



ICAO

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WORKING PAPER

E/CAR/CATG/7 — WP/12
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Seventh Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/7) Meeting
Miami, United States, 26-28 July 2023

Agenda Item 4: Follow-up of the Activities of the NACC/WG Task Forces
4.1 Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees

PROGRESS REPORT OF THE ATM COMMITTEE

(Presented by E/CAR/CATG ATM Rapporteur)

EXECUTIVE SUMMARY

This Working Paper presents a Summary of Discussions that emanated from the ATM Committee Meeting's activities from 2022 to 2023, taking in consideration, the E/CAR/CATG/5 and NACC/WG/7 Final Reports.

Action:	Suggested actions are presented in Section 4.
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• EUROCONTROL Guidelines - Common Format Letter of Agreement between Air Traffic Services Units, 5th ed. (15 Oct 2019)• CAR Regional ATM Contingency Plan 2020• E/CAR/CATG/5 Final Report – 8-10 September 2021• NACC/WG/7 Final Report – September 2022• NAM/CAR/CONT/3 - 9-11 May 2023• 13th E/CAR/CATG ATM Committee Meeting – 23 June 2023• E/CAR/CATG/7 – WP/16 - 26-28 July 2023• E/CAR/CATG/7 – WP/17 - 26-28 July 2023

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.

1.2 **Appendix A** provides the number of E/CAR ATM Committee Meetings between August 2022 to June 2023.

1.3 **Appendix B** provides the updated PoCs for the E/CAR/CATG ATM Committee for 2023.

1.4 **Appendix C** provides the updated ATM Committee's Work Programme for 2023-2024.

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 the past six years as this activity is an ongoing process. E/CAR States/Territories have been dutifully updating their bilateral LOAs in keeping with the dynamism of ATM. 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.” has been adopted for bilateral LOAs. Antigua and Barbuda, Montserrat, Guadeloupe, Martinique, St Lucia, Barbados and Trinidad and Tobago, have all been actively revising their bilateral LOAs with their respective neighbouring States/Territories.

2.1.2 The revised Quadrilateral MOU between Antigua and Barbuda, Puerto Rico, St Maarten and Trinidad and Tobago, was finalised and became effective on 15 December 2021. Once all the previously mentioned States/Territories have incorporated the relevant sections of the MOU in their respective revised bilateral LOAs, this MOU will no longer be in effect.

2.2 Review and Submission of E/CAR ATM Contingency Plans

2.2.1 Work continues regarding 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>) in accordance with the CAR Regional ATM Contingency Plan. Both Barbados and Martinique have drafted their respective ATM Contingency Plans and are in the process of harmonising their documents with the respective adjacent neighbouring States/Territories in accordance with Conclusion NAM/CAR/CONT/3/3. Trinidad and Tobago is in the process of revising its ATM Contingency Plan. The importance of submitting and/or revising ATM Contingency Plans by the E/CAR States/Territories is acknowledged.

2.2.2 The ICAO NACC ATM/SAR RO and E/CAR/CATG ATM Rapporteur, continue to provide support to those E/CAR States/Territories who require assistance in getting their ATM Contingency Plans finalised for submission to the ICAO NACC Office.

2.3 Airspace Optimisation (PBN Implementation) within the E/CAR Region

2.3.1 The Airspace Optimisation (initially, PBN Implementation) within the E/CAR Region continues to be a work in progress. In February 2022, PBN Orientation Training and Briefing were provided to Barbados, Grenada, St Lucia and St Vincent and the Grenadines. From November to December 2022, Collaborative Decision Making (CDM) Meetings were held between Trinidad and Tobago and the previously mentioned E/CAR States, along with Martinique and Guadeloupe. There were also proposals of connectivity between the relevant TMAs and the newly implemented upper-level East-West Routes (implemented January 2023) within Piarco’s FIR (Upper Control Area – UTA). These proposals were noted and are still being assessed by Trinidad and Tobago for amendments as well as for inclusion in bilateral LOA revisions where deemed necessary. Trinidad and Tobago is to schedule PBN Orientation Training and Briefing with Antigua and Barbuda along with CDM regarding connectivity with upper-level East-West Routes. Trinidad and Tobago is working on routes associated with air traffic from North America into the relevant TMAs within the Piarco FIR.

2.3.2 Further details pertaining to the activities related to Airspace Optimisation (PBN Implementation) within the E/CAR Region are addressed in E/CAR/CATG/7 – WP/16 presented by Trinidad and Tobago.

