



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/22

04/07/03

Agenda Item 3:

Specific Air Navigation Activities and Developments

3.5 Air Traffic Management (ATM)

ESTABLISHMENT OF NEW TMAS

(Presented by Trinidad and Tobago)

SUMMARY

This Working Paper presents Information on the establishment of the TMAs of E.T. Joshua and Point Salines in the Piarco Flight Information Region.

References:

Summary of Discussions and Conclusions.

- 26th Eastern Caribbean Informal Working Group Meeting, Barbados, 2002
- Special Planning Meeting of E/CAR States, Territories and Organizations directly involved in implementation of the E.T. Joshua and Point Salines TMAs, Trinidad and Tobago, 2003. (**Appendix**).

1. Introduction.

1.1 The following is reiterated for the reference of the Meeting.

Conclusion 26/3 of the 26th Meeting of the Eastern Caribbean Informal Working Group held in Barbados on 3 - 7 June, 2002, states :

- Grenada and St. Vincent and the Grenadines implement on AIRAC date 15 May 2003 their CTR/TMAS with lateral and vertical limits shown in para. 21.3.5.2 of the Report and the corresponding Appendix B to this part of the Report; and
- OECS Directorate ensures with the appropriate ATS Authorities of Grenada and St. Vincent and the Grenadines that all requirements for this implementation be met accordingly.

1.2 Para. 2.6 of the Report of the Special Planning Meeting of E/CAR States, Territories and Organizations involved in implementation of the E.T. Joshua and Point Salines TMAs, held in Trinidad and Tobago on 21 March 2003, states :

- The Meeting noted that in order to make good the effective date for establishment of the TMAs (2003 May 15), the publication date would be 2003 March 20. As that date had passed, a decision would have to be made on a new date for establishment of the TMAs.

2. Discussion

2.1 Trinidad and Tobago, as custodian of the Piarco Flight Information Region, took the initiative to host a Special Planning Meeting of those States, Territories and Organizations directly involved in implementation of the two (2) new TMAs, as information had suggested that there were a number of outstanding matters which required joint regional consideration.

2.2 The matter of Letters of Agreement were outstanding, and Trinidad and Tobago had prepared draft Agreements for those between Piarco ACC and Point Salines TMA Unit and between Piarco ACC and E.T. Joshua TMA Unit. Further, Trinidad and Tobago presented one (1) Working Paper and five (5) Discussion Papers, which sought to address most of the outstanding matters, including training.

2.2.1 The Working Paper comprised documents for intended publication as ten (10) AIP Supplements, titled :

- Establishment of E.T. Joshua TMA in Piarco FIR;
- Establishment of Point Salines TMA in Piarco FIR;
- Establishment of Significant Points in Piarco FIR, FL135 and below;
- Establishment of Reporting Points on E.T. Joshua and Point Salines CTR boundaries, in relation to RNAV approaches;
- Revised ATS Route description – A324;
- Revised ATS Route description – A511;
- Revised ATS Route description – A561;
- Establishment of DCT Routes : Point Salines to Crown Point and Canouan to Grantley Adams;
- Revision of E.T. Joshua CTR;
- Revision of Point Salines CTR.

2.2.2 Trinidad and Tobago had previously effected coordination with the OECS Directorate of Civil Aviation.

2.3 Trinidad and Tobago has agreed to provide training at no tuition cost, to twenty- four (24) Air Traffic Controllers from Grenada and St. Vincent and the Grenadines, in Terminal Area Control at the Civil Aviation Training Centre, Mausica. The training schedule is as follows :

2003 June 30 – July 11
 2003 July 21 – August 1
 2003 August 11 – August 22

2.4 The Summary of Action Items contained in the Report of the Special Planning Meeting indicates the tasks to be accomplished by all E/CAR States involved in the implementation of the new TMAs, in order to meet the agreed **new implementation date of 2003 October 2.**

3. Suggested action.

It is suggested that the Meeting review the Summary of Action Items as listed in the Report of the Special Planning Meeting, (Appendix A), to determine the state of readiness of each State, Territory and Organization involved in implementation of the E.T. Joshua and Point Salines TMAs.

