



Agenda Item 3:

Air Navigation Matters

3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean:

- Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees, Ad-hoc Committees and the E/CAR/WG Chairman

SUMMARY OF DISCUSSION OF THE ATM COMMITTEE

(Presented by Rapporteur ATM Committee)

SUMMARY	
This Discussion Paper presents a Summary of Discussions that emanated from the Ad-hoc Committee on matters which fell within the purview of the ATM Committee of the Eastern Caribbean Working Committee at the Thirty-Third Eastern Caribbean Working Committee Meeting, Christ Church, Barbados, 04 to 08 June 2012	
References:	
• Report of the North American, Central American and Caribbean Working Committee (NACC/WG/3/1), Guatemala, May 09 – 13, 2011 • Report of the Twenty Third Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/23), Christ Church, Barbados, 9 to 12 November 2010	
Strategic Objectives	<i>This Discussion Paper is related to Strategic Objectives A and D.</i>

1. Introduction

1.1 The Meeting started at 08:50am and the attendance was the following States and international organisations:

Antigua & Barbuda
Barbados
Grenada
United States
Trinidad and Tobago
International Federation of Air Traffic Controllers' Associations (IFATCA)

1.2 The new Rapporteur from Trinidad and Tobago, Mr. Dayanand Rajnath, welcomed those present and stated that due to current work commitments he was unable to continue as the Rapporteur of the ATM Committee. A proposal for Mr. Ian Gomez to be appointed as ATM Committee Rapporteur was put forward and was accepted by the Committee. Mr. Rajnath then invited everyone to give a brief introduction of themselves.

1.3 **Agenda Items:**

- Updated Contacts List:

Grenada:	Roselyn Charles (MATS), Willard DeAllie
Antigua:	Lorraine Davis & Shenneth Phillips
Barbados:	Cedric Murrell (MATS) & Dianne Skeete (Unit Chief ATS)
United States:	Susan Horn (En Route and Oceanic Services) & Dan Eaves (Operations Support)
IFATCA:	Alexis Brathwaite (President)
Trinidad and Tobago:	Dayanand Rajnath (MATS (Ag.) and Ian Gomez (Unit Chief (Ag.))

1.4 It was noted that the other States that are on the ATM Committee will be contacted and asked to update their respective contacts.

1.5 Reference was drawn to the conclusions/decisions from the GREPECAS/16, E/CAR/DCA/23, Piarco Policy Committee and NACC/DCA/4 Meetings which reminded the E/CAR States/Territories that in order to accomplish the benefits of PBN implementation in the E/CAR Region and ensure corporation and participation the following steps should be taken:

- “a) *E/CAR States/Territories establish or update **their National PBN Implementation Plans and forward them to Trinidad and Tobago and the ICAO NACC Regional Office by 31 December 2010; and***
- b) *Trinidad and Tobago establish a **Regional E/CAR PBN Implementation Plan taking into consideration the national PBN implementation plans provided by the E/CAR States/Territories and submit the plan to the E/CAR/WG Chairman, E/CAR/DCAs and ICAO by 28 February 2011.***”

1.6 Antigua and Barbuda stated that they were in the process of having their WGS surveys along with establishing RNAV Approaches which will commence in July, 2012. There will also be the reassessment of existing approaches which is to be completed by July, 19, 2012. Antigua and Barbuda further stated that they may need assistance with their PBN implementation programme. The Rapporteur asked if it was possible for Antigua and Barbuda to submit their National Plan.

1.7 Grenada stated that they just completed their RNAV Approaches and would also be requiring assistance with regards to their PBN programme.

1.8 A suggestion was made that the concerned States have regular teleconferences with assistance from States such as Trinidad and Tobago and Barbados. There was a unanimous agreement to this proposal.

1.9 The IFATCA representative mentioned the existence of “PBN Go Teams” and “PBN Implementation Teams” and the possibility of the E/CAR Member States acquiring the services of these entities. Mr. Brathwaite stated that there is a need, however, to determine the criteria for the employment of the services from these Teams.