2.4 ATFM Implementation within the Piarco FIR/CTA/UTA

2.4.1 During the NACC/WG/ATFM/TF/3 Meeting, held in May 2022, the Task Force (TF) had approved the minimum requirements for ATFM within the CAR Region. Trinidad and Tobago continues to collaborate with various ATFM Groups (e.g. CANSO ATFM Data Sharing for the Americas) and Service Providers in an attempt to improve upon the demand and capacity balancing in-house tools. There is also the reconnection for Piarco ATS to an updated version of the System-Wide Information Management (SWIM) software. This activity involves the exchanging of flight data and testing with the Federal Aviation Administration (FAA) to make the tools more accurate, especially in terms of daily demand. There is the need to ensure that ATFM operations are harmonised with the rest of the E/CAR Region. This can be partially achieved through continued participation with the NACC/WG/ATFM/TF.

2.4.2 The excellent coordination between ad-hoc E/CAR Emergency Response Teams over the past years has led to the desire to propose a methodology where an E/CAR CDM Operational Group can be established to share pertinent, timely information to day-to-day operations. In E/CAR/CARG/7 – WP/17, presented by Trinidad and Tobago, there is a proposal for a methodology for ATFM and CDM measures through the formation of an E/CAR ATFM/CDM Operational Group, to enhance situational awareness and timely collaboration amongst ANSPs within the E/CAR Region.

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

2.5.1 The E/CAR/CATG ATM Committee continues to monitor the progress of these activities:

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

2.5.1.1 Trinidad and Tobago along with the rest of the E/CAR Region continues to focus their efforts on the provision of surveillance ATS through the implementation of ground-based ADS-B within the Continental airspace, west of 5730o west, of the Piarco FIR. For those States/Territories who already provide Radar surveillance, the use of ground-based ADS-B will augment the former while also providing surveillance redundancy. There is also an interest by Trinidad and Tobago with the provision space-based ADS-B within the Oceanic airspace, east of 5730o west.

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

2.5.1.2 Trinidad and Tobago continues to provide CPDLC and ADS-C to aircraft within Piarco's Oceanic Sector, east of 5730o west. Recently, with the occurrence of VHF communication issues in Piarco's Continental airspace, west of 5730o west, the use of CPDLC has been employed as a contingency means of communication between Controllers and Pilots. The use of ADS-C, in Piarco's Continental airspace, where Radar surveillance is provided, continues to be discouraged.

2.5.1.3 Piarco ACC continues to use CPDLC and ADS-C in the Oceanic Sector

AIDC Testing

2.5.1.4 In July 2023, Trinidad and Tobago completed its third round ATS Inter-Facility Data Communication (AIDC) Tests with New York Area Route Traffic Control Centre (ARTCC). Portugal stated an interest in implementing AIDC use between Santa Maria OAC and Piarco ACC. This is to take place after Santa Maria OAC obtains approval from their Regulator and all safety requirements associated tasks have been completed. It is hoped that once implemented, this data communication between the participating ATS Providers will enhance safety by mitigating miscoordination errors.

Airspace Concept Workshop to enhance Airspace Harmonisation

2.5.1.5 The upcoming Workshop on ATS Airspace Concept for ECCAA Member States (14-18 August 2023) to be held in Antigua and Barbuda, with the aim of enhancing airspace harmonisation, is an attempt for ICAO NACC Office to have more direct engagement with States to enhance their ATM procedures and ensure that the ATS provision is in accordance with the adequate specification of their airspace. This activity will enhance the safety and efficiency of operations and benefit the environment.

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 ANSPs, the NACC ATM/SAR RO and E/CAR/CATG ATM Rapporteur in the production of their respective ATM Contingency Plans to ensure that they are harmonised in accordance with Conclusion NAM/CAR/CONT/3/3 before submission to the ICAO NACC Office.
- The E/CAR States/Territories continue to collaborate with Trinidad and Tobago, regarding Airspace Optimisation. The ATM Committee continues to monitor the Airspace Optimisation (PBN implementation) activities within the E/CAR Region.
- E/CAR States/Territories consider the proposed CDM methodology as presented in E/CAR/CATG/7 WP/16 for adoption by the Region.
- E/CAR States/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.

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APPENDIX A
E/CAR/CATG ATM MEETINGS SEPTEMBER 2021 TO JULY 2023

NO	MEETING TYPE	DATE (dd-mmm-yyyy)
1	12 th E/CAR/CATG ATM Committee Meeting	05 Aug 2022
2	13 th E/CAR/CATG ATM Committee Meeting	23 Jun 2023

APPENDIX B
E/CAR/CATG ATM POINTS OF CONTACT 2023

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APPENDIX C
UPDATED ATM COMMITTEE'S WORK PROGRAMME 2023-2024

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 Airspace Optimisation (PBN Implementation) within the E/CAR Region
4	ATFM implementation within the E/CAR Region
5	Additional ATM related issues of concern to the ATM Committee

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