



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

## WORKING PAPER

E/CAR/CATG/4 — WP/20  
03/09/18

### Fourth Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG/4) Meeting Saint George's, Grenada, 6 - 7 September 2018

#### Agenda Item 3: Air Navigation Matters

##### 3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based air Navigation Implementation Plan (RPBANIP) Air Navigation Targets and Block-0 status in the Eastern Caribbean

##### FOLLOW UP ON ATM/SAR VALID CONCLUSIONS AND INITIATIVES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper provides a follow up to ATM/SAR related conclusions of the E/CAR/CATG, and links them with updates of the NAM/CAR ANI/WG valid conclusions and initiatives.	
Action:	Suggested actions are included in Section 6.
Strategic Objectives:	<ul style="list-style-type: none"><li>Safety</li><li>Air Navigation Capacity and Efficiency</li><li>Economic Development of Air Transport</li><li>Environmental Protection</li></ul>
References:	<ul style="list-style-type: none"><li>E/CAR/CATG Executive List of Conclusions/Decisions</li><li>Final Report Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4) Miami, United States, 21 to 24 August, 2018</li></ul>

#### 1. Introduction

1.1 Several regional initiatives have been established to support the States/Territories regarding the effective implementation of the ICAO Standards and Recommended Practices (SARPs), and, consequently, the regional agreements for air navigation implementation.

1.2 Regardless of the purview of these initiatives, and recognizing the particular context of each one of them, it is important to make adequate use of the limited resources available, avoiding duplication of activities, and promoting synergy amongst the different stakeholders, to provide the best possible support to States/Territories, so that they can receive the benefits that a healthy air navigation system brings to the development of important economic activities.

1.3 The purpose of this paper is to link the current conclusions/decisions of the E/CAR/CATG and proposed actions, with those issued by the NAM/CAR ANI/WG and provide information regarding the initiatives that the ICAO NACC Regional Office is pursuing to support their completion.

## 2. ATFM Implementation.

2.1 In order to support the safe and sustainable growth of air transportation in the NAM/CAR Regions, States and Air Navigation Service Providers (ANSPs) need to work to maintain a conscious balance of air traffic operations. Some ANSPs in the CAR Region do not see the need for ATFM implementation, because of their limited number of operations. However, ANSPs need to transform the way on which they operate, aiming to maintain safe and continuous flows of traffic, especially to avoid unmanageable peaks or excessive traffic restrictions, providing the best possible service to air navigation users.

2.2 E/CAR/CATG Conclusion 3/3 addresses ATFM IMPLEMENTATION IN THE PIARCO FIR/UTA. This conclusion highlights the need to review ATFM LoAs between the Piarco Flow Management Unit and the E/CAR Terminal Control Area Units (TMAs) with the intention of developing documentation elaborated. Collaboration to support implementation and operation is vital for ATFM.

2.3 One key aspect of this conclusion is the establishment of sector and/or aerodromes capacities. The purpose of ATFM is to balance demand with capacity, therefore it is evident that the determination of the capacity of the ATS system and or airport is a vital component to this process.

2.4 ATFM has not progressed as expected in the CAR Region. To address that, the ANI/WG/4 meeting approved an amendment to the ATFM Task Force Terms of Reference, in order to enhance Task Force effectiveness and efficiency. Each State/Territory/International Organization is required to submit information regarding their Point of Contact to the ATFM Task Force, in order to be involved in the regional initiatives to support ATFM implementation.

## 3. SAR Implementation Strategy

3.1 Assistance to aircraft in distress is one of the basic principles of the Chicago Convention. An established Search and Rescue (SAR) service is a priority to guarantee lives of traveling public, air transport continuity, and the significant contribution of aviation.

3.2 Unfortunately, the current SAR implementation in the CAR region reflects a strong contrast with what was expected. The USOAP results for the SAR related PQs in the ANS area is 48.13%. However, when we narrow this analysis to the E/CAR sub region, SAR EI goes down to 5.29%.

3.3 E/CAR/CATG Conclusion 3/4 addresses SUPPORT TO SAR ACTIVITIES IN THE E/CAR AREA.

3.4 The ANI/WG/4 meeting approved the establishment of a SAR Ad hoc group with the task of preparing a CAR Regional SAR Implementation Plan. This plan will be presented to the NAM/CAR Search and Rescue (SAR) Implementation and Civil-Military Coordination Meeting that will take place in the ICAO NACC Regional Office, Mexico City from 5-7 November 2018. It is important to encourage the participation of SAR coordinators, Rescue Coordination Centre (RCC) representatives, SAR team coordinators, military authorities of States and Territories of the CAR Region and representatives of

invited international organizations. This event is the first step to launch the renewed SAR implementation strategy for the CAR Region.

#### **4. PBN Implementation Activities.**

4.1 ICAO Global Air Navigation Plan (GANP) places PBN as the highest implementation priority for air navigation. ICAO's PBN Programme is focused to further improve and develop the PBN concept, providing guidance and assistance to States and International Organizations with successful implementation of PBN routes and procedures.

