



ICAO

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WORKING PAPER

E/CAR/CATG/5 — WP/08
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Fifth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/5)
Online, 8 to 10 September 2021

Agenda Item 3: Air Navigation Matters

- 3.2 Development of the e-ANP Volume I, II and III
 - 3.2.1 Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees

PROGRESS REPORT OF THE ATM COMMITTEE

(Presented by the ATM Rapporteur)

EXECUTIVE SUMMARY	
This Working Paper presents a Summary of Discussions that emanated from the ATM Committee Meeting's activities from 2018 to 2021, taking in consideration, the E/CAR/CATG/4 ATM Discussion Paper and ANI/WG/5 ATM Conclusions.	
Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
References:	<ul style="list-style-type: none">• E/CAR/CATG/4-DP/03 - 6 to 7 September 2018• ANI/WG/5 Final Report – 27 to 31 May 2019• EUROCONTROL Guidelines - <i>Common Format Letter of Agreement between Air Traffic Services Units, 5th ed.</i> 15-10-2019• CAR Regional ATM Contingency Plan 2020

1. Introduction

1.1 The ATM Committee continues to work towards achieving its objectives through the application of a performance-based, risk management approach for the development, improvement and implementation of ATM matters for States/Territories within the E/CAR Region. Following the E/CAR/CATG/4 Meeting, the E/CAR ATM Committee held a total of at least fourteen (14) Meetings, inclusive of eleven (11) ATM Sub-Committee Meetings and four (4) ATM Committee Meetings (**Appendix A**).

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

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

2. Discussion

2.1 Standardisation and Revision of LOAs and MOUs between States/Territories

2.1.1 The review of LOAs has been on the ATM Committee's Work Programme for over five years and this activity will be an ongoing process. E/CAR States/Territories have been dutifully updating their bilateral LOAs in keeping with the dynamism of ATM. There was the proposal for the standardisation of the LOAs throughout the E/CAR Region through the adoption of European Organisation for the Safety of Air Navigation - EUROCONTROL entitled, "*Common Format Letter of Agreement between Air Traffic Services Units, 5th ed.*". This standardised format appears to have been widely accepted by those E/CAR States/Territories and some have begun adopting this format in revising their bilateral LOAs.

2.1.2 The NACC ATM/SAR RO gave support to this concept stating that the standard formatting of LOAs has also begun with some States/Territories in the Central Caribbean Region.

2.1.3 The revision of the Quadilateral MOU between Antigua and Barbuda, Puerto Rico, St Maarten and Trinidad and Tobago, is near finalisation and will soon be signed off between the four participating States/Territories. This part of the work programme will be finalised when the concerned ANSPs begin incorporating the relevant sections of the MOU within their respective bilateral LOAs with adjacent ATSUs.

2.2 Review and Submission of E/CAR ATM Contingency Plans

2.6.1 Following meetings held between the NACC ATM/SAR Regional Officer and States/Territories, work has begun on the revision, harmonisation and submission of E/CAR ATM Contingency Plans to the ICAO NACC Office for posting on its website (<https://www.icao.int/NACC/Pages/edocs-atm.aspx>).

2.6.2 The ICAO NACC ATM/SAR RO presented to the E/CAR/CATG ATM Committee, Contingency Planning, explaining the three levels of hierarchy for consideration in drafting the documents. The ATM/SAR RO stated that support will continue to be provided to those States/Territories who require assistance in getting their Contingency Plans finalised for submission.

2.3 Monitoring of PBN Implementation within the E/CAR Region

2.3.1 PBN activities within the E/CAR Region continues, though at a slower pace than previously experienced. The ANI/WG PBN Task Force continues to be willing to provide an adequate level of training and support to those States/Territories who require such in order to achieve the set goals and objectives within the Region. A PBN Working Paper presented by the ANI/WG PBN Rapporteur, will address these issues in more detail.

2.3.2 E/CAR States/Territories are reminded to submit to Trinidad and Tobago, their approved PBN Plans inclusive of their airspace redesigns to the PBN PoC for consideration. The E/CAR ATM Committee will continue to monitor and facilitate the PBN activities within the E/CAR Region

2.4 ATFM Implementation within the Piarco FIR/CTA/UTA

2.4.1 Since the E/CAR/CATG/4 Meeting (6-7 September 2018), the ATM Committee has held ATFM follow-up Meetings, during which the following activities were addressed:

- Initial use of a Piarco CTA/UTA and E/CAR Operational Information System (OIS) Template, followed by the implementation of the updated IDS AirNav ShareBoard;
- CADENA OIS (Appendix F); and
- Invitation to join the CANSO ATFM Data Exchange Network of the Americas (CADENA) Operational Meetings as Observers.

2.4.2 Trinidad and Tobago will continue to collaborate with the other E/CAR Stakeholders to determine how best the ATFM tools can be adapted to suit the needs of all States/Territories. There is still 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 by Trinidad and Tobago.

