State Presentation
Jamaica

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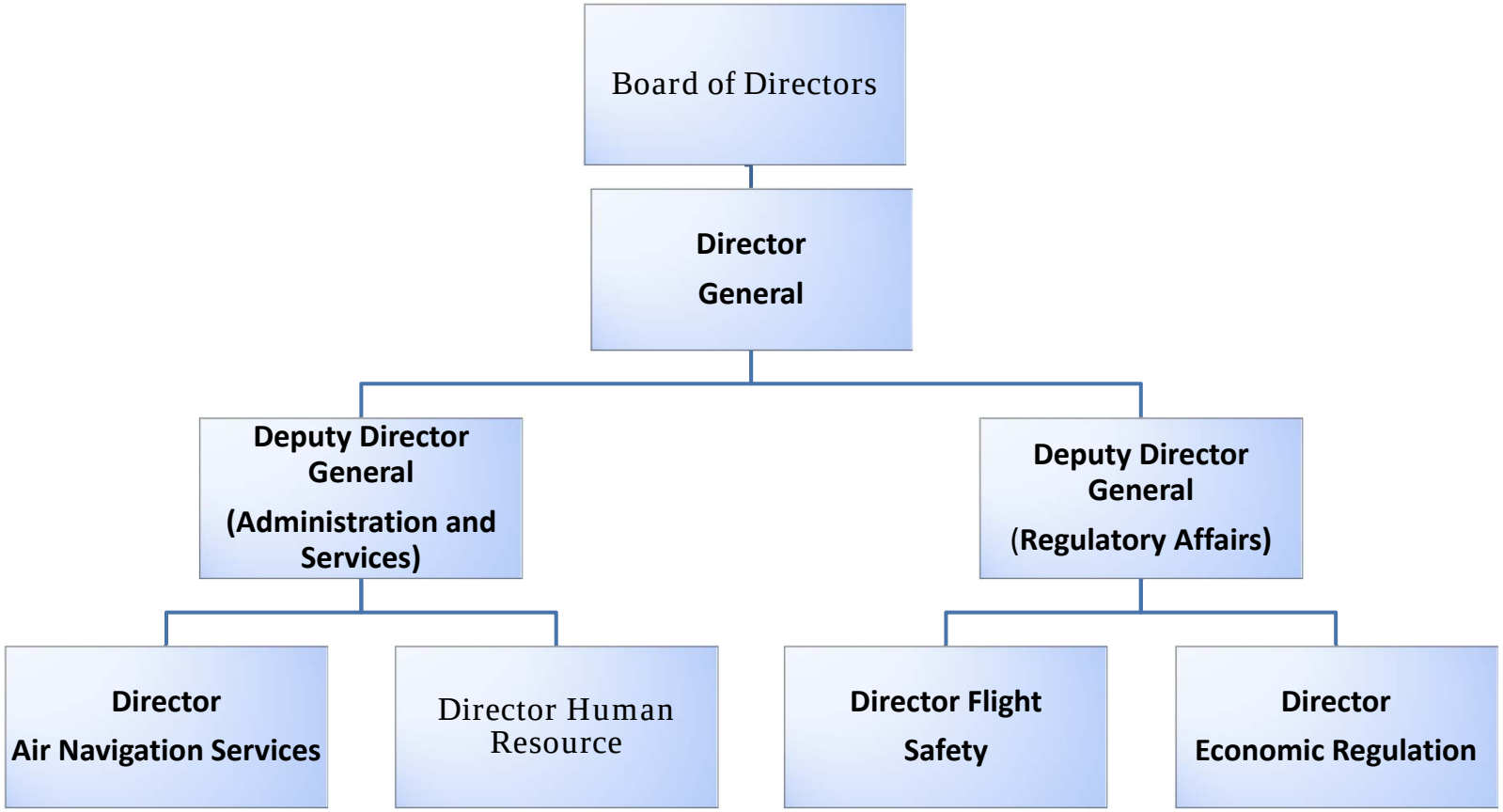
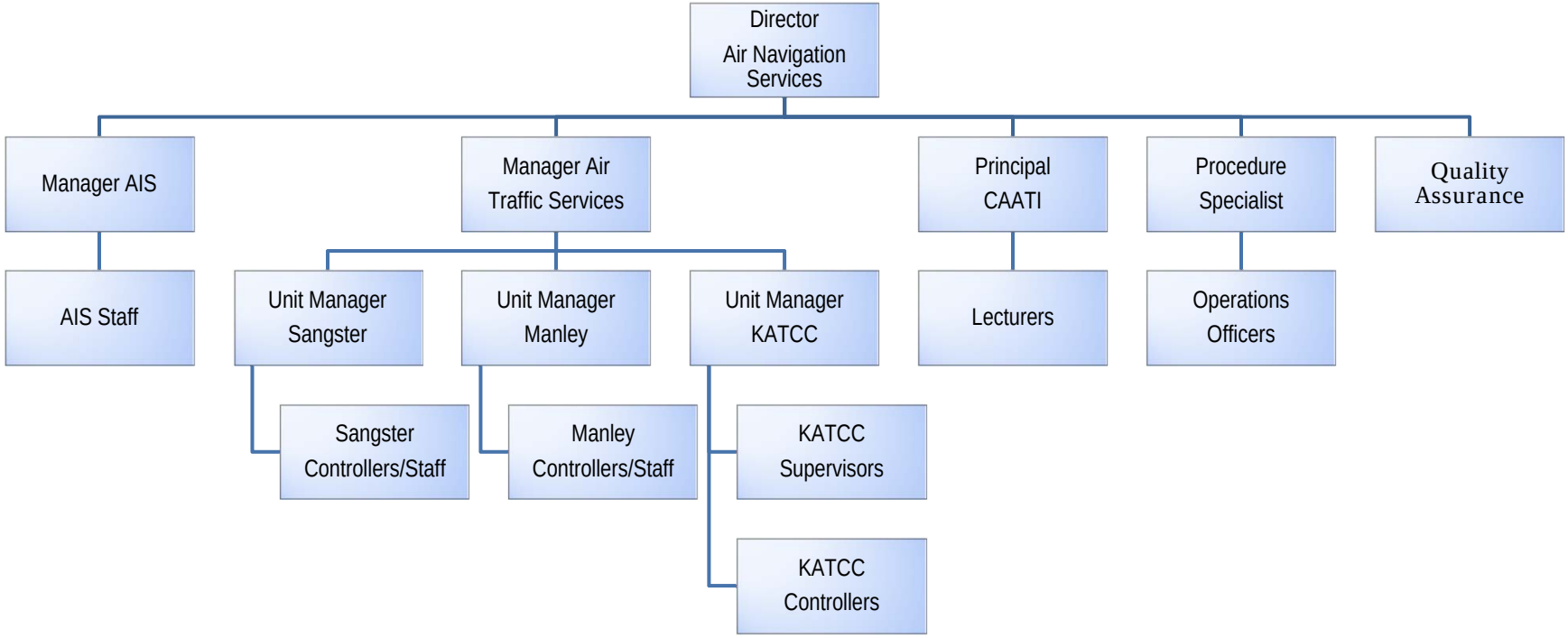
Overview

