



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Twenty-Seventh Eastern Caribbean Informal Working Group Meeting
(27TH E/CAR IWG)**

St. John's, Antigua and Barbuda, 21 to 25 July 2003

27TH E/CAR IWG-WP/08

08/07/03

Agenda Item 3: Specific Air Navigation Activities and Developments
3.5 Air Traffic Management (ATM) Developments

ATM DEVELOPMENTS IN THE EASTERN CARIBBEAN (E/CAR)

(Presented by the Secretariat)

SUMMARY

This Working Paper presents action proposals for continuing with the ATM Developments in the Eastern Caribbean keeping in mind the follow up to the work that the E/CAR Informal Working Group has done, as well as the results related to the GREPECAS/11, NACC/DCA/1 and AP/ATM/5 Meetings.

References:

- Report of the Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11) (Manaus, Brazil, 3 – 7 December 2002)
- Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (Grand Cayman, Cayman Islands, 8 – 11 October 2002)
- Report of the Fifth Meeting/Workshop of Air Traffic Management Authorities and Planners for the transition to the CNS/ATM Systems in the CAR/SAM Regions (AP/ATM/5) (Panama City, Panama 18-20 June 2003)

1. Introduction

1.1 The Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11) held in Manaus, Brazil, from 3 to 7 December 2002 agreed, among other things, the following conclusions related with the development in Air Traffic Management (ATM):

- **Conclusion 11/21** – National RNAV Route Implementation Programme
- **Conclusion 11/23** – RVSM Implementation in the CAR/SAM Regions
- **Conclusion 11/25** – ATC Simulations (*on the impact of RVSM implementation*)
- **Conclusion 11/28** – Air Traffic Control Automated Systems
- **Conclusion 11/29** – Flight level occupancy analysis (*to implement RVSM*)
- **Conclusion 11/30** – Height-Keeping performance monitoring
- **Conclusion 11/32** – Participation in the RVSM Task Force

1.2 The First North American, Central American and Caribbean Directors of Civil Aviation Meeting held in Grand Cayman, Cayman Islands from 8 to 11 October 2002 agreed guidelines for the ATM area in the CAR Region through the following conclusions:

- **Conclusion 1/8** ATS Quality Assurance Programme
- **Conclusion 1/10** National RNAV/RNP implementation Programmes for the CAR Region
- **Conclusion 1/11** Development of a National RVSM Implementation Plan in the States/Territories/COCESNA in the CAR Region
- **Conclusion 1/15** Support for the continuing development and implementation of CNS/ATM Systems in the CAR Region
- **Conclusion 1/19** Agreement on ATS Contingency Plans and supporting services for the CAR Region
- **Conclusion 1/21** Human Resources Planning and Training
- **Conclusion 1/23** ICAO Educational Event using Internet Technology

1.3 Likewise, the Fifth Meeting of Air Traffic Management Authorities and Planners for the transition to the CNS/ATM Systems in the CAR/SAM Regions (AP/ATM/5) held in Panama City, Panama, 18-20 June 2003, as part of the GREPECAS UNDP/ICAO RLA/98/003 Regional Project, prepared an RNAV Routes, RNP and RVSM implementation programme. The RNAV Routes portion applicable to the Eastern Caribbean is shown in the **Appendix** to this Working Paper.

ATS Quality Assurance Programmes

1.4 The ICAO NACC Regional Office is following-up Quality Assurance Programmes, Evaluations, ATS Incidents reported to ICAO or IATA and ATS Contingency Plans sent by States /Territories /International Organizations.

1.5 **ATS Incidents:** Prevention of ATS Incidents remains a high priority in Air Traffic Services. The ICAO NACC Regional Office has developed an ATS incident tracking database from incident reports received. This is part of establishing a measurement of safety for the CAR Region and is part of an Air Traffic Safety Management Quality Assurance Programme.

1.6 The ICAO NACC Regional Office is still waiting to receive information on the status of implementation of Quality Assurance Programmes in States' ATS facilities before December 2003. ICAO is also reviewing draft and final versions of State/Territory /International Organizations Quality Assurance Programmes for content and in order to provide any assistance as necessary; the guidance materials are easily obtainable from the ICAO NACC Office website in English and Spanish.

1.7 The ICAO NACC Regional Office has submitted to the Air Navigation Commission a proposal for a Special Implementation Project to provide on site assistance to Caribbean States, Territories and International Organizations.

1.8 **Phraseology Deficiencies:** As a major part of Quality Assurance Programmes, the ICAO NACC Regional Office is working on this important issue assisting States in taking corrective and follow-up actions to resolve the deficiencies and to put in place measures to monitor that such actions are ensuring compliance to a satisfactory level. The goal is to recommend closure on these deficiencies based on the actions taken by States/ Territories/ International Organizations. Part of this process is reviewing random air traffic control voice tapes from air traffic service units, which is considered a random sampling that demonstrates application of standardized phraseology and the effectiveness of established programmes.

1.9 The Barbados ATS School completed the first TRAINAIR STP Validation Quality Assurance Course held on June 16-27, 2003. This is the first training course for Quality Assurance Programmes in the CAR/SAM Regions and a major achievement. The course was attended by representatives from, Antigua, Barbados (3), Cayman Islands, Grenada, Guyana (2), Haiti, Montserrat, Netherlands Antilles, Saint Lucia and St. Vincent and the Grenadines.

1.10 ATS Quality Assurance Programmes have not been fully implemented, however, some States and Territories reported portions of the CAR/SAM ATS Quality Assurance Guidance such as voice tape reviews and proficiency checks have begun. The ICAO NACC Regional Office is now distributing material and samples of ATS Quality Assurance to attendees to the Barbados ATS Quality Assurance Course and will assist, as necessary, for the development of ATS Quality Assurance Programmes

2. Discussion

2.1 This paper suggests the Group to continue supporting ATM developments by considering the background mentioned in paragraphs 1.1 to 1.10 of this working paper, and by preparing and recommending an appropriate action plan contributing to its implementation.

2.2 To achieve this, among other things, the Meeting should take note of the information presented in this Working Paper regarding the status of ATM developments applicable to the Eastern Caribbean.

2.3 It is also expected that the Chairman of the E/CAR ATS Committee inform the Meeting on other activities carried out for the benefit of ATM developments in the E/CAR, to recommend actions required for the continued implementation.

3. Action Suggested to the Meeting

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) take note of any other actions that the group considers important; and
- c) adopt and approve the following conclusion:

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CONCLUSION 27/XX

ATM DEVELOPMENTS IN THE EASTERN CARIBBEAN

That;

- a) States/Territories/International Organizations develop and support implementation of ATM matters;
- b) States/Territories/International Organizations send to the ICAO NACC Regional Office their ATS Quality Assurance Programmes, ATS Contingency Plans, ATS Incident Reports, ATC Evaluations, and, as required, random ATC voice tapes; and
- c) the ICAO NACC Regional Office assist States/Territories/International Organizations in implementing improvements to ATS Quality Assurance Programmes, ATS Contingency Plans, ATC evaluations and ATS incidents.

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RUTAS RNAV / RNAV ROUTES **Apéndice / Appendix**