4.2 The CAR Region is very diverse and complex, not only in terms of the traffic patterns and airspace classifications, but also in terms of the resource capabilities, technological advancement and policies within each State/Territory/Organization. This creates a challenge for a harmonized approach to PBN implementation within the Region.

4.3 The ANI/WG PBN Task Force Rapporteur has made several requests for updated information regarding CAR States PBN implementation plan status. The response was very limited. The reports that were received still showed that within the CAR Region, there were many coordination issues amongst adjacent FIRs and in some cases between the FIR and TMAs within. Additionally, the lack of harmonization continues to be a major issue.

4.4 During the ANI/WG/4 Meeting, the PBN taskforce met as a Working Group Committee consisting of representatives from Antigua and Barbuda, Barbados, Cuba, Dominican Republic, Haiti, United States, Trinidad and Tobago, IATA and ICAO. The Task Force agreed to amend the TORs of the PBN Taskforce to improve its effectiveness and agreed that the membership should comprise of at least one representative from each Sub-region within the CAR Region, as well as a representative from the NAM Region. The Task Force Members should be Subject Matter Experts (SMEs) with PBN training or experience. Additionally, the Task Force should contain at least one (1) Procedure Designer and one (1) airspace designer.

4.5 Notwithstanding the Task Force members, each State/Territory/International Organization should nominate a PoC who is responsible to coordinate with the PBN Task Force. This PoC will then be responsible for internal coordination within its own Organization.

4.6 Sub-Project to Develop and Implement a PBN Airspace Concept Document for the Car Region.

4.6.1 From 8 to 11 May 2018, in the ICAO NACC Regional Office, started a Sub-Project to Develop and Implement a PBN Airspace Concept Document for The Car Region, under the ICAO Regional Technical Cooperation Project — “Multi-Regional Civil Aviation Assistance Programme (MCAAP)” (RLA/09/801). The objective of this sub-project is to develop a model structure for airspace and Terminal Areas (TMAs) that allows continuous flow in the upper and lower airspace of contiguous Flight Information Regions (FIRs) and TMAs, proposing a possible solution to the complex structure of the existing FIRs in the CAR Region.

4.6.2 In this regard, as part of Phase two of the aforementioned Sub-project, a form was created to capture information related to the progress of the PBN implementation of States and

International Organizations within the CAR Region. This form will be sent to States/Territories/International Organizations of the Region to complete it and have it delivered to the ICAO NACC Regional Office no later than October 3, 2018. This information is of the utmost importance to enable continuation with the subsequent phases of the Sub-project, supporting the development of the analysis and individual PBN implementation plans for each State and International Organization of the CAR Region.

## 5. E/CAR Contingency Planning

5.1 The Caribbean Region is periodically under the threat for hurricanes, making aviation infrastructure and operations vulnerable to its deadly impact, but at the same time, required for a quick recovery. In addition, some States and territories provide vital services for air navigation, which not only allow the arrival and departure of flights in their territory, but also support regional and interregional air transport operations. Therefore the impact of undesired situations goes beyond States borders.

5.2 Annex 11 to the Chicago Convention requires air traffic services authorities to develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

5.3 By reviewing the result of the USOAP PQ that addresses this SARP, we can verify that currently 6 States from the E/CAR sub region do not comply with these requirements. Some other States have not updated their ATS contingency plans in years, after significant changes in their ATS system, changes of authorities, different operational context, etc.

5.4 The critical need and the benefit of contingency plans are demonstrated. However, the need for more coherent and aligned regional contingency response was also identified. This contingency response must also involve industry, as a key ally with resources strategically deployed to support the development of its day to day operations. The main challenge identified is that most FIRs plan their ATS contingency individually. That means that they took a closed view of the potential threats that may affect them, and described possible solutions, including traffic routing through neighbouring States.

5.5 In response, the ICAO NACC Regional Office presented to the ANI/WG/4 meeting a CAR Regional Contingency Planning and Response Strategy. This strategy describes the preliminary actions undertaken to address the disruption, or potential disruption, of air traffic services and related supporting services in the CAR Region.

## 6. Suggested actions

6.1 The meeting is invited to:

- a) Require each State/Territory/International Organization of the E/CAR sub region to submit to the ICAO NACC Regional Office information regarding their Point of Contact to the ANI/WG ATFM Task Force;

- b) Urge SAR coordinators, Rescue Coordination Centre (RCC) representatives, SAR team coordinators, military authorities of States and Territories of the E/CAR sub region to participate in the NAM/CAR Search and Rescue (SAR) Implementation and Civil-Military Coordination Meeting that will take place in the ICAO NACC Regional Office, Mexico City from 5-7 November 2018;
- c) Require each State/Territory/International Organization of the E/CAR sub region to submit to the ICAO NACC Regional Office information regarding their Point of Contact to the ANI/WG PBN Task Force;
- d) Request E/CAR States and Territories to update their ATS contingency plans, and submit their updated ATS contingency plans to the ICAO NACC Regional Office; and,
- e) Request each E/CAR State and territory to update with the ICAO NACC Regional Office their point(s) of contact for contingency situations, in order to become part of the Caribbean Contingency Team.

— END —