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INFORMATION PAPER

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Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)
Mexico City, Mexico, 4 to 6 April 2016

- Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets**
- 4.1 Progress Reports of the Task Forces and the ANI/WG**

ESTABLISHMENT OF THE CARIBBEAN REGIONAL IMPLEMENTATION GROUP FOR AIR TRAFFIC FLOW MANAGEMENT (ATFM) / COLLABORATIVE DECISION MAKING (CDM)

(Presented by CANSO and United States)

EXECUTIVE SUMMARY

Civil Air Navigation Services Organization (CANSO) and the Federal Aviation Administration (FAA) agreed on 5 March 2016, to establish a Regional Implementation Group (RIG) that will focus on the implementation of Air Traffic Flow Management (ATFM) capabilities using the Collaborative Decision Making (CDM) principals.

The purpose of this group is to expedite the ATFM/CDM implementation in the Caribbean (CAR) Flight Information Regions (FIRs) managed by CANSO members under the CANSO Latin America and Caribbean CEO Committee's (LAC3) leadership.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• <i>Port-of-Spain</i> Declaration, signed in Port-of-Spain, Trinidad and Tobago, on 29 April 2014• <i>ICAO Doc 9971 - Manual on Collaborative Air Traffic Flow Management</i>• FAA Briefing, "<i>CANSO Leadership for Implementation of ATFM/CDM in the Caribbean Region</i>" - Proposed by the FAA to the CANSO LAC/3 on 5 March 2016

1. Introduction

1.1 The Caribbean (CAR) Region is characterized by multiple Air Navigation Service Providers (ANSPs) operating in a loosely affiliated, non-integrated network. Passenger travel to Caribbean destinations was in excess of 9 million in 2013, and represented 23% of all international flights in the Western Hemisphere. Additionally, flights to and from; North America, Europe and South America, frequently over-fly Caribbean airspace, adding traffic volume and complexity in the en-route airspace to and from dozens of regional airports. ICAO estimates 5-8% annual traffic growth between 2011 and 2031.

1.2 Highly variable tropical weather patterns, the complexity of numerous airports and different procedures within the Caribbean contribute to schedule uncertainty and delays within the Region. ATFM, based on the principals of CDM, has long been a goal for the Region.

1.3 ICAO ANI/WG has established the ATFM Task Force (TF) to address regional ATFM. In addition, CANSO and FAA would jointly champion the development of a regional ATFM/CDM network across the Caribbean, encompassing elements of the United States ATFM system, along with a decentralized (multi-nodal) ATFM concept in the future. CANSO would coordinate closely with both ICAO Regional Offices (NACC and SAM) so no duplication of efforts occurs.

2. ATFM/CDM CAR Regional Implementation Group

2.1 To harmonize the process at a global level and to provide support to the region, CANSO Operations Standing Committee (OSC) will oversee the CAR Regional Implementation Group. The kick-off meeting of the Regional Implementation Group is scheduled in June/July 2016. At that time, Terms of References (ToRs) of the group, governance structure, strategy for the implementation, and work streams will be discussed.

2.2 CANSO LAC/3 will lead the ATFM/CDM implementation in the Caribbean as a regional initiative for ANSPs. The Regional Implementation Group will include CANSO LAC/3 members as well as observers.

2.3 While analysing the concept, two paths to implement ATFM/CDM in the Caribbean were identified. They are (1) Governance Path and (2) Point-to-Point Path:

- The Governance Path focuses on the establishment of a Caribbean Regional Collaborative Decision Making Stakeholders Group (CRCDMSG) to develop a common regional ATFM framework. The core concept of the framework is the cross-border multi-nodal ATFM network
- The Point-to-Point Path is intended to demonstrate the core concept through State partnerships. Based on the readiness or maturity level of CAR ANSPs for the data exchange, the team will work collaboratively to connect CAR ANSPs data exchange capability to the FAA Traffic Flow Management System (TFMS) and begin two-way data exchange on trial basis

2.4 The initial focus of the RIG is the Point-to-Point Path to address:

- Establishment of the official partnership agreements that allow data exchange for the common situational awareness in the region
- Development of the physical network that allows the data exchange for the common situational awareness in the region
- Improvement of operational performance taking the advantage of common situational awareness

3. Conclusion

3.1 The Meeting is invited to take note of the information and provide comments.