

**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 4: CNS Developments

(Working Paper presented by Trinidad and Tobago)

SUMMARY	
The purpose of this Working Paper is to report on developments to provide an Area Radar Service in the Piarco Upper Control Area (UTA) and Lower Control Area (CTA) outside TMAs, to the north, east and west of the existing area of Piarco's Area Radar coverage.	
REFERENCES	
• Special Meeting of the Working Group on Airspace Organization in the E/CAR (Barbados, 1989 April 3-5) • Meeting of the Task Force on Radar in the E/CAR, Trinidad and Tobago (1991 August 12-14) • 22nd E/CAR Working Group, Barbados (1998 August 18-21) • 1st Meeting of the E/CAR Radar Sharing Task Force, Martinique (1999 June 16-18) • 24th E/CAR Working Group, San Juan (2000 May 22-26) • 25th E/CAR Working Group, Grenada (2001 May 7-11) • Working Paper 13 – 25th E/CAR WG • 7 th E/CAR ATS Committee Meeting, Trinidad and Tobago (2001 October 1-3) • 17th DCAs Meeting, Trinidad and Tobago (2001 December 4-7)	

1. Background

1.1 At the 1989 Special Meeting of the Working Group on Airspace Reorganization in the E/CAR, it was acknowledged that plans were under development by some States to install radar, and that some other States had already commissioned radar.

1.2 At the 1991 Meeting of a Task Force on radar in the E/CAR, it was concluded that general decisions had already been made regarding the operational requirement for the use of radar for en-route and approach purposes. It was further noted that there appeared to have been no regional coordination with respect to past radar implementation. The Meeting stated “Trinidad and Tobago and France concurred that radar coverage of the ATS Routes within the Piarco UTA and CTA outside the Terminal Areas would best be achieved by remoting the Martinique Radar System to Trinidad, to complement the Trinidad Radar System”.

1.3 At the 1998 E/CAR Working Group Meeting (22nd ECWG), a Radar Data Sharing Task Force was established, to deal with the establishment of a common seamless surveillance image for the E/CAR, with France as coordinator.

1.4 At the 1999 Meeting of the E/CAR Radar Data Sharing Task Force (1st Meeting), Trinidad and Tobago expressed (again) the wish for full area radar coverage of the airspace over the northern islands of the E/CAR. It was again agreed that the final goal is to build a common seamless image for the E/CAR sub region.

1.5 At the 2000 E/CAR Working Group Meeting (24th ECWG), it was decided that the Radar Data Sharing Task Force should, among other things, revitalize its activities with the aim of expediting the studies that need to be conducted. Also, its second meeting should be convened in Trinidad and Tobago in June 2000, and a report of its activities presented to the 25th ECWG, 2001.

1.6 At the 2001 E/CAR Working Group Meeting (25th ECWG), Barbados submitted a Working Paper informing of the dormant process in the implementation of Radar Data Sharing. France provided information on the project involving Radar Data Sharing in the Fort de France and Pointe-a-Pitre TMAs. The 25th ECWG recorded that the E/CAR Radar Data Sharing Task Force should continue its work and convene a meeting by 2001 December 31, and submit its results to the 26th ECWG Meeting.

1.6.1 Working Paper 13 of the 25th ECWG (E/CAR CNS/ATM Transition Plan) lists under “Surveillance”, in the Near Term, Medium Term and Long Term, the linking of existing and proposed radars.

1.7 At the 2001 Meeting of the E/CAR ATS Committee (7th E/CAR ATS), Trinidad and Tobago requested discussion on radar data sharing, even though this topic was not included in the draft agenda. This was agreed despite one (1) objection.

1.7.1 Trinidad and Tobago sought to indicate their continuing interest in the matter, as the northern upper airspace needs were still not met by radar. Trinidad and Tobago stated that with no information coming from the Task Force with responsibility for radar, they had sought preliminary discussions with Antigua, in the first instance, in consideration of stand-alone ACC north sector radar coverage utilizing Antigua’s radar.

1.7.2 France had advised that if Trinidad and Tobago was no longer interested in the ongoing work taking place by France, they should officially inform France.

1.7.3 ICAO suggested that the Task Force advance their work in the interest of all parties.

1.8 At the 2001 DCAs Meeting (17th E/CAR DCAs), the following was stated :

“The Meeting expressed concern that the majority of conclusions were ongoing with only three (3) of the nineteen (19) having been completed, and some not having been completed by the deadline where specified. This applied not only to the 25th ECWG Meeting conclusions, but also to conclusions adopted by previous ECWG Meetings of which too many items remained outstanding for excessively lengthy periods. The Meeting was also concerned that many of the conclusions had no deadline thereby lacking the urgency and incentive for action.”

2. Discussions

2.1 Trinidad and Tobago has noted an increase in air traffic in the upper airspace (UTA), control of which continues to be effected by procedural (non-radar) methods. Often, at peak times, this results in delays on climb and descent, and non-approval of optimum levels and preferred routes.

2.2 From the background information contained in this Working Paper, it is evident that for more than ten (10) years, E/CAR States and Territories have all agreed on the desirability of establishing a common seamless radar image for the E/CAR region.

2.3 Existing initiatives have clearly not produced the desired outcome, though they remain the preferred course of action.

2.4 As general custodian of the Piarco FIR, Trinidad and Tobago is obligated and remains committed to seek to provide an Area Radar Control Service in most of the Upper Control Airspace, and in this regard will :

- (a) continue to urge the E/CAR Radar Sharing Task Force to advance their work;
- (b) seek to pursue initiatives, initially on a bilateral basis with those States able to provide :
 - (i) stand-alone radar coverage remoted to Piarco ACC for en-route use; and
 - (ii) fusing of radars with that of Piarco, to provide a mosaic for Piarco ACC.

2.5 Trinidad and Tobago is of the view that the experience gained from these bilateral initiatives could complement the larger ongoing activity of the Radar Sharing Task Force, with the objective of establishing a common seamless surveillance image of the E/CAR for use by all States and Territories, including those not equipped with radar.

2.6 The action required under the E/CAR CNS/ATM Transition Plan requires some form of definitive action on the part of Trinidad and Tobago, so as not to be left behind in the area of surveillance capability.

2.7 In this regard, Trinidad and Tobago proposes to independently approach France, Barbados and Antigua and Barbuda, for the remoting and subsequent sharing of radar data.

3. Action by the Meeting

3.1 The Meeting is asked to note the information contained in this Working Paper.

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