



ICAO

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

INFORMATION PAPER

AO/TF/4/ATFM/TF/6/CIIFRA/8 — IP/03
12/09/24

Fourth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/4), Sixth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/6) and Eight Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/8) Team (AO/TF/4/ATFM/TF/6/CIIFRA/8)
Havana, Cuba, 23 to 27 September 2024

Agenda Item 4: NACC/WG Airspace Optimization Task Force (AO/TF) Updates

**INTERNATIONAL CRICKET COUNCIL (ICC) T20
MEN'S CRICKET WORLD CUP 2024 AIR TRAFFIC FLOW MANAGEMENT PLANNING**

(Presented by Trinidad and Tobago)

EXECUTIVE SUMMARY

This information paper provides a review on the ATFM related activities undertaken by Trinidad and Tobago in preparation for and during the International Cricket Council (ICC) Men's T20 Cricket World Cup (CWC) was hosted by the United States and West Indies during the month of June 2024.

Strategic Objectives:

- Safety
- Air Navigation Capacity and Efficiency
- Environmental Protection

References:

- CADENA Regional Implementation Group Monthly WebEx February 28, 2024,
- Minutes of Meeting – ATFM Strategies for the ICC Men's T20 Cricket World Cup 2024, held 11 April 2024,
- Minutes of Meeting – Second meeting on ATFM Strategies for the ICC Men's T20 Cricket World Cup 2024, held 24 May 2024
- Aeronautical Information Circular (AIC) 01/24; Republic of Trinidad and Tobago; "Implementation of Air Traffic Flow Management (ATFM) Measures during the International Cricket Council T20 Cricket World Cup 2024 (ICC/T20/CWC 2024) Competition."

1. Introduction

1.1 The International Cricket Council (ICC) Men's T20 Cricket World Cup (ICC/T20/CWC) was hosted by the United States of America (USA) and the West Indies during the period 1 June to 29 June 2024. Fifty-five (55) matches were played in total, with thirty-nine (39) of these matches being played in the following States within the West Indies.

- a) Antigua and Barbuda
- b) Barbados
- c) Guyana
- d) Saint Lucia
- e) St. Vincent and the Grenadines, and
- f) Trinidad and Tobago