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APPENDIX

**REPORT
OF THE
SPECIAL PLANNING MEETING
OF
E/CAR STATES**

**INVOLVED IN
IMPLEMENTATION OF THE
E.T.JOSHUA AND POINT SALINES
TMAs**

(MAUSICA, TRINIDAD AND TOBAGO)

2003 MARCH 21

PREPARED BY CIVIL AVIATION, TRINIDAD AND TOBAGO

Special Planning Meeting
Establishment of E.T.Joshua and Point Salines TMAs
(Trinidad and Tobago, 2003 March 21)

AGENDA

	Opening Remarks	Trinidad and Tobago
Agenda Item 1	Power Point Presentation – review of developments, ongoing and required	Trinidad and Tobago
Agenda Item 2 WP/01	Documents for intended publication as ten (10) AIP Supplements	Trinidad and Tobago
Agenda Item 3 DP/01	TMA Airspace Harmonization	Trinidad and Tobago France OECS Saint Lucia
Agenda Item 4 DP/02 DP/05	Airspace Operational Requirements Coordination Options Aircraft Trajectories	Trinidad and Tobago France
Agenda Item 5 DP/03 DP/04	Letters of Agreement Piarco ACC-Point Salines TMA Unit Piarco ACC-E.T. Joshua TMA Unit	Trinidad and Tobago Trinidad and Tobago
Agenda Item 6 DP/06	Training Requirements Training Course Outline	Trinidad and Tobago Grenada St. Vincent and the /Grenadines
Agenda Item 7	The way forward	All States
Agenda Item 8 DP/07	Other Business Reconfiguration of Point-a-Pitre and Fort de France TMAs Information on Piarco ACC Sectorization	France France

HISTORICAL

1. Background

At the 26th Meeting of the Eastern Caribbean Informal Working Group, 2002 June 3-7, held in Barbados, Conclusion 26/3 was adopted.

- Grenada and St. Vincent and the Grenadines implement on AIRAC date 15 May 2003 their CTR/TMAs with lateral and vertical limits shown in para. 2.1.3.5.2 of the Report and the corresponding Appendix B to this part of the Report; and
- OECS Directorate ensures with the appropriate ATS Authorities of Grenada and St. Vincent and the Grenadines that all requirements for this implementation be met accordingly.

The Special Planning Meeting follows on Conclusion 26/3.

2. Place and Duration of the Meeting

On the invitation of the Trinidad and Tobago Civil Aviation Administration, with the support of Inter-caribbean Aeronautical Communications Limited (IACL), the Special Planning Meeting of Eastern Caribbean States, Territories and Organizations directly involved in the implementation of the E.T.Joshua and Point Salines TMAs was held in Mausica, Trinidad and Tobago, on 2003 March 21 at the Civil Aviation Training Centre.

3. Opening

Mr. Bryan Victor, Acting Assistant Director of Civil Aviation (Training), Trinidad and Tobago, opened the Meeting, and thanked the participants for their attendance at such short notice. He wished them success in pursuing the objective of establishing the TMAs of E.T.Joshua and Point Salines, a matter that has engaged the attention of ICAO and the region for over twenty (20) years.

4. Officers of the Meeting

Mr. Trevor Dowrich, Acting Assistant Director of Civil Aviation (ATS), Trinidad and Tobago, performed the duties of Chairman of the Meeting.

Mr. Leslie Payne, Acting Chief Air Traffic Controller, Trinidad and Tobago, performed the duties of Secretary.

5. Hours

The Meeting was held from 9.45 a.m. to 4.30 p.m.