1.10 Trinidad and Tobago briefly mentioned the proposed airspace concept, the associated navigation applications for Piarco’s airspace and the importance of collaboration between E/CAR States to ensure the harmonization of en-route airways with Continuous Descent Operations/Continuous Climb Operations (CDOs/CCOS) and SIDs and STARs.

1.11 Barbados suggested that based on past experiences with States within E/CAR Region the time has probably arrived for ECCAA to focus solely on regulatory responsibilities.

2. *Implementation of CDOs*

2.1 Barbados stated that they secured the assistance of an expert with regards to the design, evaluation and implementation of CDOs, SIDs and STARs. A completion date for this process could not be provided to this meeting.

2.2 IFATCA stated that it appears as though a number of States are doing work just to adhere to ICAO requirements with little or no collaboration between the other ANSP stakeholders and that this needed to change. The representative also mentioned the need to include other stakeholders, especially the aircraft operators. A suggestion was made that as many representatives as possible attend the ICAO PBN Symposium scheduled for October 2012.

2.3 Antigua and Barbuda provided one example of the outcome of the lack of Regional collaboration whereby St. Kitts and Nevis developed SIDs and STARs which has a negative impact on VC Bird’s airspace and operation.

2.4 The ATM WG came to a decision that there is going to be a need to establish a set of experts within each State who will first assist with the development of the Regional PBN Implementation Plan and then the respective National PBN Implementation Plans.

3. *Conclusion/s:*

3.1 The ATM Committee formalized the following Conclusion:

In order to accomplish the benefits of PBN implementation in the E/CAR Region and ensure the cooperation and participation of E/CAR States/Territories:

- The ATM Committee report to ICAO the issues faced with regards to their respective PBN programmes and a requirement for ECCAA to coordinate the development and implementation of PBN within the OECS States.
- States identify appropriate personnel for the receipt of training on PBN and the implementation of respective PBN programmes. It is recommended that States send a PBN representative/s to the upcoming PBN Symposium scheduled in October 2012 in Montreal.

- The ATM Committee to liaise with ECCAA with possible assistance from United States and IFACTA for the development of a harmonized PBN Regional Plan to be followed by the respective National Plans.

4. **PRELIMINARY OFF-LINE TESTING OF THE NEW FPL FORMAT**

- The United States provided a brief update of the off-line testing of the New FPL Format. He stated that currently there is a lot of development ongoing in this area and that Mexico has provided a status of their progress.
- Trinidad and Tobago is currently undergoing the process for the preparation of the New FPL and recently signed off with two companies as they make every attempt to follow the recommendations of ICAO. A suggestion was made for those requiring information that such can be sought from the CNS Rapporteur, Ms. Veronica Ramdath.
- Grenada has stated that there is currently a flight plan upgrade programme in place with the use of a provider for the technical assistance in terms of software upgrade, testing and training.
- Trinidad and Tobago mentioned the possibility of Trinidad and Tobago providing the training for this project with the States sending their respective candidates to receive such Training. When asked if the various States foresaw issues with sending AIS staff to Trinidad and Tobago, Grenada and Antigua and Barbuda stated that this was possible.
- Antigua & Barbuda stated that after sending their representative to an ICAO New FPL Meeting in Mexico, they are now more aware of what is required of their State with the start of implementing an awareness programme. Additionally, while they do not currently have permanent AIS Staff, personnel will be provided in time for training.
- Barbados stated that they are in a transitional state whereby they are working towards acquiring permanent staff for the AIS Office. They are also working on various organizational structures for each ATS Section. With regards to the NEW FPL, a provider will be in Barbados in June, 2012, to install and test the software with the FAA and Trinidad and Tobago. There will also be the provision of training and ATC Refresher Courses in July, 2012.
- The United States stated that one of the challenges faced is what level training will be received by ATCOs based on the number of systems being modified. There are other States who have a similar dilemma (e.g. Cuba and Mexico). There is also testing currently in progress for cross border and oceanic airspace with future testing to occur in the en-route airspace. One of the issues faced with this programme is familiarity with the system.
- Trinidad and Tobago stated that they were having a similar problem as the United States with the retransmission of different FPLs based on the receipt from various sources instead of one authorized source.

