



ICAO


NACC/DCA
North American, Central American and Caribbean Directors of Civil Aviation

ATFM-PBN/SAR Renewed Strategy

Secretariat

Agenda Item 6.3 - P/06

Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/08)
Ottawa, Canada, 28 to 30 August 2018

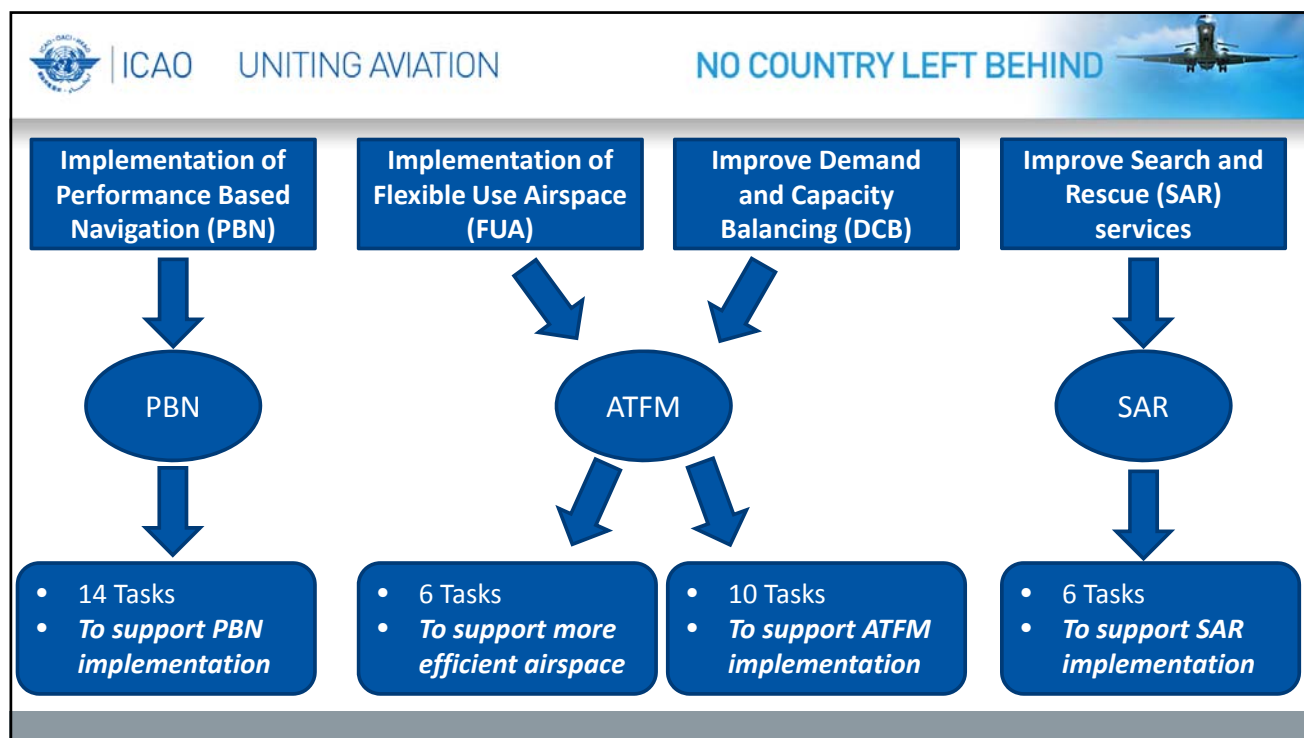


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Analysis of Current Situation



- ✈ The main reference for NAM/CAR Regions air navigation implementation comes from the NAM/CAR Regional Performance-based Air Navigation Implementation Plan (RPBANIP).
- ✈ For ATM/SAR the RPBANIP establishes four Regional Performance Objectives (RPOs):
 - ✈ Implementation of Performance Based Navigation (PBN)
 - ✈ Implementation of Flexible Use of Airspace (FUA)
 - ✈ Improve Demand and Capacity Balancing (DCB)
 - ✈ Improve Search and Rescue (SAR) services