LIST OF PARTICIPANTS

STATES

France

Roger Prudent
DRAC/Antilles Guyane, Head of ATS Division
Yves Pesard
Senior Air Traffic Controller, Martinique

Grenada

Simon Lewis
Manager Air Traffic Services

Saint Lucia

Errol Cherubin
Senior Air Traffic Control Officer

St. Vincent and the Grenadines

Alastair Alexander
Director of Airports
Corsel Robertson
Senior Air Traffic Control Officer

Trinidad and Tobago

Civil Aviation Division

Trevor Dowrich
Acting Assistant Director of Civil Aviation (ATS)
Manwar Ali
Acting Chief Instructor
Leslie Payne
Acting Chief Air Traffic Controller
Samuel Lampkin
Senior Air Traffic Controller

Civil Aviation Authority

Garnet Smart
Quality Assurance and Investigations Officer

ORGANIZATIONS

OECS Directorate of Civil Aviation

C. Anthony Meade
Operations Officer, ATS

Also attending the Meeting

Trinidad and Tobago

Harold Ramkissoon
ATS Instructor
Terence Wallen
Flight Operations/Licencing Officer
Shazad Mohammed
Air Traffic Control Supervisor
Francisca Moses
AIS Officer
Roland Jones
Representative of Trinidad and Tobago Air Traffic Controllers' Association (TTATCA)

Special Planning Meeting

Establishment of E.T.Joshua and Point Salines TMAs

(Trinidad and Tobago, 2003 March 21)

List of Documentation

<u>Working Papers</u>	<u>Title</u>	<u>Presented by</u>
WP/01	Documents for intended publication as ten (10) AIP Supplements	Trinidad and Tobago
<u>Discussion Papers</u>		
DP/01	TMA Airspace Harmonization	Trinidad and Tobago
DP/02	Review of three (3) coordination options for traffic on ATS Route A561 and traffic on DCT Route BGI-Union Island & reverse	Trinidad and Tobago
DP/03	Draft Letter of Agreement between Piarco ACC and Point Salines TMA Unit	Trinidad and Tobago
DP/04	Draft Letter of Agreement between Piarco ACC and E.T.Joshua TMA Unit	Trinidad and Tobago
DP/05	Radar Trajectories of all traffic within the service coverage area of the Martinique Radar on 2003 March 19	France
DP/06	Trinidad and Tobago Civil Aviation Training Centre Training Course outline – Procedural Area Control Course	Trinidad and Tobago
DP/07	Airspace graphic representing reconfiguration of Point-a-Pitre and Fort de France TMAs	France
0	The Meeting noted the absence of Barbados.	
0.1	Concern was expressed about this absence, as the TMA of that State adjoins the proposed new TMAs of E.T.Joshua and Point Salines. Key issues relating to coordination and routing of air traffic were to be discussed, and the input of Barbados was considered essential to making fully informed decisions.	

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Special Planning Meeting

Establishment of E.T.Joshua and Point Salines TMAs

(Trinidad and Tobago, 2003 March 21)

Agenda Item 1 Power Point Presentation – review of developments, ongoing and required

- 1.1 Trinidad and Tobago made a Power Point presentation detailing the preliminary work done, to date.
- 1.2 The presentation consisted of –
 - (a) A review of Conclusion 26/3 of the 26th E/CAR Informal Working Group Meeting (2002 June 3-7, Barbados);
 - (b) Details on the establishment of the E.T.Joshua and Point Salines TMAs;
 - (c) New Reporting Points (as agreed on by Civil Aviation, Trinidad and Tobago and OECS Directorate of Civil Aviation);
 - (d) List of required new and revised Letters of Agreement.
- 1.3 Trinidad and Tobago indicated that their list of required Letters of Agreement omitted E.T.Joshua TMA Unit/Saint Lucia APP, as it was considered that the E.T.Joshua TMA Unit /Fort de France TMA Unit Agreement could incorporate that of the Saint Lucia CTR airspace (Saint Lucia CTR upper limit being 4,500 feet AMSL).
- 1.3.1 France reported that there currently exists a Letter of Agreement between E.T.Joshua and Saint Lucia, and that some modification may now be required.
- 1.4 The Meeting agreed that,
 - (a) A Letter of Agreement between E.T.Joshua TMA Unit and Saint Lucia APP be included in the list of required new and revised Letters of Agreement;
 - (b) The full list of required new and revised Letters of Agreement be as detailed hereunder :
 - (1) Piarco ACC / E.T.Joshua TMA Unit;
 - (2) Piarco ACC / Point Salines TMA Unit;
 - (3) Point Salines TMA Unit / E.T.Joshua TMA Unit;
 - (4) E.T.Joshua TMA Unit / Adams TMA Unit;
 - (5) Point Salines TMA Unit / Adams TMA Unit;
 - (6) E.T.Joshua TMA Unit / Fort de France TMA Unit;
 - (7) E.T.Joshua TMA Unit/ Saint Lucia APP.