- Organization Structure
- Traffic Growth
- Current ANS Infrastructure
- Challenges
- Stakeholder Needs
- Performance Gaps
- ASBU Review
- ANRF's
- Summary

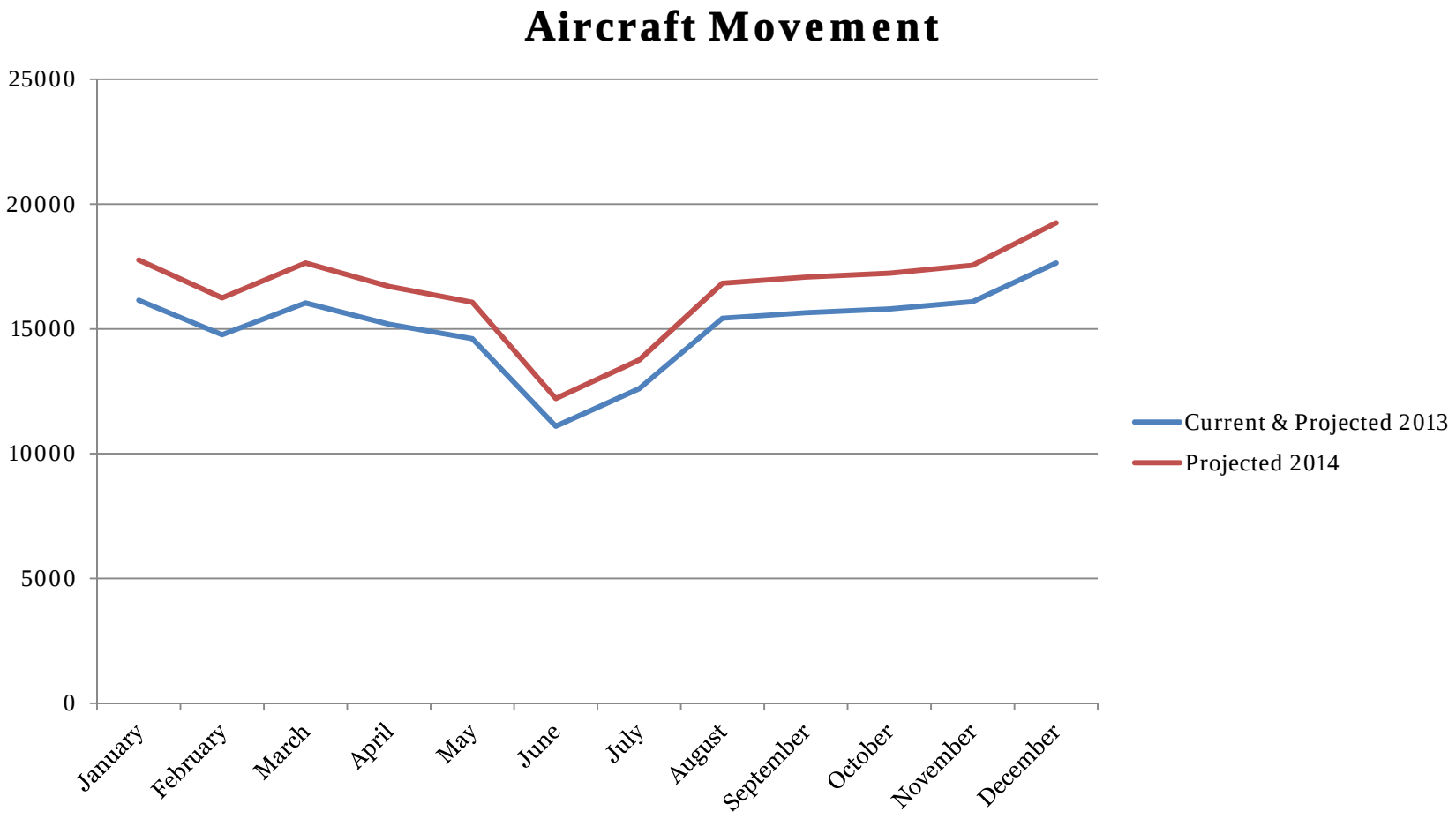
Organizational Structure



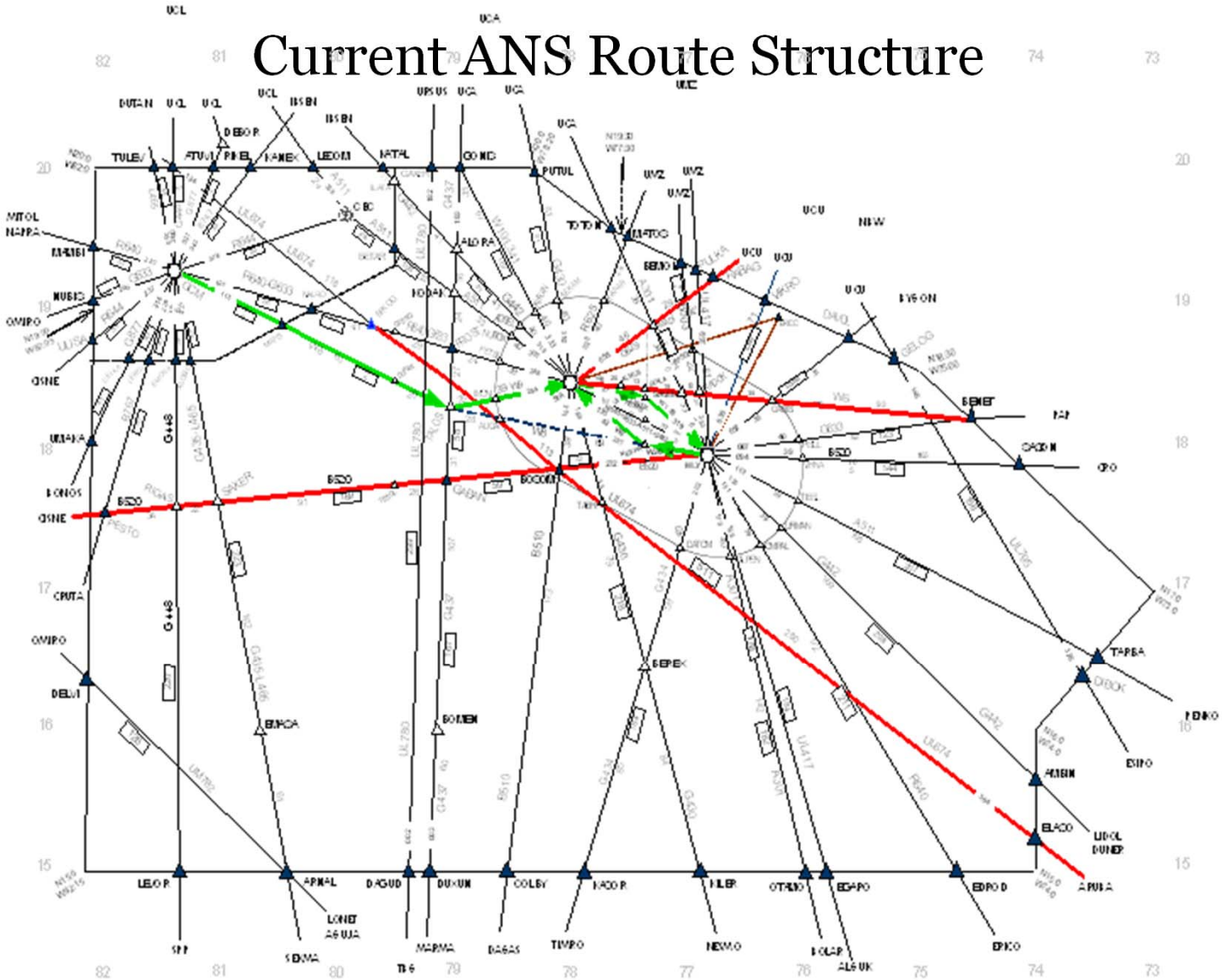
Organizational Structure (Cont'd)