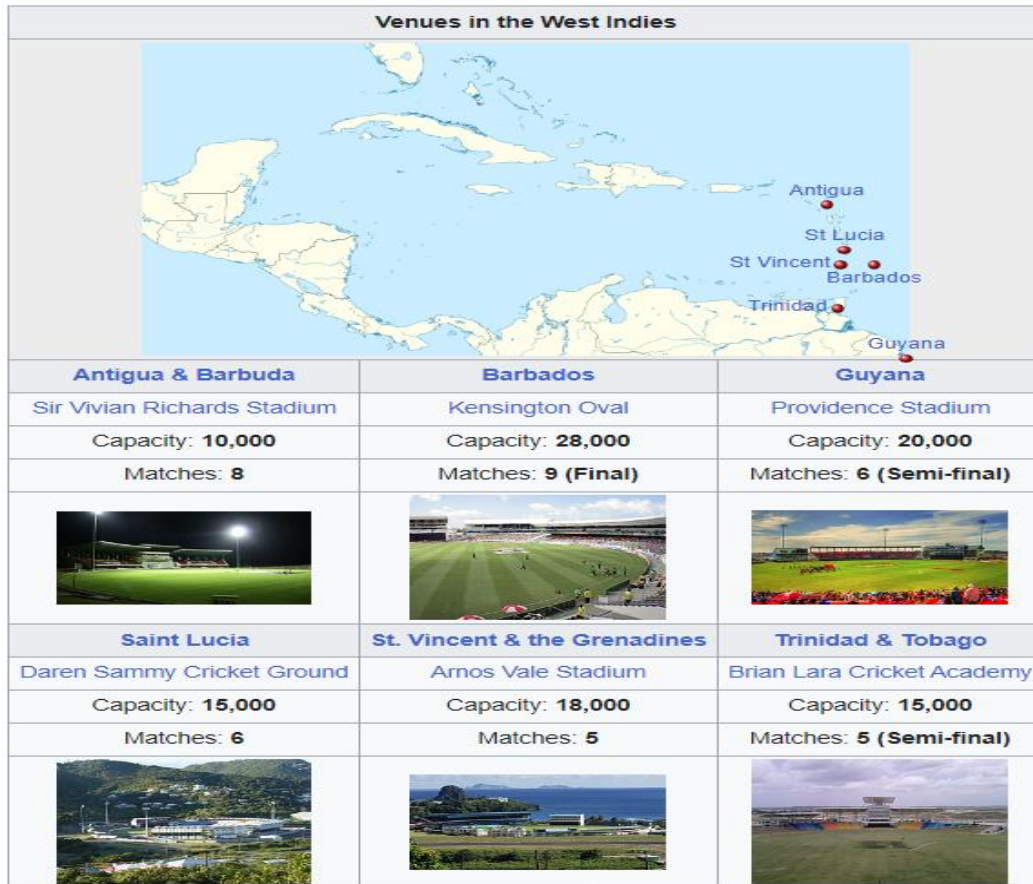


Figure 1 Venues within the West Indies and Match Distribution.

Source: https://en.wikipedia.org/wiki/2024_ICC_Men%27s_T20_World_Cup

1.2 As can be seen in Figure 1, five (5) of the match venues were located in States within the Piarco’s Flight information Region (FIR), and the sixth (6th) venue, Providence Stadium, in the State of Guyana, was located within the Georgetown’s FIR, which is adjacent to the Piarco FIR.

1.3 Based on research on historical data on match attendance, acquired from past similar ICC cricket sporting events, both regionally and internationally, it was anticipated that there would be high attendance for the ICC Men’s T20 CWC 2024.

1.4 There was a concern that the expected high attendance would translate to increase in air traffic demand, possibly beyond available airspace and airport capacity, within the Piarco FIR and relevant Terminal Control Areas (TMAs), and possible ramp congestion issues at Airports.

1.5 Trinidad and Tobago therefore embarked on a plan towards the implementation of some degree of Air Traffic Flow Management (ATFM) to treat with the projected increase in traffic volume, particularly during the second portion of the sporting event, when the elimination rounds, semi-finals and finals rounds would take place.

2 Discussion

2.1 For the purpose of implementing ATFM measures during the ICC T20 Men's CWC 2024; in January 2024 (six months prior to the event), Trinidad and Tobago convened a specific multi-disciplinary T20 CWC ATFM Team (T20/CWC/ATFM/TEAM) from within the Trinidad and Tobago Civil Aviation Authority (TTCAA) Air Navigation Services Division (ANSD). The team was charged with the responsibility of developing an Action Plan to manage the expected increase in air traffic demand.

2.2 The Planning for this major event was accomplished in three (3) phases, which are described below:

2.2.1 *Strategic Phase*

2.2.1.1 This phase was initiated by the formation of the Trinidad and Tobago T20/CWC/ATFM/Team, in January 2024; and the development of an Action Plan by February 2024. This plan consisted of:

- a) The analysis of traffic demand and conduct of traffic forecast, based on historical traffic data,
- b) The development of specific ATFM procedures to manage demand-capacity imbalances,
- c) The development of Contingency Procedures (Surveillance and/or Communication outages checklist),
- d) The development of a process and schedule to disseminate the ATFM Daily Plan (ADP),
- e) The conduct of briefings, to the relevant Air Traffic Control personnel, on procedures mentioned in b, c and d, above
- f) The conduct of Stakeholder consultation meetings to advise on and receive feedback on procedures, and
- g) The promulgation of an Aeronautical Information Circular (AIC), on 9 May 2024 (see **Appendix** to this IP), to advise of the Piarco Air traffic Services' intention to implement basic ATFM Procedures during the period of the ICC Men's T20 CWC 2024. The AIC also requested that operators provide schedules, or advance notification of intended flight movements in the case of general aviation.

2.2.2 *Pre-tactical Phase*

2.2.2.1 Analysis of traffic demand and airspace outlook were carried out both at the beginning of every week, and one day before operations. Airspace outlook included items such as, meteorological data, airspace constraints, equipment outages and staffing issues.

2.2.2.2 Pertinent information was shared with the ATM community daily via the CADENA Operational Information System (OIS), and twice weekly on the CADENA Operations Planning Web conferences.