Agenda Item 2
WP/01

Documents for intended publication as ten (10)
AIP Supplements

- 2.1 Trinidad and Tobago presented WP/01, detailing ten (10) draft AIP Supplements, required as a consequence of the establishment of the new TMAs and revision to their associated CTRs.
- 2.2 The AIP Supplements are titled :
 - (1) Establishment of E.T.Joshua TMA in the Piarco FIR;
 - (2) Establishment of Point Salines TMA in the Piarco FIR;
 - (3) Establishment of Significant Points in the Piarco FIR, FL135 and below;
 - (4) Establishment of Reporting Points on E.T.Joshua and Point Salines CTR boundaries, in relation to RNAV Approaches (STARs);
 - (5) Revised ATS Route description – A324;
 - (6) Revised ATS Route description – A511;
 - (7) Revised ATS Route description – A561;
 - (8) Establishment of DCT Route : Point Salines to Crown Point
Establishment of DCT Route : Canouan to Grantley Adams
 - (9) Revision of E.T.Joshua CTR;
 - (10) Revision of Point Salines CTR.
- 2.3 Trinidad and Tobago reported that the coordinates used in the draft AIP Supplements were ‘working coordinates’, and that in collaboration with SATNAV Resources Company, exact WGS-84 calculated coordinates would soon be provided.
- 2.4 France offered to support the effort to provide exact WGS-84 calculated coordinates for the new TMA boundaries and new reporting points.
- 2.5 The Meeting agreed that,
 - (a) The offer of France be accepted to provide exact WGS-84 calculated coordinates for the TMAs of E.T.Joshua and Point Salines, and the new TMAs/CTR boundary points; and
 - (b) Trinidad and Tobago cross reference this data with that obtained from their own computer program and that of SATNAV Resources and make the appropriate determination for publication.
- 2.5.1 The Meeting identified some outstanding matters :
 - (1) need to commence discussion between Barbados and Grenada on the Letter of Agreement;
 - (2) need to conclude discussion between Grenada and St.Vincent and the Grenadines on the Letter of Agreement;
 - (3) charting of the new TMAs / CTRs airspace;
 - (4) review of the airspace classification.
- 2.6 The Meeting noted that in order to make good the effective date for establishment of the TMAs (2003 May 15), the publication date would be 2003 March 20. As that date had passed, a decision would have to be made on a new date for establishment of the TMAs.

Agenda Item 3
DP/01

TMA Airspace Harmonization

- 3.1 Trinidad and Tobago indicated that they would not be presenting a Paper on the subject, but led a discussion on the harmonization matter, based on the report of the 26th E/CAR Working Group Meeting.
- 3.2 It was suggested that airspace harmonization could be achieved by raising the upper limit of the airspace delegated by Fort de France TMA Unit to Saint Lucia Approach from FL105 to FL135, coincident with the upper limit of the adjoining E.T.Joshua TMA.
- 3.3 France stated that no useful purpose would be served by assigning an additional three (3) flight levels to an APP Unit with limited airspace laterally, and that greater control efficiencies are achieved with the superior surveillance capabilities of the parent TMA Unit.
- 3.4 Neither France nor Saint Lucia expressed any wish to raise the upper limit of the airspace presently delegated to Saint Lucia APP. It was therefore decided to maintain the existing arrangement where Fort de France TMA Unit delegates to Saint Lucia APP that portion of the Fort de France TMA over the island of Saint Lucia and environs, 4,500 feet AMSL to FL105 for periods as determined by Fort de France TMA Unit.
- 3.5 The Meeting discussed related coordination matters involving –
 - (1) Fort de France TMA Unit / Adams TMA Unit;
 - (2) Fort de France TMA Unit / Saint Lucia APP.