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| RPBANIP | | | | | | |
|--|--------------|-----------|-----|-----------|-----|---|
| NAM/CAR REGIONAL PERFORMANCE OBJECTIVES | NO. OF TASKS | ADDRESSED | % | COMPLETED | % | REMARKS |
| IMPLEMENTATION OF PERFORMANCE BASED NAVIGATION (PBN) | 14 | 6 | 43% | 2 | 14% | The 2 completed tasks were addressed by external bodies of the ANI (1 the ICAO/IATA/CANSO PBN Meeting and 1 for the MCAAP Project) |
| IMPLEMENTATION OF FLEXIBLE USE AIRSPACE (FUA) | 6 | 5 | 83% | 0 | 0% | Even though these tasks have been partially assigned to the ATFM TF, they have not been addressed. The ATFM TF considered this was not a priority and planned for 2020-2025, regardless of the RPBANIP target dates (2013-2016 and 2013-2018) |
| IMPROVE DEMAND AND CAPACITY BALANCING (DCB) | 10 | 1 | 10% | 0 | 0% | The ATFM TF developed a survey to comply with 1 task for this RPO, and the NACC RO shared the survey with the States. Some States responded and some not. No follow up for this task. |
| IMPROVE SEARCH AND RESCUE (SAR) SERVICES | 6 | 0 | 0% | 0 | 0% | SAR Tasks have not been addressed by any ANI/WG body (or any other NACC implementation body) |

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|---|--|---------|-----|-----------|-----|--|
| GREPECAS PROGRAMMES | | | | | | |
| GREPECAS CAR PROJECTS | NO. OF DELIVERABLES | STARTED | % | COMPLETED | % | COMMENTS |
| PERFORMANCE BASED NAVIGATION | 6 | 3 | 50% | 2 | 33% | <ul style="list-style-type: none"> Lack of clear accountability for programme and project coordinators and for contributing experts. Lack of programme of activities. Some deliverables were reported to be completed, but no evidence to support the completion. |
| IMPROVE DEMAND AND CAPACITY BALANCING (DCB) / IMPLEMENTATION OF FLEXIBLE USE OF AIRSPACE (FUA) | 4 | 1 | 25% | 0 | 0% | <ul style="list-style-type: none"> Lack of clear accountability for programme and project coordinators and for contributing experts. Lack of programme of activities. Lack of leadership support. |
| SEARCH AND RESCUE | No SAR related project has been approved by GREPECAS. | | | | | |

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|--|--|--|--|--|--|--|
| <h2>PBN Implementation Strategy</h2> <p>✈ Main challenges:</p> <ul style="list-style-type: none"> ✈ Lack of clear accountability to the NAM/CAR Air Navigation Implementation Working Group (ANI/WG). ✈ Lack of strategic alignment of the PBN TF work programme. ✈ Lack of regional support and follow up for implementation. ✈ States and Territories limited resources to comply with agreed targets. <ul style="list-style-type: none"> ✈ Two Flight Information Regions (FIRs) are our priority: Port-au-Prince and Kingston. | | | | | | |



PBN Implementation Strategy

✈ Proposed actions:

- ✈ Completion of the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP) PBN Project.
- ✈ Update the PBN TF Terms of reference to establish clear responsibilities and accountabilities.
 - ✈ Reduce the number of members and assign responsibilities.
 - ✈ Leadership should be held accountable for work programme completion.
 - ✈ The purpose of the Task Force is to complete tasks, so contribution from each member is expected.
- ✈ The PBN Task Force analyze the status of PBN RPO and GREPECAS Project.
- ✈ The PBN Task Force to align its work programme with the PBN RPO.
- ✈ ICAO NACC Regional Office to schedule an annual PBN NAM/CAR Regional implementation meeting.



PBN Implementation Strategy

✈ Expected benefits:

- ✈ Improved PBN implementation.
- ✈ Improved regional and interregional harmonization of ATS routes.
- ✈ Enhanced support to CAR Region States and Territories, especially those facing difficulties to implement PBN concept.
- ✈ Improved services for stakeholders.



ATFM Implementation Strategy

✈ Main challenges:

- ✈ Delay of ICAO NACC Regional Office to adapt to operational circumstances.
- ✈ Lack of clear accountability to the ANI/WG.
- ✈ Lack of strategic alignment of the ATFM TF work programme.
- ✈ Lack of detailed guidance to support basic ATFM implementation and the establishment of flow management units / positions from scratch.
- ✈ Limited ATFM implementation knowledge in the Region.
- ✈ With ATFM one size DOES NOT fit all.



