



International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
Thirty Third Eastern Caribbean Working Group Meeting (E/CAR/WG/33)
Christ Church, Barbados, 4 to 8 June 2012
**Third Meeting of the Eastern Caribbean Network Technical Group
(E/CAR/NTG3)**
Christ Church, Barbados, 5 to 6 June 2012

E/CAR/WG/33 – WP/03
E/CAR/NTG/3 — WP/05
22/05/12

E/CAR/WG Agenda Item 3

Air Navigation Matters

**3.2 Follow-up on the implementation of the NAM/CAR
Regional Performance Based Air Navigation Plan**

E/CAR/NTG Agenda Item 3

Related Additional NTG Activities

- a) Radar Sharing Ad-hoc Group
- c) Central FDP System activities

**RADAR DATA SHARING AND CENTRALIZED FLIGHT PLAN PLANNING ACTIVITIES IN
THE E/CAR REGION**

(Presented by Secretariat)

SUMMARY	
This paper recalls the agreements for the formulation of the Centralized Flight Planning System and the Radar Data Sharing Project, and provides several recommendations for the implementation of both activities.	
References: • Final Report of E/CAR/DCA/23, Christ Church, Barbados, 9 to 12 November 2010 • Final Report of E/CAR/NTG/2, Port of Spain, Trinidad and Tobago, 14 – 16 June 2011 • Final Report of PIARCO/FIR/PG/4, Port of Spain, Trinidad and Tobago, 20 January 2011 • ICAO Doc 9924, Aeronautical Surveillance Manual	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A and C</i>

1. Introduction

CENTRALIZED FLIGHT PLANNING SYSTEM

1.1 The E/CAR/DCA/23 Meeting recognized that a Centralized Flight Planning System could be the solution to the missing/duplication of flight plans in the E/CAR region, nevertheless the E/CAR/DCA/23 Meeting considered that a more detailed analysis to confirm feasibility and benefits of a Centralized Flight Planning System and a specific action plan for its implementation should be developed by the E/CAR/WG AIS Committee. In this regard Decision E/CAR/DCA/23/5 was formulated:

DECISION

E/CAR/DCA/23/5

CENTRALIZED FLIGHT PLANNING SYSTEM IN THE E/CAR

That in order to analyze the proposed Centralized Flight Planning System as a solution to missing and duplication of flight plan data:

- a) the E/CAR AIS Committee analyze its feasibility in detail, prepare a report, and a proposed implementation action plan, if applicable, to be sent to the E/CAR/WG Chairman by **28 February 2011**; and*
- b) if a proposal is submitted by the E/CAR AIS Committee Rapporteur to the E/CAR/WG Chairman, this will be circulated for review and comments by the E/CAR/WG members and ICAO, finalized by the E/CAR/WG Chairman with the support of the E/CAR AIS Committee Rapporteur and ICAO, and then be submitted through ICAO to the E/CAR DCAs by **31 May 2011**.*

1.2 For this task the following benefits should be considered:

- a) elimination of missing flight plans as the Centralized Flight Planning System would receive, analyze and distribute flight plans to the appropriate ATS stations;
- b) provide a gateway via the internet for ATS stations not connected to the Centralized Flight Planning System via the AFTN, while providing the same Protection and control associated with the AFTN Network;
- c) prevent re-transmission of flight plans by ATS stations linked to the Centralized Flight Planning System under normal operations;
- d) reject receipt of multiple flight plans and automatically transmit a rejection message to the issuing ATS station;
- e) perform quality checks on flight plans created by users of the Centralized Flight Planning System to verify compliance with ICAO Doc. 4444 requirements, thereby eliminating the incidences of erroneous flight plans; and
- f) ensure a smoother transition to the New ICAO Flight Plan format scheduled for implementation in November 2012.

1.3 During the E/CAR/NTG/2 Meeting, an E/CAR AIM Committee representative provided a brief description of the proposal for a Centralized FDP/NOTAM/MET Data Server in which several workstations are planned to be implemented in each E/CAR State.

RADAR DATA SHARING ACTIVITIES

1.4 Radar Data Sharing in the E/CAR Region has been discussed since the first E/CAR/WG Meetings, with little progress in its implementation up to date. During the E/CAR/WG/32 Meeting and with the segregation of tasks between the CNS Committee and the E/CAR Network Technical Group (E/CAR/NTG) as requested by the DCAs, the assignment of the radar data sharing tasks to the CNS Committee has made.

