

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CAR IWG)**

(Barbados, 3 to 7 June 2002)

Agenda Item 2 ATM Developments

2.2 Air Traffic Services (ATS):

2.2.1 Review of the work of the E/CAR IWG ATS Committee

(Working Paper presented by Trinidad and Tobago on behalf of the ATS Committee)

SUMMARY	
This Working Paper provides a Report on E/CAR Activities related to the work of the Air Traffic Services Committee.	
REFERENCES	
•	Summary of discussion and conclusion 25 th Informal Eastern Caribbean Working Group (ECWG) meeting.

1 Introduction

1.1 The Eleventh Meeting of the Directors of Civil aviation in Eastern Caribbean held in Martinique in December 1994 agreed to the formation of the Air Traffic Services Committee to look into matters related to Air Traffic Services in the E/CAR area. Terms of reference are listed at Appendix “A” attached.

2. Discussion

2.1 The Committee having been established, held seven meetings to date, to deal with matters, which had been expressed by the ECWG as either urgent or requiring specific review, which is not possible at its ECWG Meeting. The last meeting was held at the KAPOK HOTEL, Port of Spain, Trinidad and Tobago, 2001 October 1-3.

2.2 The Agenda Items discussed at the meeting were: -

- (a) GPS Routes and trials
- (b) ATS Incidents
- (c) Contingency Procedures
- (d) Airspace and Procedures
- (e) ATM/CNS transition
- (f) Report on regional Peak Traffic hours
- (g) Other Business.

2.3 The following States and Organisations attended:-

Antigua and Barbuda
France
Trinidad and Tobago
OECS (Directorate of Civil Aviation)
IACL
ICAO

2.4 Arising from the discussions, thirty-one (31) conclusions were formulated.

2.5 *GPS Routes and Trials*

- (a) The ATS Committee agreed that in pursuance of any further RNAV route determination, the following criteria shall apply:-
 - (i) There must be a request from the user or ATS provider;
 - (ii) ICAO guidelines must apply;
 - (iii) ACC/TMAs should have clear solutions to operational ATM issues;
 - (iv) Take into consideration the experience gained and documented by GREPECAS in their development of GNSS (RNAV) routes.
- (b) That flights departing the E/CAR and intending to fly on RNAV route to New York, Sao Paulo or Rio de Janeiro should join route UT 776 at an appropriate point. (UT776 expected implementation was early 2002)
- (c) With respect to ATS training in GNSS concepts and upgrade of the GNSS text for the AIP, the committee recommended that Trinidad and Tobago, Barbados and OECS each review its published AIC to determine whether it meets current and future requirements.

2.6 Review of the status and results of the implementation of ATS Incidents Investigating Committee in E/CAR.

- (a) The committee recommended that States and Territories which have not to date established ATS Incident Investigating Committees, do so as soon as possible, and
- (b) That each State/Territory submit to the Chairman of ATS Committee a list of all year 2001 incidents on the forms specified for the purpose.

2.7 Contingency Planning

2.7.1 The table top exercise scheduled did not take place but with the experiences gained from the previous one conducted by France and the discussions on the deficiencies noted, the Committee anticipates that the functionality of the contingency procedures may be evaluated and the letters of Agreement be available by June 2002.

2.8 The Impact of the implementation of GNSS approaches in the airspace configuration within the E/CAR

- (i) The ATS Committee recommended that the OECS obtain all relevant information with regard to GNSS approaches for the following aerodromes:

Canouan
Melville Hall
George F.L. Charles
E.T Joshua
Point Salines

- (ii) That bilateral discussion initiated by OECS takes place between concerned members of Committee CAAs in order that a projected modified airspace (if necessary) could be presented to the ATS Committee.

