



PIARCO INTERNATIONAL NOTAM OFFICE

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REPUBLIC OF TRINIDAD AND TOBAGO

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20 MAY 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

1.0 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

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