2.4.3 A common platform to share operational information within the Eastern Caribbean would improve general situational awareness among the ANSPs and Airspace Users, particularly during periods of disruptions to air traffic due to meteorological, volcanic, and/or other events.

2.4.4 The Eastern Caribbean (E/CAR) Region, and wider Caribbean Region, is faced with the seasonal occurrences of tropical cyclonic activity. The sharing of critical operational information among stakeholders, via a common operational system, would foster a structured information sharing process, and therefore improve situation awareness, and decision-making, during the Atlantic Hurricane Season, 01 June to 30 November.

2.5 Additional ATM related issues of concern to the E/CAR/CATG ATM Committee

2.5.1 ADS-B Service in the Piarco FIR/CTA/UTA

2,5,1,1 There has been slow but steady 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 therefore, remains a valid issue.

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

2.5.2.1 The operational use of CPDLC within Piarco's oceanic airspace has resumed as issues resulting in the dissemination of erroneous information were effectively addressed by Trinidad and Tobago (T&T).

2.5.2.2 ADS-C continues to be effectively used in Piarco's Oceanic airspace, east of 57° west. Previous issues that were encountered with its unintentional use in the Piarco CTA/UTA, west of 57° west were addressed by T&T, which ensured the discontinued use of ADS-C in Piarco's Continental airspace, West of 57° west where radar services are provided

2.5.3 Experiences with COVID-19 and the Effects on the provision of ATS

2.5.3.1 With the advent of COVID-19 being declared as a Pandemic by the World Health Organisation (WHO) and the restriction of travel between borders worldwide in March 2020, in an attempt to mitigate the spread of the virus, aviation operators and service providers witnessed a sizeable decline in air travel by as much as seventy percent (70%). There is constant learning taking place to manage the spread of this contagious virus. The E/CAR and other Regions have witnessed a gradual increase in the number of air traffic movements and associated services as measures are taking to mitigate the virus' spread.

2.5.3.2 E/CAR States/Territories have reported scenarios where ATS were temporarily suspended for several hours due to information received on persons operating within or had operated within the Air Traffic Service Units (ATSUs) who tested positive or came into contact with someone who tested positive and the resulting need to sanitising the affected ATS facility before resuming operations.

2.5.3.3 During this ongoing Pandemic, the E/CAR Region realised that the sharing of information and experiences between States/Territories was an effective way in assisting their neighbours in dealing with similar scenarios. The E/CAR/CATG ATM Committee was also informed that ICAO was preparing guidelines concerning the importance of (proprietary) information sharing between States/Territories, especially as one of the key issues essential among ANSPs is collaboration.

2.5.4 Experiences with 2020 Hurricane Season

2.5.4.1 The 2020 Atlantic Hurricane Season, which ran from 01 June to 30 November, was one of the most active, with a total of twenty-nine Tropical Storms (TS) and fourteen (14) Hurricanes. The Season was one of the seventh costliest in history, with more than four hundred and thirty (430) fatalities and forty-seven (47) billion US dollars in damages. Some E/CAR Sates/Territories were severely affected during the Season.

2.5.4.2 During this period, the following measures were taken by the ICAO NACC Office and E/CAR Sates/Territories:

- IATA and ICAO initiative – took into consideration threats that periodically affect the E/CAR Region to arrive at regional operational strategies to address these threats;
- Compliance with the CAR Regional ATM Contingency Plan 2020;
- Monitoring the 2020 Hurricane Season through the sharing of information between States/Territories and targeted stakeholders;
- Updated PoCs for CAR CERT;
- Establishment of a CAR CERT email and WhatsApp group. This effected support coordination and information exchange;
- Formation of E/CAR ATM WhatsApp Group;
- Extension of the E/CAR/CATG ATM Committee; and

- The channeling of pertinent information to the CAR CERT.

2.5.4.3 The 2020 Hurricane Season produced a number of lessons learnt by the E/CAR/CATG ATM Committee, which hopefully, would be used in dealing with the 2021 Season, currently in mid-season.

2.5.5 Experiences with the Eruption of La Soufrière, St Vincent and the Grenadines

2.5.5.1 On 09 April 2021, the island of St. Vincent witnessed the eruption of the La Soufrière volcano, which became active a few weeks before. The eruption resulted in devastation to areas within St. Vincent and the Grenadines (SVG) due to lava flows and heavy ash deposits. The ash deposits resulted in the closure of all airports in SVG and affected neighboring islands such as Barbados and St Lucia, whose airports were closed until the deposits could have been effectively removed and operations resume safely.

2.5.5.2 Within the Piarco Oceanic and Continental Airspaces, the movement of the ash cloud resulted in a further decrease in air travel and reduction of air traffic within some Terminal Control Areas (TMAs). This along with the effects of the COVID-19 Pandemic, resulted in further reduction in revenue earning potential of most E/CAR States/Territories.