2.9 *Review the ATM impact of the plan to change the upper limit of the four TMAs within Piarco FIR from FL195 to FL 245, as well as recommend a plan of action to implement the change and the measures to be undertaken.*

2.9.1 The Committee identified the implications of the change of the upper limits of the TMAs as follows: -

- Requirement to amend three AIPs (Eastern Caribbean, Barbados, France CAR/SAM/NAM) on a common date;
- Requirement to disseminate a trigger NOTAM;
- Requirement to amend the following Operational Letters of Agreement:

Piarco	-	Adams
Piarco	-	Fort de France
Piarco	-	Pointe-a-Pitre
Piarco	-	V.C. Bird
Piarco	-	San Juan
Adams	-	Fort de France
Fort de France	-	Pointe-a-Pitre
Pointe-a-Pitre	-	V.C. Bird
Pointe-a-Pitre	-	San Juan
V.C. Bird	-	San Juan

2.9.2 The Committee also concluded that Trinidad and Tobago should consider amending the plane of division between the lower and upper airspace throughout Piarco FIR, to coincide with the revised ceiling of the TMAs, and present a Working Paper to the 17th DCAs to include the implications of the said change.

2.10 *Review the action taken by States and Territories in the area of providing ATC personnel with training in the analysis of ATM capacity in the E/CAR.*

2.10.1 The Committee contended that there was not adequate information on the problem for it to base its work. However, it recommended that Airport Authorities coordinate more directly with operators in matters relating to scheduling where the problem was associated with Ramp congestion. In respect to capacity constraints in the air, Antigua and Barbuda which acknowledged a problem, was requested to submit a report on their congestion problem to the next ATS Committee Meeting.

2.11 *Discussion on proposed St. Vincent and Grenada TMAs*

2.11.1 The ATS Committee recommended the establishment of single entry/exit point for Grenadines traffic (Canouan, Union Island, Lauriston) to/from Adams TMA.

2.11.2 That OECS continue discussions with St. Vincent and the Grenadines and Grenada, to consider the various options discussed.

2.11.3 That Trinidad and Tobago as custodian for the airspace generally, conduct its own review of the matter and determine the best option(s) for the establishment of a TMA or TMAs to encompass the entire Grenadines area, including delegation of CTRs within the area of responsibility of the TMA/TMAs.

2.11.4 That Trinidad and Tobago initiate an interim Letter of Agreement, supplementing or amending where necessary existing Letters of Agreement between the ATS units of Piarco ACC, Point Salines APP and E.T. Joshua APP, delineating delegated areas of responsibility consistent with current operational practice and any other areas deemed necessary, pending final determination of the Grenadines airspace issue. This subject is still on-going.

2.12 *ATM/CNS Transition*

2.12.1 The Committee recommended that comments or changes to the ATM/CNS Transition document be notified to IACL.

2.12.2 That in addition to the ATM/CNS document for the E/CAR, States and Territories prepare a summary indicating actual implementation plans.

2.13 *Regional Radar Sharing*

2.13.1 The Committee recommended that the Radar Data Sharing Task Force advance their work in the interest of all parties.

2.13.2 That regional remoting requirements take into account the following radars located at:

Trinidad
Barbados
Martinique
Guadeloupe
Antigua
St. Maarten (being installed)
St. Croix
Margarita

2.13.3 And that Trinidad and Tobago make available to the Radar Data Sharing Task Force, their requirement.

2.14 *Report on Peak Traffic Hours*

2.14.1 That the Chairman of the ATS Committee collect the said information from those States that have not to date submitted same and prepare the appropriate analysis.

3. Suggestion Action

3.1 The Meeting takes note of the contents of the working paper.

3.2 States and Organisations are invited to indicate the progress made on the items that affect their operations.

APPENDIX A

TERMS OF REFERENCE OF THE ATS COMMITTEE

At the Eighteenth Informal Eastern Caribbean (E/CAR) Working Group Meeting held in St. Lucia, October 1994, an Air Traffic Services Committee was established to: -

Make a comprehensive analysis of the ATS situation in the E/CAR Area, including but not limited to:

- (a) follow up of the implementation of Contingency Procedures;
- (b) review of Airspace Configuration, ATC Procedures and ATS Route Network within the Piarco FIR.

This Committee was fully endorsed by the Directors of Civil Aviation at its Eleventh Meeting held in Martinique in December 1994.

- END -