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WORKING PAPER

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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 Plan (RPBANIP) Air Navigation Targets and Block-0 status in the Eastern Caribbean:

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

PROGRESS REPORT OF THE ATM COMMITTEE

(Presented by E/CAR ATM Rapporteur)

EXECUTIVE SUMMARY

This Working Paper presents a Summary of Discussions that emanated from the ATM Committee Meeting's activities from 2016 to 2018, taking in consideration the POS Declaration of 2014, the ANI/WG/4 ATM Conclusions and the ATM Conclusions of the E/CAR/CATG/3 Final Report.

Action:	Suggested Actions described in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• POS Declaration – April 2014• Report of the E/CAR/CATG/3 – 19 to 21 October 2016• ANI/WG/4 Draft Final Report – 21 to 24 August 2018

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 for States/Territories within the E/CAR Region. Following the E/CAR/CATG/3 Meeting, the E/CAR ATM Committee held a total of thirteen (13) Meetings, inclusive of eight (8) ATM Sub-Committee Meetings and five (5) ATM Committee Meetings (Appendix A).

1.2 Appendix B provides the updated Point of Contacts (PoCs) for the E/CAR ATM Committee.

1.3 Appendix C provides the updated ATM Committee's Work Programme.

2.0 Discussion

2.1 ADS-B Service in the Piarco FIR/CTA/UTA.

2.1.1 Since inclusion of this activity for the E/CAR Region, there has been progress towards the implementation of ADS-B within the Piarco FIR/CTA/UTA as an alternative/back-up in the provision of ATS surveillance to airspace users. The availability of ADS-B capability within Piarco's airspace remains a valid issue.

2.2 ATFM Implementation within the Piarco FIR/CTA/UTA

2.2.1 Since the E/CAR/CATG/3 Meeting the Committee has held four (4) follow-up ATFM follow-up Meetings, during which the following activities were addressed:

- Establishing an LOA between Piarco Air Traffic Flow Management Unit (ATFMU) and the E/CAR TMAs (Appendix D);
- Initial use of a Piarco CTA/UTA and E/CAR Operational Information System (OIS) Template, followed by the updated IDS OIS (Appendix E) and CADENA OIS (Appendix F);
- Determination of Airport Arrival Rates (AARs);
- Use of an IDS (Ingegneria dei Sistemi) ATFM Shareboard; and
- Invitation to join the CANSO ATFM Data Exchange Network of the Americas (CADENA) Operational Meetings as Observers

2.2.2 Trinidad and Tobago installed ATFM tools and is ready to collaborate with the other E/CAR Stakeholders to determine how best these tools can be adapted to suit the needs of all States/Territories. Consideration will also be given to the inclusion of ATFM Collaborative Decision Making (CDM) items in the revision of the E/CAR LOAs. There is the opportunity for the sharing of the ATFM tools with E/CAR States/Territories within Piarco's airspace, inclusive of the provision of online training.

2.3 Operational Assistance for Argyle Airport Commissioning in St Vincent and the Grenadines

2.3.1 Meetings were held involving St Vincent and the Grenadines (SVG) and States/Territories adjacent to Et Joshua's airspace to determine what assistance could be provided to St Vincent regarding the operational commencement of ANS at the Argyle International Airport. The official start of operations began on 14 February 2017 and was a success for the provision of ANS.

2.3.2 The SV VOR has not been commissioned and as such the SV NDB is still servicing the State.

2.3.3 Currently SVG is involved in collaborative efforts with its neighbouring States/Territories on the Regional PBN activities and revision of Letters of Agreement (LOAs).

2.4 Operational use of CPDLC and ADS-C in the E/CAR Region

2.4.1 The operational use of CPDLC has been discontinued due to issues resulting in the dissemination of erroneous information. Actions have been taken by Trinidad and Tobago (T&T) to have this concern addressed.

2.4.2 ADS-C continues to be effectively used in Piarco's Oceanic airspace, East of 57o West. Issues have been encountered with its unintentional use in the Piarco CTA/UTA, West of 57o West in terms of display conflicts encountered with the current use of radar surveillance. Action has therefore been taken by T&T to ensure that the use of ADS-C is discontinued in Piarco's Continental airspace, West of 57o West where radar services are provided.

2.5 Monitoring of PBN Activities within the E/CAR Region

2.5.1 Appendix G provides an update on the RNAV/RNP Approach Procedures, SIDs and STARs implementation in the E/CAR Region. This activity is an ongoing process as ANSPs attempt to arrive at a balance between facilitating air traffic movements with predictable, efficient and safe approach and departure procedures and managing the ATS workload.