Traffic Movement and Projected Growth



Current ANS Route Structure



Current ANS Structure (Cont'd)

3 International Aerodromes
3 Domestic Aerodromes

CNS Infrastructure

- Radar
- 1 PSR
- 3 SSR
- ADS-B Trials
- 2 ILS
- NDB Decommissioned
- 2 VOR/DME
- MEVA II -> MEVA III
- 6 Adjacent States Connected to MEVA
- AMHS

Challenges
Technical

- (Terrain)
- Equipment Age
- Radar Coverage Limitation
- Radio Communication Limitation

Operational Challenges

- Staffing Shortage
- Automation
- Attrition

Financial Challenges

- Government Policy

Stakeholder Needs

- Airport Operators
  - AIS operation at all international aerodromes
  - 24 Hour Operation for AIS
- Airlines
  - More Procedures i.e. PBN, RNAV

Performance Gaps

- Improved Automation AIDC
- MEVAII to III – Performance
- AIXM 5.1 Implementation
- MET Equipment limitation

ASBU Module Airport Operations

Module	Priority	Classification	Needed	Reason	Timeframe
B0-15 RSEQ	2	Optional/Desirable	Y	Improve efficiency for Airline and less workload for the controller. Increase capacity, Safety and Environment.	2016
B0-65 APTA	1	Desirable	Y	Increase Airline operation, capacity, efficiency and Safety	2016
B0-70 Wake –	3	Specific/Desirable	Y	Improve ATC Capacity, operational efficiency, environment.	TBD
B0-75 SURF –	5	Desirable	Y	Improved ability to view aircraft movement - Safety	2018
B0-80 ACDM –	4	Desirable	Y	Improve communications between stakeholders affecting access and equity, Capacity, Efficiency, environment and safety.	2016

ASBU Module Globally Interoperable Systems and Data

Module	Priority	Classification	Needed	Reason	Timeframe
B0-25 FICE	1	Essential	Y	Improve efficiency and safety	2016
B0-105 AMET	3	Desirable	Y	Improved operational efficiency and safety	2016
B0-30 DATM	2	Essential	Y	Improve the quality of Data and provides easier access and more data to stakeholders which affects access and equity, capacity, Efficiency, environment and safety.	2016

ASBU Module Optimum Capacity and Flexible Flights

Module	Priority	Classification	Needed	Reason	Timeframe
BO-10 FRTO	-	Optional	N	Not Needed- We have no restricted/prohibited airspace which requires rerouting (FUA)	-
B0-35 NOPS	3	Desirable/Essential	Y	Improve access and equity, capacity, efficiency, environment and safety	2016
B0-101 ACAS	1	Essential	Y	Improve safety	2016
B0- ASEP	-	Specific	N	Not Needed – Onboard equipment	-
B0-OPFL	-	Specific	N	Not needed – No airspace without surveillance	-
B0-84 - ASUR	4	Desirable	Y	Improve efficiency and Safety	2018
B0- 102 -SNET	2	Desirable/Essential	Y	Improve safety	2016

ASBU Module Efficient Flight Path

Module	Priority	Classification	Needed	Reason	Timeframe
B0-05 - CDO	1	Desirable	Y	Improve efficiency safety and environment	2016
B0-20 – CC0	2	Desirable	Y	Improve efficiency safety and environment	2016
B0-40 – TBO	3	Desirable	Y	Improve efficiency safety and environment	2016

ASBU Blocks Reviewed

- B0-030- DAIM
- B0-102- SNET

Summary

Implementation of the ASBU Framework will provide a regionally harmonized ATM infrastructure.

Thank you