

MONTSERRAT ATM/CNS TRANSITION PLAN

1.0 BACKGROUND

- 1.1 Montserrat has recognized the increasing limitation of the present Air Navigation System and the improvements needed to take Civil Aviation into the 21st Century. The limitations of the present System and problems cannot be overcome unless we embark on a new Communication Navigation and Surveillance (CNS) System to support future enhancements in Air Traffic Management (ATM). Recognizing also that implementation at the concept would require regional coordination and planning, we have therefore established a Committee to oversee all aspects pertaining to the ATM/CNS Transition.

2.0 INTRODUCTION

The Fourth GREPECAS Meeting held in Panama City (September 20-26 1994) approved the Draft CAR/SAM/ATM/CNS Transition Plan prepared by the ATM/CNS sub-group by means of conclusion 4/38, and conclusion 4/42 relating to the preparation of national plans for the transition of the new ATM/CNS System. This took into account the general guidelines established in the Draft ATM/CNS Regional Plan that was also approved and also noted that regional plans must allow for easy co-ordination within the region and with adjacent regions.

3.0 SCOPE

- 3.1 The scope of Montserrat's ATM/CNS Transition Plan is prepared to cover any future airspace that will be delegated to Montserrat.

4.0 CURRENT SITUATION / SHORT COMINGS

4.1 Communication

4.1.1 Controller to pilot

- A. System in use VHF
- B. Short comings - blind spots due to surrounding terrain.

4.1.2 Controller to Controller

- A. AFTN land line
- B A5 VHF

C. Short comings - inadequate availability and reliability.

5.0 **NAVIGATION**

5.1 System in use - NDB could be used for enroute navigation.

A. Limitation- unable to be used as a means of separating traffic. No route structure tied into this Navigation Aid.

6.0 **SURVEILLANCE**

6.1 Surveillance is achieved by voice position reports.

A. Limitation- position accuracy is not optimal.

7.0 **AIR TRAFFIC MANAGEMENT**

A. System in use - ICAO Standards and Recommended Practices (SARPS) are used in conjunction with available equipment .

B. Short comings -No designated airspace

8.0 **FUTURE CNS /ATM SYSTEMS**

8.1 Montserrat accepts in principle and supports the ICAO, ATM/CNS concept.

An assessment and analysis of the characteristics and capabilities of the present system was undertaken. Arising out of that exercise, the following is proposed for its ATM/CNS Transition.

8.2 **Communication**

Short term

1. Continued use of VHF voice position reports.

Medium term

1. Continued use of VHF voice position reports.

2. Improve AFS

3. Progressive implementation of Aeronautical Telecommunication Network (ATN)

Long term

1. Continued use of VHF voice position reports.
2. Implementation of VHF data link.
3. Full implementation of ATN.

8.3 Navigation

Short term

1. Continued use of VHF voice position reports.
2. Continued use of PAPI's.
3. GPS trials and demonstrations.

Medium term

1. Continued use of VHF voice position reports.
2. Continued use of PAPI's.
3. Development of trials of GNSS.

Long term

1. Continued use of NDB.
2. Progression implementation of GNSS.

8.4 Surveillance

Short term

1. Continued use of voice position reports.

Medium term

1. Continued use of voice position reports.

Long term

1. Continued utilization of voice position reports.

2. Progressive implementation of ADS.
- 9.1 Commensurate with having designated airspace and in conjunction with the progressive implementation of the CNS System will allow for dynamic ATM in Montserrat.

7th November, 2001