



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

NACC/WG/4 — IP/29
17/03/14

**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)
Ottawa, Canada, 24 to 28 March 2014**

**Agenda Item 3: Follow-up on the NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan (NAM/CAR RPBANIP) Progress
3.3 ANI/WG and other regional group progress reports**

**PLANNED OPERATIONAL ENHANCEMENTS
BETWEEN NEW YORK, SANTA MARIA, AND PIARCO CENTERS**

(Presented by United States)

EXECUTIVE SUMMARY	
This information paper presents an update on the outcome of a recent trilateral meeting between New York Air Route Traffic Control Center (ZNY), Piarco Area Control Center (TTZP), and Santa Maria Area Control Center (LPPO).	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Trilateral Meeting, Nav Portugal, Trinidad and Tobago and United States

1. Introduction

1.1 This paper presents information on agreements reached during a recent trilateral meeting involving representatives from NAV Portugal, Trinidad and Tobago Civil Aviation Authority, and the United States Federal Aviation Administration (FAA). The meeting was hosted at ZNY by the FAA 28-30 January 2014.

2. Discussion

2.1 Operational enhancements to the air traffic operating systems have enabled the capability for development of new procedures between the three facilities. It was agreed that the facilities would work toward several operational enhancements in near future. These include:

- a) Santa Maria Area Control Center (ACC) is planning to begin the use of 50 nautical mile (NM) distance-based lateral separation beginning March/April 2014. Adaptations to the United States Federal Aviation Administration (FAA) Advanced Technologies and Oceanic Procedures (ATOP) system are needed to allow for the coordination and transfer of aircraft between the two facilities.

- b) Santa Maria ACC and New York Air Route Traffic Control Center (ARTCC) will prepare to implement the Air Traffic Services Interfacility Data Communication (AIDC) version 2.0, which would allow the exchange of additional coordination information through the interface, such as weather deviations and block altitudes, greatly reducing the time it takes to manually coordinate.
- c) Santa Maria ACC and New York ARTCC will work toward sharing weather related data such as SIGMET information within five degrees of the respective boundaries at 40 degrees west longitude, which will provide aircraft operators more timely data.
- d) Piarco ACC has now fully implemented their new operational platform, and are interested in implementing AIDC between the three facilities. New York ARTCC provided them with the NAT Interface Control Document (ICD) for use in developing their protocol. Santa Maria ACC is also running tests with Piarco to help New York and Piarco determine shortfalls that will need to be addressed. Once developed, both facilities want to begin transmitting CPL messages to shorten the length of time it takes to coordinate.
- e) On 17 February 2014, Piarco ACC and New York ARTCC began transferring aircraft along the common boundary at 18 North latitude using the “Rule of Eleven” Mach Number Technique.
- f) Utilizing expanded surveillance airspace which extends past 18 North, Piarco has agreed to accept aircraft from New York ARTCC every one degree of longitude (previously two degrees) from 58 West through 61 West. During certain time periods, Piarco has agreed to accept aircraft from New York at any altitude without regard to direction of flight.
- g) New York ARTCC agreed to modify their system to generate beacon codes for aircraft entering the Piarco radar volume, and provide that information during the coordination process.
- h) Piarco has agreed to work towards accepting aircraft entering their radar volume with 30 NM lateral and 30 or 50 NM longitudinal separation. New York has agreed to accept aircraft from Piarco with the same provisions, provided that the affected aircraft have logged on to New York Oceanic prior to the coordination.
- i) Piarco and New York have agreed to share weather related data such as SIGMET information between 25 North latitude and 15 North latitude.

2.2 All of the above agreements are planned to be implemented in the calendar year 2014.

3. Conclusion

3.1 The NACC is invited to note the information provided.