It was suggested, that based on reports stated, one or the other of the respective parties was not adhering strictly to the provisions of the respective Letters of Agreement.
- 3.5.1 Instances were reported of Adams TMA Unit coordinating traffic from Grantley Adams to Hewanorra and Grantley Adams to George Charles at FL120 with Saint Lucia APP, omitting the required coordination with Fort de France TMA Unit.
- 3.6 The Meeting agreed that,
 - (a) France and Barbados review their coordination procedures;
 - (b) France and Saint Lucia review their coordination procedures;
 - (c) The coordination issues between adjacent ATS Units be kept for discussion at the ATS Committee.

Agenda Item 4 Airspace Operational Requirements

DP/02

DP/05

- 4.1 The Meeting treated with DP/02 under Agenda Item 4, recognising that the subject matter was also pertinent to Agenda Item 5.
- 4.2 Trinidad and Tobago presented DP/02, a review of three (3) coordination options for traffic on ATS Route A561 and traffic on DCT Route BGI – Union Island and reverse.
- 4.3 The Discussion Paper took note of the fact that **NO** separation exists between A561 in Point Salines TMA and DCT Route BGI-Union Island and reverse in E.T.Joshua TMA.
- 4.4 The coordination requirements suggested by Trinidad and Tobago for both TMA Units in different scenarios, were considered too onerous, and were not favoured by the parties concerned. It was however accepted that traffic could not operate in both directions, unrestricted, on the two (2) routes without coordination being effected between Point Salines TMA Unit and E.T.Joshua TMA Unit.
- 4.5 The Meeting noted that using the protected airspace concept, as contained in ICAO Doc. 8168, the Route NDB/CAI – VOR/DME BGI could be deemed separated from A561, in the respective airspaces of E.T.Joshua and Point Salines., and in that regard traffic could operate on those routes (CAI-BGI and GND-BGI) irrespective of each other but providing they maintain the centreline of the routes. The aforementioned determination, which factors in required route width protection, would allow traffic departing Union Island with destination Grantley Adams, to route : TVSU-DCT NDB/CAI-DCT AMULA-DCT VOR/DME BGI and reverse for traffic from Grantley Adams to Union Island, that is : VOR/DME BGI -DCT AMULA -DCT NDB/CAI -DCT TVSU. This would eliminate the requirement for coordination with Point Salines TMA Unit.
- 4.6 The Meeting acknowledged that in the past, Barbados had not accepted the concept of traffic from Grantley Adams routing other than direct to all the Grenadine Islands.
 - 4.6.1 It was accepted that with Barbados' superior surveillance capabilities, direct routings for all aircraft **within their area of responsibility** was possible. But on transfer to a non-radar facility with limited navigational aids in that airspace, operations previously under radar control assumed completely new dimensions with significantly greater separation criteria.
 - 4.6.2 The Meeting took cognisance of the fact that the receiving ATS Unit is responsible for the conditions attached to the acceptance of responsibility, and in the case of E.T.Joshua TMA Unit, they could determine that traffic enter their airspace at AMULA, regardless of whether the destination is Canouan, Union Island or Carriacou.
 - 4.6.3 In the case of traffic exiting the southern Grenadine Islands to enter Adams TMA, the Meeting noted that with only NDB/CAI serving as an en-route navigational aid, use of the facility for navigation and separation purposes by E.T.Joshua TMA Unit was most reasonable. Accordingly, traffic could be routed over NDB/CAI -DCT AMULA-DCT VOR/DME BGI.

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4.6.4 The Meeting agreed that,

- (a) St.Vincent and the Grenadines establish communication with Barbados as soon as possible, to make a determination on the routing of traffic to and from the southern Granadine Islands and Barbados, taking into account the requirement for procedural separation in the E.T.Joshua TMA, and the need not to increase coordination requirements;
- (b) Trinidad and Tobago be informed of developments relating to the above.