ATFM Implementation Strategy

✈ Proposed actions:

- ✈ Prioritize ATFM implementation support, to achieve the implementation of Flow Management Unit (FMU)/Flow Management Position (FMP), in the following FIRs of the CAR Region by 2019:
 - ✈ Central American FIR (COCESNA);
 - ✈ Habana FIR (ECNA);
 - ✈ Kingston FIR (JCAA); and
 - ✈ Piarco FIR (TTCA).



ATFM Implementation Strategy

✈ Proposed actions:

- ✈ Work with IDAC (Dominican Republic) to develop a Basic ATFM Implementation guide.
- ✈ Work with FAA Command Center, ICCAE (COCESNA) and ASCA (Dominican Republic) to enhance current ATFM Implementation Training. Spanish translation.
- ✈ Update the CAR/SAM ATFM Concept of Operation (CONOPS) for a multi-nodal ATFM concept.
- ✈ Update the ATFM TF Terms of reference to establish clear responsibilities and accountabilities.
 - ✈ Reduce the number of members and assign responsibilities.
 - ✈ Leadership should be held accountable for work programme completion.
 - ✈ The purpose of the Task Force is to complete tasks, so contribution of every member is expected.
- ✈ ICAO NACC Regional Office to schedule an annual ATFM NAM/CAR Regional implementation meeting.



ATFM Implementation Strategy

✈ Expected benefits:

- ✈ Improved ATFM implementation in major CAR Region FIRs.
- ✈ Enhanced interaction of traffic between the CAR Region and the United States FIRs.
- ✈ Avoid ACCs taking static traffic management initiatives, and reduce their negative repercussions for stakeholders.
- ✈ Improve contingency planning and response.
- ✈ Targeted support to CAR Region States and Territories for ATFM implementation.
- ✈ Improved services for stakeholders.



SAR Implementation Strategy

- ✈ Assistance to aircraft in distress is one of the basic principles of the Chicago Convention.
- ✈ States and Territories of the CAR Region rely heavily in the tourism industry.
- ✈ An established search and rescue service is a priority to guarantee lives of traveling public, air transport continuity, and the significant contribution of aviation.
- ✈ Availability of SAR resources often provides the initial response and relief capabilities critical to saving lives in early stages of natural and man-made disasters.



SAR Implementation Strategy

- ✈ Poor response or ineffective response to a major accident or disaster can also result in world-wide publicity and adversely affect sensitive industries such as tourism and transportation.
- ✈ 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% (lowest of ANS areas).
- ✈ 9 States of the CAR region have not established an entity which provides, on a 24-hour basis, SAR services within its territory and the areas where the State has accepted responsibility to provide SAR to ensure that assistance is rendered to persons in distress.



SAR Implementation Strategy

✈ Main challenges:

- ✈ Lack of regional body to address SAR implementation improvement.
- ✈ Lack of understanding of the SAR services provision principles.
- ✈ Lack of regional support for implementation.
- ✈ States and Territories limited resources to comply with agreed targets.
- ✈ In some States/Territories SAR services provision is delegated to military or other entities different from CAA of the State.



SAR Implementation Strategy

✈ Proposed actions:

- ✈ ICAO NACC Regional Office establishes an ad-hoc group to plan SAR implementation for the CAR Region and draft a regional SAR Plan.
- ✈ This ad-hoc group should be composed by the following States, Territories and International Organizations:
 - ✈ United States (US Coast Guard)
 - ✈ Trinidad and Tobago (TTCAA)
 - ✈ Curaçao, Aruba and Bonaire (Joint Rescue Co-ordination Centre Dutch Caribbean Coast Guard (JRCC DCCG))
 - ✈ Dominican Republic (IDAC)
 - ✈ Cuba (IACC)
 - ✈ COCESNA



SAR Implementation Strategy

✈ Expected benefits:

- ✈ Improved SAR implementation in the CAR Region.
- ✈ Enhanced response to emergencies and contingency situations.



Final Comments

- ✈ Leadership support is key to make this change happen.
- ✈ ICAO has an irreplaceable role to support ATM/SAR implementation.
- ✈ Good planning and proper follow-up allows better use of available resources in the Region.





Suggested Actions

✈ The Meeting is invited to:

- a) take note of the renewed strategy for ATFM-PBN and SAR;
- b) endorse the proposed actions of this strategy, to be presented to the ANI/WG/4 for approval; and
- c) propose any other action or task as deemed necessary.