2.5.2 Trinidad and Tobago introduced the implementation of four (4) new RNAV-Routes within its Control Area/Upper Control Area (CTA/UTA), the UL576, UL462, UL776 and UL452 (Appendix H) and the proposal for three (3) future routes based on RNAV 5 application. Proposals for new Oceanic RNAV-Routes for future consideration (Appendix I) were also presented to the Committee by Trinidad and Tobago. These routes will eventually replace certain conventional routes within the Piarco CTA/UTA based on RNAV 10 application.

2.5.3 From those RNAV-Routes established within the Piarco CTA/UTA Continental airspace, feeder routes are to be developed to connect with the Terminal Control Areas (TMAs) within Piarco's airspace and will require collaboration with those concerned States/Territories to achieve such. Requests have been made for States/Territories to submit their approved PBN Plans, displaying where they would like the feeder routes to connect within their respective TMAs. To date, Antigua and Barbuda, Barbados, FWI (Guadeloupe and Martinique), and St Vincent and the Grenadines have submitted their information, with St Lucia submitting a draft PBN Plan for consideration. Trinidad and Tobago is awaiting similar information from the other States/Territories.

2.5.4 With regards to airspace redesign to support PBN activities, the following States/Territories have submitted proposals on their respective E/CAR PBN airspace redesign activities to Trinidad and Tobago for consideration:

- Antigua & Barbuda,
- Barbados,
- St Vincent and the Grenadines,

2.5.5 The other States/Territories stated that either work was in progress or further collaboration was required with adjoining States/Territories to effectively achieve PBN airspace redesign:

- Dominica,
- FWI (Guadeloupe and Martinique),
- Grenada,
- St Kitts and Nevis,
- St Lucia, and
- Trinidad and Tobago.

2.5.6 At the 8th E/CAR/CATG ATM Committee Teleconference, the ANI/WG PBN Rapporteur informed the participants that regional experts have been asked to assist the E/CAR Region with the development of upper and lower airspace designs. The ANI/WG PBN Rapporteur also stated that there is a Project for the development of a template within this Region, which could eventually be used by concerned States/Territories to assist in the development of their PBN activities. He stated that it was therefore important for him to get feedback from the States/Territories in terms of where they are and the scenarios that hinder their progress in PBN. The ANI/WG PBN Rapporteur stated it was hoped that this information can be used to help the Region move forward. At this Meeting, the ATM/SAR Regional Officer (RO) also stated that the ICAO NACC Office is willing to support the States/Territories; however, there is a requirement for such States/Territories to provide ICAO with the relevant information and establish realistic targets.

2.6 Revision of LOAs between States/Territories within the E/CAR Region

2.6.6 The revision of LOAs between E/CAR States/Territories continues to be a point of focus and one of importance based on the continuous changes that have taken place within the Region.

2.6.7 St Vincent and the Grenadines have recently revised their LOA with St Lucia and FWI and other E/CAR States/Territories are presently collaborating with adjacent ANSP neighbours to update their respective LOAs.

2.7 Revision of E/CAR Contingency Plan

2.7.6 Through dialogues held with certain States/Territories within Piarco's airspace it was decided that there is a need to revise the current E/CAR Contingency Plan. Trinidad and Tobago will therefore collaborate with those States/Territories within the E/CAR Region to revise this Contingency Plan to produce a more relevant document.

3. Activities

3.5 The following activities are being proposed:

- E/CAR States and Territories place greater focus on completing the work agendas set out for the ATM Committee.
- E/CAR States/Territories engage in meaningful collaboration to determine the availability of ADS-B capability in the Piarco FIR/CTA/UTA in accordance with the ICAO Regional Performance Based Air Navigation Implementation Plan (RPBANIP) targets and advise the CNS Committee of such.
- E/CAR States/Territories entertain greater ATFM CDM activities.
- Work continue on the operational use of the CPDLC within the Piarco CTA/UTA.
- The E/CAR States/Territories submit to Trinidad and Tobago their approved PBN Plans inclusive of their airspace redesigns and the ATM Committee continues to monitor the PBN activities.
- E/CAR States/Territories continue the review of their respective LOAs with adjacent ANSPs.
- E/CAR States/Territories collaborate with Trinidad and Tobago to revise the E/CAR Contingency Plan.

4. Suggested Actions

4.5 The Meeting is invited to:

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