DP/05 Trajectories

4.6.5 France presented three (3) documents representing the radar trajectories of all traffic within the service coverage area of the Martinique Radar on 2003 March 19.

4.6.6 The Meeting was informed of the following initiatives being undertaken by St. Vincent and the Grenadines and Grenada :

- St. Vincent and the Grenadines installation of a DME at E.T.Joshua Airport, shortly;

Installation of new radios to better facilitate the separation of Ground and APP/TWR operations.

- Grenada installation of a repeater station to facilitate handling of low level traffic in the proposed TMA.

4.6.7 The Meeting reviewed the Communications, Navigation and Surveillance capabilities and the Air Traffic Management capabilities of St.Vincent and the Grenadines and Grenada, and concluded that they were generally acceptable for the purpose.

Agenda Item 5 Letters of Agreement
DP/03 Piarco / Point Salines

5.1 Trinidad and Tobago presented a Discussion Paper titled 'Letter of Agreement between the Piarco Area Control Centre and Point Salines Terminal Control Unit'. The draft document had previously been forwarded by Trinidad and Tobago to Grenada, for comment.

5.2 Grenada along with other participants made amendments to the draft Letter of Agreement, all of which were accepted by Trinidad and Tobago.

5.3 Grenada and Trinidad and Tobago indicated that they were both satisfied with what they termed the final text, which they agreed to circulate to participants, shortly.

- 5.3.1 Trinidad and Tobago noted that Appendix A and B to the Letter of Agreement, delineation of the lateral limits of the TMA and CTR, were still to be finalised, pursuant to the agreement effected in para. 2.5.

Agenda Item 5
DP/04

Letters of Agreement
Piarco/E.T.Joshua

- 5.4 Trinidad and Tobago presented a Discussion Paper titled 'Letter of Agreement between the Piarco Area Control Centre and E.T.Joshua Terminal Control Unit. The draft document had previously been forwarded by Trinidad and Tobago to St.Vincent and the Grenadines, for comment.
- 5.5 St.Vincent and the Grenadines along with other participants made amendments to the draft Letter of Agreement, all of which were accepted by Trinidad and Tobago.
- 5.6 St.Vincent and the Grenadines indicated that they needed more time to review the draft Letter of Agreement, and would communicate further with Trinidad and Tobago, shortly.
- 5.7 Trinidad and Tobago noted that Appendix A and B to the Letter of Agreement, delineation of the lateral limits of the TMA and CTR, were still to be finalised, pursuant to the agreement effected in para. 2.5.
- 5.8 St.Vincent and the Grenadines and Grenada advised that they were currently engaged in discussions on their Letter of Agreement.
- 5.9 France advised that they were soon to start discussions with St.Vincent and the Grenadines on their Letter of Agreement.
- 5.10 The Meeting agreed that,
- (a) St.Vincent and the Grenadines initiate discussions with Barbados on the revision to their Letter of Agreement;
 - (b) Grenada initiate discussions with Barbados on the production of their Letter of Agreement;
 - (c) St.Vincent and the Grenadines and Saint Lucia review their Letter of Agreement with a view to making modifications, where necessary.

Agenda Item 6
DP/06

Training Requirements
Trinidad and Tobago Civil Aviation
Training Centre, Course Outline –
Procedural Area Control Course

- 6.1 Trinidad and Tobago presented DP/06, a training course outline for Area Procedural training, specifically designed for providing Area Control Service in a Control Area or in Terminal Control Areas (TMAs).

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- 6.2 Trinidad and Tobago indicated that the course could be tailored to meet the specific needs of trainees intending to work in TMA Units.
- 6.3 Grenada reminded the Meeting of a Trinidad and Tobago commitment to provide training to ATC staff from Grenada and St.Vincent and the Grenadines, a commitment which was reaffirmed in 2000.