2.5.5.3 In response to the eruption, the following actions were taken:

- Activation of the Regional Contingency Group;
- Convening of a Strategic Planning Meeting by Trinidad and Tobago on 29 March 2021 involving :
 - ICAO NACC ATM/SAR RO,
 - E/CAR States/Territories,
 - University of the West Indies Seismic Research Centre,
 - Regional Airlines,
 - CADENA, and
 - Other Aviation Stakeholders
- Effective methods of communication were established between stakeholders, and
- Established contingency measures to mitigate the adverse effects to aviation.

2.5.5.4 During this period, T&T along with the other E/CAR States/Territories, reviewed Contingency Procedures relating to volcanic Activity and briefed targeted officials. There was the formation of a Volcanic Contingency WhatsApp Group to ensure timely and effective communication. Neighbouring E/CAR States/Territories provided assistance to SVG in the aftermath of the major eruptions. Airspace users were kept updated with reroutes being handled tactically.

2.5.5.5 At present, aviation activity within the affected islands have returned to normal operations. La Soufriere is presently at the Orange level of alert and is still being monitored by the Seismic Research Centre.

3. Activities

3.1 The following activities are being proposed:

- E/CAR States/Territories continue the review of their respective LOAs with adjacent ANSPs through the adoption of the standardised EUROCONTROL Guidelines - Common Format LOA between ATSUs, 5th ed.
- E/CAR States/Territories collaborate with their adjacent counterparts, the NACC ATM/SAR RO and E/CAR/CATG ATM Rapporteur in the production of their respective ATM Contingency Plans to ensure that it is harmonised before submission to the ICAO NACC Office.
- The E/CAR States/Territories submit to Trinidad and Tobago, their approved PBN Plans inclusive of their airspace redesigns to the PBN PoC for consideration and incorporation into the overall PBN airspace design Programme. The ATM Committee continues to monitor the PBN activities within the E/CAR Region.
- E/CAR States/Territories entertain greater ATFM CDM activities.
- The E/CAR States/Territories apply the lessons learnt from the occurrences of 2020 with the aim of improving upon the sustainability and provision of ATM within the Region.
- E/CAR States and Territories continue to place focus on completing the work agendas set out by the E/CAR/CATG ATM Committee.

4. Suggested Actions

4.1 The Meeting is invited to:

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

APPENDIX A
E/CAR/CATG ATM MEETINGS NOVEMBER 2018 TO AUGUST 2021

NO	MEETING TYPE	DATE (dd-mm-yyyy)
1	9 th E/CAR/CATG ATM Committee Meeting – ATFM OIS, Aircraft Situational Display	26-02-2019
2	10 th E/CAR/CATG ATM Committee Meeting – Updates: ATFM, PBN and National Contingency Plans	11-07-2019
3	E/CAR/CATG ATM Sub-Committee Meeting – Passage of TS Dorian	26-08-2019
4	11 th E/CAR/CATG ATM Committee Meeting – ATM Contingency Plans, LOAs, COVID-19	19-05-2020
5	6 th E/CAR/CATG ATM Sub-Committee Meeting – ATM Contingency Plans	04-06-2020
6	7 th E/CAR/CATG ATM Sub-Committee Meeting – Coordination Matters of Interest in the Quadrilateral MOU	12-06-2020
7	E/CAR/CATG Sub-Committee Meeting - Revision of Quadrilateral MOU – T&T and USA Bilateral talks	22-07-2020
8	E/CAR/CATG ATM Sub-Committee Meeting – Passage of TS Gonzalo	24-07-2020
9	8 th E/CAR/CATG ATM Sub-Committee Meeting – Airspace Development and Planning	09-10-2020
10	9 th E/CAR/CATG ATM Sub-Committee Meeting – ATM Contingency Plans	11-02-2021
11	10 th E/CAR/CATG ATM Sub-Committee Meeting – Coordination of Air Traffic between Argyle and Adjacent Airspaces	08-03-2021
12	12 th E/CAR/CATG ATM Committee Meeting – COVID-19 Impact, Contingency Planning and Preparation for Hurricane Season 2021	23-06-2021
13	E/CAR/CATG Sub-Committee Meeting – Resumption of Revision of Quadrilateral MOU	22-07-2021
14	E/CAR/CATG Sub-Committee Meeting – Resumption of Revision of Quadrilateral MOU	16-08-2021

APPENDIX B
E/CAR/CATG ATM Point of Contact

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APPENDIX C
Updated ATM Committee's Work Programme

ITEM NO.	ACTIVITY
1	Standardisation and Revision of LOAs and MOUs between adjacent States/Territories
2	Review and Submission of E/CAR ATM Contingency Plans
3	Monitoring of PBN Implementation within the E/CAR Region
4	ATFM implementation within the E/CAR Region
5	Additional ATM related issues of concern to the E/Car/CATG ATM Committee

— END —