2.2.2.3 Where required, information was also shared via the promulgation of NOTAMs.

2.2.3 *Tactical Phase*

2.2.3.1 This phase consisted of planning procedures on the day of operations. During the tactical phase, ATFM measures, determined from the previous pre-tactical phase, were adjusted in accordance with real-time data.

2.2.3.2 Real-time ATFM information was shared via:

- a) NOTAM, (as required)
- b) Urgent Advisories on the CADENA OIS,
- c) Edits to the TCAA ADP of the CADENA OIS, and
- d) CADENA WhatsApp chat

2.3 *Stakeholder Consultation Meetings*

2.3.1 In order share, harmonise and agree on its ATFM Action Plan with the relevant stakeholders, Trinidad and Tobago conducted several Regional and National stakeholder consultation meetings.

2.3.2 At the CADENA Regional Implementation Group (RIG) and Collaborative Decision Making (CDM) Meeting, held in Cancun, Mexico, 14 – 17 May 2024, the CADENA Management team offered support to Trinidad and Tobago by offering to facilitate any ad-hoc web conferences that may become necessary during the event.

2.3.3 CADENA also advised that they would offer assistance to forward to the Federal Aviation Administration (FAA) Air Traffic Control System Command Centre (ATCSCC), any Off-load Routes that Piarco may want to use during the ICC T20 CWC, so that they may be published as advisories on the ATCSCC's OIS.

2.3.4 On 23 May 2024, San Juan's Center Radar Approach Control (CERAP) convened a meeting with Trinidad and Tobago to agree on offload routes, for air traffic that would traverse between the San Juan and Piarco FIR. This initiative was expected to manage expected high volume of air traffic, between both FIRs, during the elimination, semi-final, and final stages of the competition.

2.3.5 With the assistance of CADENA, Piarco convened regional stakeholder consultation meetings on 27 March, 24 May and 13 June 2024. At these meetings, representatives from the major airlines, adjacent FIRs TMAS, and other organisations were able comment, provide feedback on and suggest revisions to, the offload routes and other ATFM measures. These meetings also guided the formulation of the AIC.

2.3.6 Trinidad and Tobago also convened Strategic Planning Meetings amongst its National Stakeholders. The following items were discussed at these meetings:

- a) General Security concerns,
- b) State contingency plans, and
- c) VIP ingress into the country via the Internal Airports

3 Conclusion

3.1 Although Trinidad and Tobago had anticipated and planned for a significant increase in air traffic demand, a post operational analysis revealed that air traffic demand was only 3.75% more than the normal (without any special event) traffic figure expected for the month of June.

3.2 Despite a lower traffic increase than originally projected, Trinidad and Tobago ensured that an Action Plan was in place and that its Air Navigation Services were fully prepared to safely and effectively manage any spikes in demand and/or contingency situations.

3.3 The collaboration with all stakeholders was excellent and the assistance of CADENA and IATA was of great benefit in ensuring that information was channelled in the right directions.

APPENDIX**AIC – ATFM Measures implemented by Trinidad and Tobago for ICC CWC2024****REPUBLIC OF TRINIDAD AND TOBAGO****Implementation of Air Traffic Flow Management (ATFM) Measures During the International Cricket Council T20 Cricket World Cup 2024 (ICC/T20/CWC 2024) Competition****1.0 Introduction**

1.1. Air Traffic Flow Management (ATFM) balances traffic demand with Air Traffic Control (ATC) capacity and enhances the efficiency and effectiveness of Air Traffic Management (ATM).

1.2. From 02 June to 29 June 2024, the Caribbean, in collaboration with the United States of America (USA), will jointly host the International Cricket Council (ICC) Men's T20 Cricket World Cup (CWC) 2024 Competition. Thirty-nine (39) out of fifty-five (55) matches are scheduled at venues in Eastern Caribbean (ECAR) States located within the Piarco Flight Information Region (FIR).

1.3. Historically during the event period, this tournament has attracted substantial spectator attendance. Based on this, we expect an increase in air traffic demand within the Piarco Upper Control Area (UTA)/Control Area (CTA) and Piarco Control Zone (CTR) during the ICC/T20/CWC 2024 Competition.