6th Meeting of the ATS Committee, 2000 July 25-27
St.Vincent and the Grenadines
Report / Para 4.2.3

Trinidad and Tobago reaffirmed their commitment to provide appropriate training to ATS personnel at the two (2) TMA Units, and in this regard agreed to conduct a preliminary on-site assessment of the relevant training needs by the first week of November 2000.

- 6.4 Grenada and St.Vincent and the Grenadines indicated that Trinidad and Tobago has not, to date, made any such site visit.
- 6.5 Grenada stated that Trinidad and Tobago has now offered the said training at the Civil Aviation Training Centre, at a tuition cost of US \$3,000.00 per trainee. With eleven (11) Air Traffic Controllers requiring training, the cost **excluding** airfare, accommodation, meals, transport and per diem would be US \$33,000.00 (approx. TT \$208,000.00). Grenada advised that this was quite prohibitive and that they had not budgeted for this expenditure. Further, Trinidad and Tobago had never previously indicated that their training had a cost attached.
- 6.6 Grenada stated that if even they had obtained the resources to meet the required tuition costs, their small staff could not all be sent to Trinidad at the same time.
- 6.7 Both Grenada and St.Vincent and the Grenadines requested that on-site training be considered by Trinidad and Tobago.
- 6.8 Trinidad and Tobago was asked about their promised site visit on suggested dates, and when queries to the Directorate in Port of Spain with respect to training, would be answered.
- 6.8.1 The Trinidad and Tobago representatives indicated that they had no knowledge about the above.
- 6.9 The Meeting noted that training is a pre-requisite for establishment of the TMAs, and that without it, there could be no forward movement, and the lack of information from Trinidad and Tobago on the matter remains cause for concern and is contributing to the delay in the establishment of the TMAs.
- 6.10 The Meeting agreed that,

The Trinidad and Tobago Director of Civil Aviation be reminded to respond to the queries of the ATS Authorities of Grenada and St. Vincent and the Grenadines with respect to training.

Agenda Item 7

The way forward

7.1 The Meeting agreed that there are a number of factors which have prevented the 2003 May 15 implementation of the E.T.Joshua and Point Salines TMAs These were listed as :

- States' inability to conclude discussions on their respective Letters of Agreement;
- No determination of matters relating to training;
- No information from Barbados.

7.2 The Meeting agreed that,

A series of activities with associated time lines be identified as a guide to advancing the process to establishment of the E.T.Joshua and Point Salines TMAs.

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|-----|--|--|
| (a) | 2003 March 24 – April 4 | States assessment of needs |
| (b) | 2003 April 7 – April 18 | Finalisation of Course Preparation |
| (c) | 2003 April 7 – April 18 | Finalisation of all Letters of Agreement |
| (d) | 2003 April 28 – May 16 | First Course (at CATC or on-site) |
| (e) | 2003 May 26 – June 13 | Second Course (at CATC or on-site) |
| (f) | 2003 June 23 – July 11 | Third Course (at CATC or on-site) |
| (g) | 2003 July 21 – August 8 | Fourth Course (at CATC or on-site) |
| (h) | 2003 August 7 | Publication date for AIP Supplements |
| (i) | 2003 October 2, 0900 UTC Establishment of E.T.Joshua and Point Salines TMAs | |

Agenda Item 8
DP/07

Other Business
Reconfiguration of Point-a Pitre
and Fort de France TMAs

- 8.1 France presented for the consideration of the Meeting, a drawing of a suggested reconfiguration of the Point-a Pitre and Fort de France TMAs, by extending the lateral limits of those airspace to the west, in order to more effectively handle traffic from E.T.Joshua DCT ILURI and reverse.
- 8.2 France indicated that the route from E.T.Joshua traverses a small portion of Saint Lucia CTR and Fort de France TMA, then enters Piarco UTA/CTA, enters Point-a-Pitre TMA before exiting the FIR at ILURI.

