



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean
(21st E/CAR DCA)**

Tortola, British Virgin Islands 11 to 14 February 2008

E/CAR DCA/21 - WP/19

30/01/08

Agenda Item 3:

Air Navigation Issues

3.3 E/CAR ATM Committee Report

(Presented by Rapporteur ATM Committee E/CAR/WG)

SUMMARY

This Working Paper informs the 21st Meeting of E/CAR/DCAs on activities of the ATM Committee of the E/CAR/WG since the last E/CAR/WG meeting.

References:

- Report of the 30th E/CAR Working Group Meeting
- Report of GREPECAS/12, 13 and 14
- Report of ATM/CNS/SG ATM COMM ATFM/TF 1, 2 and 3
- Report of CAR/WG/1
- Report of GREPECAS ATM/CNS/SG/4 and 5
- Report of the NAM/CAR ATS Routes Meeting
- Report of ALLPIRG/5,
- Second Amendment to the Global Air Navigation Plan for CNS/ATM systems (Doc9750)

1. Introduction

1.1 At the 30th Meeting of the Eastern Caribbean Working Group (E/CAR/WG/30), Castries, Saint Lucia, 2006 August 07 - 11, it was recognised that the ATM Committee of the E/CAR/WG was in a state of dormancy. Realising that the E/CAR air traffic services would be impacted with the imminent increase in air traffic for the ICC CWC 2007 Tournament an ad-hoc group comprising participants from E/CAR States and Territories attending the meeting was formed to consider the traffic issues surrounding the hosting of the Tournament in the States and Territories of the Sub-region.

1.2 The report of the ad hoc group resulted in, among other proposed actions; that the ATM Committee pursue the planning and implementation of air traffic flow management initiatives to manage the anticipated increased air traffic which would be occasioned by the ICC CWC 2007 Tournament and that Trinidad and Tobago continues to perform the function of Rapporteur; and with which there was agreement in general. Trinidad and Tobago, as Rapporteur suggested to the E/CAR/WG/30 that the E/CAR ICC CWC ATFM strategy and initiatives should be carried out by a Team of ATM personnel from all the States and Territories concerned under the Team Leader who should be from Trinidad and Tobago. Requirement for a Point of contact for each State, Territory and International Organisations were to be provided to the ATFM Team Leader for planning and implementation purposes prior to departure from E/CAR/WG/30.

2. Discussion

2.1 The submissions on the discussion of the ad hoc group in its report to the E/CAR/WG/30 on plans for instituting flow management procedures prior to and during ICC CWC 2007 Tournament caused a revitalisation of the ATM Committee. The ATM Committee therefore undertook to progress the activities for which it was constituted.

2.2 However, over the period, only ATFM matters received the type of attention required. At the onset of the ATFM planning process a degree of tardiness was evident but as the picture became clearer a greater level of participation occurred. Through dedication and commitment on the part of the participants of the ATFM Team and the States and Territories of the E/CAR in conjunction with the International Organisations and support from the USA FAA ATS Command Centre a set of procedures were developed and put into place for the safe and efficient operation of air traffic during the Tournament.

2.3 As with work at the early stages of the planning process, a level of uncertainty among some States and Territories occurred with implementation of the ATFM Procedures/Initiatives but those teething problems were soon to be overcome.

2.4 Although the ATFM Initiatives for ICC CWC Tournament worked relatively smoothly some States, Territories and Airline Operators expressed concern for the lack of dynamic situational awareness of traffic expectancy. That did not deter the ATFM Team who carried out daily Operational ATM TELCONS with the concerned E/CAR TMAs and adjacent ACCs through the FAA Command Centre facilities.

2.5 Several lessons were learnt from the undertaking of the ICC CWC 2007 ATFM Tasks. From a non exhaustive corroborated list which was compiled during and after the Tournament the ATFM Team was able to deduce that:

- In most of the States and Territories there were an inadequacy of trained ATM personnel assigned to work on the ICC CWC 2007 ATFM Initiative/s
- The inadequacy of trained ATM personnel assigned to plans and programmes of the like of ATFM and other new developments in Global ATM on a permanent basis needs to be address
- The general lack of adequately trained ATM personnel without a rudimentary understanding of ATFM procedures should be a cause for concern on the part of ANSPs as ATFM will soon be the “flavour of the mouth” in the CAR/SAM regions
- The Sub-region needs to established mechanism for discussion/collaboration between ANSPs, Airport Authorities, Aircraft Operators and other aviation community Stakeholders as ATFM requires collaborative decision making to work smoothly and efficiently
- Aircraft operators, States and Territories needs to respond in a more timely manner in the provision of required information
- Technology to aid in data collection/analysis was not available in several States and Territories, requiring manual input and analysis which is very time consuming
- There was seemingly a misunderstanding by some States and Territories of the magnitude of the necessary work to be done
- Time to train staff was inadequate in some cases and this gave rise to misunderstanding of some of the procedures and initiatives that were instituted
- Feedback was not easily volunteered

2.6 In view of the lessons learnt the ATM Committee of the E/CAR/WG invite action on the part of the States, Territories and International Organizations to make available the necessary resources to ensure the development of the ATM system/s in the Sub-region.

2.7 The CAR/WG/1 presented the first opportunity to evaluate the performance of the ATFM Initiatives that were instituted across the E/CAR during 2007 March and April. However, while the ATM Committee of the E/CAR/WG has not carried out any further work on other ATM matters, Trinidad and Tobago as Rapporteur has been progressing work on:

- Contingency Planning and
- Airspace Organisation and Management.

2.8 ATFM initiatives are being undertaken on a continued basis through TELCONS involving the ACCs of Miami, New York, Piarco and San Juan through the FAA ATS Command Centre at 1315 UTC daily. These TELCONS were a feature of the hurricane season whenever severe weather phenomenon were forecasted and continues until the end of the Northern Hemisphere Winter.

2.9 It is envisaged, however, that the ATM Committee will begin to pursue matters related to its Terms of Reference and Work Programme by the end first quarter 2008 as logistics and unfortunate circumstances pre-empted earlier action. Communications relating to Contingency Planning, Airspace Organisation and Management, ATFM developments in the CAR/SAM and a plan of action to progress the work of the Committee is being formulated.

3. Suggested Action

3.1 The Meeting is invited to note the information presented in this working paper, and if deemed necessary, approve the following draft conclusion.

That States, Territories and International Organizations that have not done so take action to:

- a) address the inadequacy of trained ATM personnel especially those assigned to plans and programmes of the like of ATFM and other Global ATM developments on a permanent basis,
- b) established mechanism for discussion/collaboration between ANSPs, Airport Authorities, Aircraft Operators and other aviation community Stakeholders as ATFM and ATM generally requires collaborative decision making to work smoothly and efficiently,
- c) respond in a more timely manner in the provision of required information, and
- d) invest in enabling technology to aid in traffic data collection/analysis.