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1.5 The Fourth Meeting of the PIARCO FIR Policy Group (PIARCO/FIR/PG/4) in response to ICAO letter dated 6 January 2011 (Ref.: N1-3.10 – EMX0014), for the need for a State or organization to host the radar data server in the Eastern Caribbean, agreed to accept Trinidad and Tobago's offer to provide the radar data server and so formulated conclusion:

CONCLUSION

PIARCO/FIR/PG/1/2

E/CAR RADAR DATA SERVER

That Trinidad and Tobago will provide and host the radar data server for the sharing/exchange/remoting of radar data in the Eastern Caribbean.

1.6 During the E/CAR/NTG/2 Meeting, to analyse and plan the necessary actions for future telecommunication requirements, the NTG considered the radar data sharing activities in their work programme and formulated Decision E/CAR/NTG/2/08 *Analysis of telecommunication requirements for future operation needs*, requesting the E/CAR/NTG Rapporteur to coordinate and request the E/CAR/WG CNS Committees their future operational needs that require the use of the E/CAR AFS Network regarding the Radar Data Server implementation

2. Discussion

2.1 The Centralized Flight Planning System is a potential solution for mitigating the loss and duplication of flight plans in the E/CAR Region as similar experiences of other regions as in Europe with EUROCONTROL Central Flow Management Unit (CFMU) System. More details with flight Plan filing in the CFMU is available at http://www.eurocontrol.int/aircraft_operators/public/standard_page/filing_flight_plans.html.

2.2 The Centralized Flight Planning System solution is also projected to be part of the solution for the New Flight Plan format compliance in the E/CAR Region.

2.3 The Flight Plan activities have demonstrated that a collaborative and team work effort is needed to solve problems and implement improvements as the case of the evaluation for the missing/duplication of Flight Plans. Similarly if the Centralized Flight Planning System is to be implemented, an ad-hoc group with the participating States/territories need to be form to ensure that operational, technical, approval and all required issues are addressed for this regional implementation as well as the roles, responsibilities, conditions and requirements for this implementation. This ad-hoc group shall be leaded by the Centralized Flight Planning System providing State.

2.4 Similarly, the Radar Data Sharing Project needs to have the States involved in the implementation (Who requires radar data?, What operational features shall the users compile with?, What are the user technical requirements (console or display type, etc.)?, Action plan (activities, dates, responsible, etc.), etc.), participating in this implementation and following the ICAO guidance provided in Doc 9924 Aeronautical Surveillance Manual with the Best Practices Checklist:

- a) Define the operational requirements;
- b) Define local environment (current and future);
- c) Analyse design options and determine which techniques can be used;
- d) Make a safety analysis of the new proposed system;
- e) Implement; and
- f) Establish operational service
- g) Deliver operational service

2.5 The Radar Data Sharing Project led by the CNS Committee shall also ensure that radar data is exchanged and transmitted following GREPECAS conclusion with the ASTERIX specifications, which describe the formats for the exchange of data between the surveillance sensors and data processing systems, and also for the generalized exchange of surveillance data between systems. Also the correct ASTERIX Addressing scheme should be implemented.

2.6 Since the E/CAR/NTG contributes to the radar data sharing Project, who already defined an action plan for these activities, the CNS Committee and the participating States need to define a complete Project Plan for the implementation of the Radar Data Processor and the end user systems that will process the radar feed. Definition of the roles, responsibilities, conditions and requirements for this implementation shall be made and established in agreements.

3. Action suggested

3.1 The Meeting is invited to:

- a) Take note of the information of this paper;
- b) Consider the proposal for a dedicated group for the implementation of the Centralized Flight Planning System (paragraph 2.3) and the Radar Data Sharing Project (Paragraph 2.4); and
- c) Follow ICAO guidance on the implementation of radar data sharing implementation detailed in paragraph 2.4;
- d) Define the corresponding implementation Plans for the Centralized Flight Planning System and the Radar Data Sharing Project (paragraphs 2.3 and 2.6); and
- e) Verify that the ASTERIX specifications are properly applied in the radar data sharing activities in the E/CAR Region (paragraph 2.5)