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- 8.2.1 Coordination problems were reported on this route, as in some instances, especially when aircraft are below FL245, Piarco ACC transfers responsibility to Fort de France TMA Unit, even though the track is mainly in Piarco airspace and only for a very short distance in Fort de France airspace.
- 8.2.2 The problem is reported to be compounded when Piarco ACC does not effect coordination with Point-a-Pitre TMA Unit, even though the traffic exits Piarco airspace in the vicinity of TULEX to enter Point-a-Pitre airspace.
- 8.3 The Meeting noted that the French proposal for extending the two (2) French TMAs would allow for the ILURI –SV route to be completely within French airspace, but an even further airspace extension was described in the drawing.
- 8.3.1 France explained that this was to better facilitate traffic, BOGSI – BNE and reverse.

ACC Sectorisation

- 8.4 France requested from Trinidad and Tobago, the delineation of the Piarco FIR sector boundaries and the hours of operation of the radar (south) sector.
- 8.5 Trinidad and Tobago provided the information, though France remained concerned that the sector boundary data is not published.

SUMMARY OF ACTION ITEMS

- 1. that,
 - (a) A letter of Agreement between E.T.Joshua TMA Unit and Saint Lucia APP be included in the list of required new and revised Letters of Agreement;
 - (b) The full list of required new and revised Letters of Agreement be as detailed hereunder :
 - (1) Piarco ACC / E.T.Joshua TMA Unit;
 - (2) Piarco ACC / Point Salines TMA Unit;
 - (3) Point Salines TMA Unit / E.T.Joshua TMA Unit;
 - (4) E.T.Joshua TMA Unit / Adams TMA Unit;
 - (5) Point Salines TMA Unit / Adams TMA Unit;
 - (6) E.T.Joshua TMA Unit / Fort de France TMA Unit;
 - (7) E.T.Joshua TMA Unit / Saint Lucia APP.
- 2. that,
 - (a) St.Vincent and the Grenadines initiate discussions with Barbados on the revision to their Letter of Agreement;
 - (b) Grenada initiate discussions with Barbados on the production of a Letter of Agreement;

- (c) St.Vincent and the Grenadines and Saint Lucia review their Letter of Agreement with a view to making modifications, where necessary.
3. that,
- (a) The offer of France be accepted to provide exact WGS-84 calculated coordinates for the TMAs of E.T.Joshua and Point Salines, and the new TMAs/CTRs boundary points;
 - (b) Trinidad and Tobago cross reference this data with that obtained from their own computer program and that of SATNAV Resources and make the appropriate determination for publication.
4. that,
- (a) France and Barbados review their coordination procedures;
 - (b) France and Saint Lucia review their coordination procedures;
 - (c) The coordination issues between adjacent ATS Units be kept for discussion at the ATS Committee.
5. that,
- (a) St.Vincent and the Grenadines establish communication with Barbados as soon as possible, to make a determination on the routing of traffic to and from the southern Grenadine islands and Barbados, taking into account the requirement for procedural separation in the E.T.Joshua TMA, and the need not to increase coordination requirements;
 - (b) Trinidad and Tobago be informed of developments relating to the above.
6. that,
- (a) The Trinidad and Tobago Director of Civil Aviation be reminded to respond to the queries of the ATS Authorities of Grenada and St.Vincent and the Grenadines with respect to training.
7. that,
- (a) A series of activities with associated time lines be identified as a guide to advancing the process to establishment of the E.T.Joshua and Point Salines TMAs.
 - (i) 2003 March 24 – April 4 States assessment of needs
 - (ii) 2003 April 7 – April 18 Finalisation of Course Preparation
 - (iii) 2003 April 7 – April 18 Finalisation of all Letters of Agreement
 - (iv) 2003 April 28 – May 16 First Course (at CATC or on-site)

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| (v) | 2003 May 26 – June 13 | Second Course (at CATC or on-site) |
| (vi) | 2003 June 23 – July 11 | Third Course (at CATC or on-site) |
| (vii) | 2003 July 21 – August 8 | Fourth Course (at CATC or on-site) |
| (viii) | 2003 August 7 | Publication date for AIP Supplements |
| (ix) | 2003 October 2, 0900 UTC Establishment of E.T.Joshua and Point Salines TMAs | |

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