objectives of the PBN Implementation Programme.

Amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030)

2.15 The United States has concluded its work on the amendment proposal to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030). The proposal for amendment should be reviewed by the E/CAR/CATG/1 Meeting and timely submitted to ICAO NACC Regional Office for appropriate coordination and submission for approval.

Review of ATS coordination issues between Antigua and Barbuda, San Juan, Sint Maarten and Trinidad and Tobago

2.16 This matter was initially raised at an ATM Committee Meeting held during the E/CARWG33 Meeting, during which concerns with regards to coordination issues existing between Antigua and Barbuda, San Juan, Sint Maarten and Trinidad and Tobago were raised. The scenarios were related to aircraft climbing out Juliana's airspace requesting greater than FL245 and aircraft descending into Juliana's airspace out of flight levels greater than FL245 respectively, and transitioning Juliana's, San Juan's, VC Bird's and Piarco's airspaces of jurisdiction.

2.17 At the 1st ATM Committee Teleconference, a decision was taken to attain and assess data from both Antigua and Trinidad and Tobago to assist in determining the course of action to be taken. This outcome proved to be unfruitful and a further decision was taken at the 2nd and 3rd ATM Committee Teleconferences to have a 2nd ATM Sub-Committee Teleconference involving the concerned States. At the 3rd ATM Committee Teleconference, the ATM Rapporteur requested from the various attending States that they provide documentation to support their points of view. During the 2nd ATM Sub-Committee Meeting dialogue was held on factors such as, the airspaces transitioned by aircraft during descent and climb phases along with depicted climb and descent profiles, the duration of time spent transitioning those airspaces and the States who should be responsible for coordinating such aircraft in accordance with ICAO provisions.

2.18 The following two suggestions were proposed by those in attendance:

- a) *“For departures out of TNCM requesting greater than FL245, Juliana APCON will first attain a “pre-departure clearance” from San Juan CERAP before coordinating the flight with VC Bird APCON. VC Bird APCON will then be responsible for coordinating the flight with Piarco ACC.”*
- b) *“For arrivals into TNCM operating at flight levels greater than FL245, Piarco ACC will coordinate the flight with San Juan CERAP and VC Bird APCON. VC Bird APCON will coordinate the flight with San Juan CERAP and Juliana APCON for descent into Juliana's TMA.”*

2.19 During the 2nd ATM Sub-Committee Meeting, ICAO made the following observations:

- Not all States publish regulations in accordance with ICAO's Annex 2
- It is recommended that ATM messages be published in accordance with ICAO's Doc 4444
- There appeared to be the requirement for timely coordination between adjacent (ATS) Units
- There appeared to be a requirement for timely “Hand-Offs” by voice and or radar

- There appeared to be the absence of “Pre-Departure Clearances” and “Release Clearances”
- The TMA boundaries needed to be relooked at (medium to long-term activity) in the interest of efficiency and the regional PBN airspace concept to effectively address en route procedures.

3. Activities

3.1 The following activities are being proposed:

- a) That E/CAR States and Territories place greater focus on completing the work agendas set out for the ATM Committee.
- b) E/CAR States and Territories consider the option of group PBN training as offered by IATA and in the interim they are urged to make use of the online training provided in the ICAO website.
- c) That multi-strata Regional PBN Core and Auxiliary Implementation Teams consisting of appropriate personnel selected from within the E/CAR States and Territories be established to assist in realising and propelling the implementation of a PBN airspace concept within the E/CAR.
- d) That the E/CAR States and Territories support the proposal for amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030). The PFA should be officially submitted by the United States to ICAO NACC Regional Office for proper coordination and submission.
- e) That the matter concerning ATS coordination issues between Antigua and Barbuda, San Juan, Sint Maarten and Trinidad and Tobago remain on the work agenda of the ATM Committee with the objective of arriving at a resolution.
- f) It has been observed that many LOAs have not been updated to reflect current ATM scenarios even though this is a requirement of LOA process. It is therefore recommended that States and Territories make this activity a priority.

4. Suggested Actions

4.1 The Meeting is invited to:

- a) take note of the progress and status of the ATM Committee activities;
- b) to review and agree on the activities to be carried out; and
- c) take any other action as deemed necessary.