1.4. To ensure operational safety and efficiency during the anticipated high-volume period, basic ATFM and Collaborative Decision Making (CDM) measures will be implemented, focusing on:

- I. Advanced notification of intended operations;
- II. Early filing of Flight Plans (FPLs); and
- III. Implementation and publication of Traffic Management Measures (TMMs).

2.0 Purpose

2.1. This Aeronautical Information Circular (AIC) aims to provide advanced notice of the Piarco Air Traffic Services (ATS) intention to implement basic ATFM Procedures from 20 May 2024 to 15 July 2024. These measures may be required to manage the expected surge in air traffic preceding, during, and following the ICC Men's T20 CWC 2024.

3.0 Scope

3.1. ATFM measures will be enforced when demand is expected to exceed capacity or when capacity may be diminished due to planned or unplanned circumstances within the following airspace



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sectors:

- I. The Piarco UTA/CTA Continental Sector (TTZP);
- II. The Piarco CTR; and
- III. The Piarco International Airport (TTPP).

4.0 General Operations within the Piarco FIR

4.1. Advance Notification of intended operations - Flight Schedules

4.1.1. To facilitate accurate forecasting of air traffic demand and timely identification of imbalances between demand and capacity at the **pre-tactical phase**, the following is requested:

- I. Aircraft operators and airline companies are requested to submit flight schedules for all operations within the Piarco UTA/CTA between 20 May 2024 and 15 July 2024, at least seventy-two (72) hours before departure;
- II. Flight schedules shall contain at least the following elements:
 - (a) Aircraft call sign;
 - (b) Aircraft type;
 - (c) Point of departure;
 - (d) Date of flight;
 - (e) Estimated Time of Departure (ETD);
 - (f) Destination;
 - (g) Estimated Time of Arrival (ETA) for arrivals to airports within the Piarco (TTZP) FIR and airports within the Georgetown (SYGC) FIR;
 - (h) Estimated Elapse Time (EET) for Piarco FIR;
 - (i) Route; and
 - (j) Flight Level (FL) requested.

III. Flight Schedules shall be sent via email to the following email address:

piarcoatfmu@caa.gov.tt

4.2. Early FPLs

4.2.1. In order to foster accurate forecasting of air traffic demand and the timely determination of imbalances between air traffic demand and capacity at the **tactical phase**, the following is requested from Aircraft Operators intending to operate within the Piarco UTA/CTA, from the period 20 May 2024 to 20 July 2024:

- I. Aircraft departing from airports whereby the EET to the Piarco UTA/CTA is a flying time of five (5) hours or less, are requested to file their flight plans at least three (3) hours prior to the ETD;



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- II. International departures from airports within the Piarco FIR are requested to file their flight plans at least four (4) hours prior to the ETD; and
 III. Aircraft departing and arriving from/to airports within the Piarco FIR and which will operate at cruising levels within the Piarco UTA/CTA, are requested to file their flight plans at least four (4) hours prior to departure.

Note: Aircraft Operators include Airline Operating Agencies, Business/Corporate Aircraft Operators, Private Aircraft Operators, Freight Aircraft Operators and other General Aviation Aircraft Operators.

4.3. Traffic Management Measures (TMMs) Implementation and Publication

4.3.1. TMMs would be coordinated, communicated and implemented only when it is anticipated that air traffic demand would exceed capacity, or during times of reduced capacity during a planned or unplanned constraint.

4.3.2. TMMs would primarily consist of:

- I. Mandatory Re-routing Scenarios (RERTE);
- II. Level Capping Scenarios (LVLCP);
- III. Minutes-In-Trail (MIT); and
- IV. Other tactical measures that may be deemed necessary.

4.3.3. TMMs shall be communicated with prior timely and adequate advanced coordination and notification via the following means:

- I. Notice to Airmen (NOTAM); and
- II. The Civil Air Navigation Services Organization (CANSO) ATFM Data Exchange Network for the Americas (CADENA) Operating Information System (OIS) Regional Operations Plan page at <https://www.cadenoais.org/>
 A detailed Airspace Daily Plan (ADP) would be published on the ADP linked files of the CADENA OIS.

5.0 Questions or Comments

5.1. For inquiries or feedback concerning any aspect of this AIC, please use the following contact information:

- I. rmohammed@caa.gov.tt and
- II. smaraj@caa.gov.tt

END