



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

First Meeting of the North Atlantic/Caribbean ATS Routes Working Group (NAT/CAR WG/1)

Miami, Florida, USA, 19-21 September 2006

NAT/CAR WG/1 - WP/02

Revised

12/09/06

Agenda Item 1: Background and Framework

PROPOSED TERMS OF REFERENCE AND WORK PROGRAMME

(Presented by the Secretariat)

SUMMARY

This Working Paper presents information on the relationship of the West Atlantic Route System redesign project, the performance objectives agreed to by the Regional NAM/CAR ATM Meeting and the new ICAO Global Plan Initiatives (GPI). It also provides proposed Terms of Reference and Work Programme for the Working Group.

References:

- Second Amendment to the Global Air Navigation Plan for the CNS/ATM systems (Doc 9750).
- Report of the Fifth All Planning and Implementation Regional Group (ALLPIRG/5) Meeting (Montreal, Canada, 23-24 March, 2006).
- Summary of Discussions of the Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting (Santo Domingo, Dominican Republic, 19-21 April 2006).

1. Introduction

1.1 During the Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting, the Chief of the Air Traffic Management Section at ICAO Headquarters gave a comprehensive presentation on the Second Amendment to the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), which will be renamed the Global Air Navigation Plan (Global Plan). It was noted that the Global Plan Initiatives (GPIs) contained in the revised Global Plan were developed by the Air Navigation Commission on the basis of a roadmap which is aimed at bringing near and medium term benefits to the ATM community, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology.

2 Analysis

2.1 The Fifth All Planning and Implementation Regional Group (ALLPIRG/5) meeting, in light of budget realities and the new ICAO business planning process, agreed that all future work of the Planning and Implementation Regional Groups (PIRGs) should be justified and based on clearly established performance objectives in support of the ICAO Strategic Objectives. Furthermore, all terms of reference of PIRGs are being revised in order to ensure that resources are more appropriately directed and that all work, including that of the Secretariat, should support the business plan. The methods of reporting PIRG work to the Commission and Council are also being revised to ensure that progress can be measured against timelines and to ensure that performance objectives are met.

2.2 In this context, the ALLPIRG/5 meeting agreed to the following Conclusion 5/2:

That, recognizing that the evolution continues from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, the regional planning groups:

- a) note that the Global Plan is a significant component in the development of regional and national plans and that, together with the global ATM operational concept, it provides an effective architecture for achieving a harmonized and seamless Global ATM system;*
- b) identify GPIs that most closely align with the well established implementation plans of their respective regions;*
- c) select GPIs that would be most effective in achieving the objectives of the region while ensuring continuation of the work already accomplished;*
- d) implement GPIs that take into account the Initiatives across regions, to align work programmes and to develop national and regional plans that facilitate achieving a Global ATM system;*
- e) utilize the planning tools as the common planning and implementation mechanism, thereby ensuring proper coordination and global integration; and*
- f) review, at each PIRG meetings as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs using a common template.*

2.3 In follow-up to the above discussions, the Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting agreed to adopt a performance-based approach for ATM regional tasks and to take early steps to ensure that its work was fully supportive of the revised business planning processes of ICAO, the directives of the ICAO Council, and the ALLPIRG Conclusions. In accordance with these discussions the Meeting approved the following:

RECOMMENDATION ATM/1 IMPLEMENTATION OF WORK PROGRAMMES IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES

That, in support of the evolution from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, States/Territories/International Organizations of the NAM/CAR Regions develop and implement work programmes in support of the following performance objectives:

- i) Optimization of the ATS route structure
- ii) Improve demand and capacity balancing
- iii) Enhance civil/military coordination and co-operation
- iv) Align upper airspace classification

v) Implement RNP approaches

2.4 The first three performance objectives listed above all pertain directly to the project now underway. The ATS routes in WATRS and the Caribbean Region are being reviewed with the goal of optimizing the structures; demand and capacity balancing is a top priority in the work programmes of NAT, NAM, CAR and SAM regions and will assist in management of traffic on the new/revised routes; and enhancing civil/military coordination in order to improve access to and coordination of Special Use Airspace is on-going.