- Grenada stated that when there are Security Committee Meetings where airline staff are required to attend, the ANSP usually introduce relevant ATS issues as an informative tool.

4.1

Conclusion/s

- States ensure that their ATS Staff receive the requisite levels of training
- Greater participation from certain stakeholders such as IATA.
- States host workshops with the various stakeholders (e.g. Airline operators and General Operators) addressing the New FPL issue as an education tool

Conclusion E/CAR/DCA/23/11 PBN Implementation in the E/CAR Region

4.2 After dialogue was held on the conclusions stated in the E/CAR/DCA/23/11 the following proposals were made:

- The ATM Committee agreed to explore the options of asking an organisation such as IATA to provide Regional training in PBN, as this might prove more efficient and cost effective. IFATCA will look into this possibility.
- The ATM Committee with Trinidad and Tobago as the lead State establishes a Regional PBN Implementation Plan.
- States harmonize their respective National Plans with this Regional PBN Plan.

4.3

Presentation of WP/25 – Implementation of reduced lateral and longitudinal separation minima in New York Oceanic Airspace.

- United States gave a presentation on their WP which dealt with the State progressing towards plans to implement 50nm longitudinal, 30nm lateral and 30nm longitudinal separation minima between suitably equipped and authorised aircraft within the New York Oceanic Flight Information Region. The Committee reviewed the proposal for amendment to the 7030 document submitted by the United States in conjunction with their separation reduction. The changes that the United States proposed were agreed. However, it was discovered that some of the information presented with regards to operations within Piarco's airspace (Subsections 6.2.1.1 and 6.2.2.2) could have been incorrect. A decision was therefore taken to submit the amendment with the updated information for Piarco's airspace at a later date. It should be noted that the updated information to be provided by Piarco only pertains to current practices.
- The Meeting was asked to endorse the changes that the United States has submitted and agree that the amended information to be provided by Trinidad and Tobago can be delivered at the next E/CAR/DCA Meeting.

4.4 Conclusions:

- Based on certain discrepancies within the document, a decision was taken that Trinidad and Tobago in collaboration with United States will verify the information contained therein before presentation for ratification at the next E/CAR DCAs' Meeting scheduled for October, 2012.

5. Other Business:**5.1 Missing or Duplicated FPLs**

- United States mentioned that at the last NACC Meeting there was a list of actions (at least nine points) to be covered, however they were not aware if these actions were addressed. The United States stated that they had been working along with those carriers with whom there were issues to have the issues addressed. The United States asked of Trinidad and Tobago if they would be receptive to receiving "error/duplicate/missing flight plan data". Trinidad and Tobago agreed and provided a point of contact for future communication.

5.2 Issue between St. Maarten and VC Bird Coordination

- Antigua and Barbuda made mention of a coordination issue that exists between both ATC Units and flight movements into St. Maarten from Piarco FIR. Antigua mentioned situations whereby Piarco ACC releases the aircraft late and this affects the descent profile. There is also a situation involving departures out of Juliana whereby the flight is cleared only to FL150 and enters the Piarco/VC Bird boundary at FL150 or below. IFATCA mentioned that in providing an ATC Service there is a need to focus on customer service and consider factors such as aircraft descent and climb profile.
- IFATCA mentioned and Tobago and Trinidad restated that there is no immediate intention for Trinidad and Tobago to push for the lowering of the vertical limits of the TMA airspace.
- Trinidad and Tobago stated that in the interest of improving the provision of ATS to the airspace users Piarco is looking at restructuring the airspace and this will be in collaboration with the Member States.

The ATM WG Meeting finished at 3:35pm.