2.5 Following is a list of GPIs which relate to these performance objectives:

- GPI/1: flexible use of airspace
- GPI/5: performance-based navigation
- GPI/6: air traffic flow management
- GPI/7: dynamic and flexible ATS route management
- GPI/8: collaborative airspace design and management

2.6 In view that the Strategic Objectives of ICAO are applicable to the regional and global ATM community, integrating work programmes and terms of reference of different inter- and intra-regional Working Groups should be reviewed, taking into consideration the new Global Plan Initiatives (GPIs) and related ICAO on-line planning tools associated with planning and implementation work.

2.7 These planning and implementation works should be organized keeping in mind the priority interests of the NAT and CAR Regions aimed at optimizing human resources, financial savings, as well as use of communication means between States such as the Internet, video conference, teleconferencing, e-mail, telephone and facsimile, which should be encouraged during the intervening period.

2.8 The Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting agreed that the ICAO NACC Office must reorganize NAM and CAR regional work programmes of future meetings, improving the collaborative decision-making (CDM) processes, avoiding any unnecessary or duplication of work and ensuring seamless inter-regional harmonisation.

2.9 In this regard, the NACC office has developed proposed Terms of Reference and Work Programme as indicated in **Appendix** to this Working Paper. It is suggested the Meeting adopt the following:

DRAFT
DECISION 01/XX TERMS OF REFERENCE AND WORK PROGRAMME OF THE
NAT/CAR ATS ROUTES WORKING GROUP

That the Meeting:

review and adopt the proposed Terms of Reference and Work Programme, as indicated in the **Appendix** to this Working Paper, taking into account the new Global Plan Initiatives (GPIs).

2.10 The current NAT/CAR ATS Routes Working Group looks to optimise routes and airspace management across two distinct regions with separate reporting mechanisms, the North Atlantic Systems Planning Group (NAT SPG) and the Grupo Regional CAR/SAM de Planificación y Ejecución (GREPECAS). To comply with the ALLPIRG/5 guidance on avoiding unnecessary or duplication of

work, ICAO will facilitate development and coordination of required regional documentation for both regions.

2.11 ICAO regional documents which will need review and updating are Document 7030, CAR and NAT Regional Supplements to include the lateral separation standard of 50 NM and RNP 10; Document 8733, Caribbean and South American Air Navigation Plan to include new/revised ATS Routes and RNP 10; and possibly Document 8755, North Atlantic Air Navigation Plan to include RNP 10. The ICAO regional offices will ensure that the regional documentation proceeds through the global approval process in a harmonized fashion.

3. Suggested action

3.1 The NAT/CAR ATS Routes WG Meeting is invited to:

- a) note the information contained in this Working Paper;
- b) adopt the Decision expressed in paragraph 2.9; and
- c) agree on other actions as necessary.

APPENDIX

PROPOSED TERMS OF REFERENCE AND WORK PROGRAMME OF THE NAT/CAR ATS ROUTES WORKING GROUP

1. Terms of Reference

- 1.1 Increase efficiency and capacity in the interregional ATS Route networks between the Caribbean Region and the West Atlantic Route System (WATRS).

2. Work Programme

No.	Task	Priority	End Date
1	Develop a task list	A	21/09/2006
2	Review major traffic flows between NAT, NAM and CAR Regions and recommend improvements to the ATS route structures	A	31/07/2007
3	Develop an action plan for interregional coordination to improve major traffic flows between NAT, NAM and CAR Regions	A	31/07/2007
4	Recommend measures leading to reduction in fuel consumption and greenhouse gas emissions in the en route environment	A	31/07/2007
5	Review and recommend actions to improve access to and coordination of Special Use Airspace (i.e Flexible Use of Airspace)	A	31/07/2007
6	Analyze ATM automation and support tools necessary for seamless international operations	A	31/07/2007
7	Develop ATC training material on RNP 10	A	31/07/2007
8	Recommend improved procedures for inclusion in ATC Letters of Agreement	A	31/07/2007
9	Develop, propose and coordinate applicable amendments to ICAO regional documentation (Doc 7030; Doc 8733; Doc 8755)	A	31/01/2008
10	Coordinate implementation of 50 NM lateral separation	A	25/09/2008

3. Chairperson

Diane Bodenhamer (USA)

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