



ICAO

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North American, Central American and Caribbean Office

DISCUSSION PAPER

ANI/WG/3 — DP/01
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Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)
Mexico City, Mexico, 4 to 6 April 2016

Agenda Item 4: Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) targets.

4.1 Progress reports of the PBN Task Forces and the ANI/WG

PBN TASK FORCE PROGRESS REPORT

(Presented by the PBN TF Rapporteur)

EXECUTIVE SUMMARY	
This discussion paper presents the updated progress report of the PBN Taskforce taking into consideration deliberations of the PBN Taskforce during ANI/WG/2	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• NAMCAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)• PBN TF teleconferences• Report on PBN Survey NAMCAR Region (2015)• Preliminary Progress Report by PBN Task Force WP/08 ANI/WG3• ICAO/IATA/CANSO Performance-Based Navigation (PBN) Harmonization, Modernization and Implementation Meeting for the Caribbean (CAR) Region 28 March – 1 April 2016, Fort Lauderdale, Florida, United States

1. Introduction

1.1 During the ANI/WG/03 Meeting, an ad hoc PBN taskforce met as a Working Group Committee and discussed the following (including working papers/information papers WP/08, WP/19,IP/05 and IP/08):

- i. Progress and activities accomplished from ANI/WG/02 to date
- ii. Operational benefits achieved
- iii. Status in achieving the corresponding Regional Targets
- iv. Recent deliverables by the task force to expedite implementation

- v. Review and update targets/Define new targets if current targets are completed
- vi. Limitation or concerns for the ANI/WG to discuss and solutions for Directors to approve
- vii. To identify the training needs that are requirement – prioritized to successfully have the implementation.

1.2 The Ad hoc PBN Task force comprised persons representing Antigua and Barbuda, Bahamas, Canada, Dominican Republic, Haiti, Jamaica, Mexico, Saint Lucia, Trinidad and Tobago, United States and IATA.

2. Discussions

2.1 Progress and activities accomplished from ANI/WG/02 to date

2.1.1 The Ad hoc PBN Task Force discussed the preliminary Progress Report by PBN Task Force WP/08 ANI/WG3.

2.1.2 The TF discussed the recently held ICAO/IATA/CANSO PBN Harmonization, Modernization and Implementation Meeting which took place, March 28 - April 01, 2016 in Fort Lauderdale, USA. The TF members expressed the view that the meeting was a very positive experience, providing the opportunity for a number of States to make agreements and agree to initiate studies about possible separation reductions, route changes, etc. The ICAO/IATA/CANSO PBN Harmonization, Modernization and Implementation Meeting served as a catalyst to show the progress in understanding and commitment to using PBN and other possible technologies, to harmonize and modernize their air navigation systems.

2.1.3 The Ad hoc TF also noted the high level of CDM that occurred among participating States, industry partners and stakeholders and commended the efforts in putting the meeting together.

2.1.4 The CANSO Regional Director informed the ad hoc TF that a follow up ICAO/IATA/CANSO PBN Harmonization, Modernization and Implementation Meeting would be held during the first week of December 2016 in Costa Rica. One Member State expressed the view that the success of the meeting would depend on each State having the appropriate representatives participating. Another Member State added that these representatives should also be allowed to attend all relevant meetings to provide continuity and progress.

2.1.5 The Ad hoc TF discussed the progress of States PBN Implementation plan. Discussions were held with States present who did not submit their implementation plans. Challenges were identified and a commitment was made by other Member States present to work assist in resolving some of the challenges. A commitment was also given by individual Member States to correct the internal issues impeding the progress of their implementation plan.

2.1.6 There were discussions on the role of the PBN Task Force, particularly where it would affect other matters, such as ATFM, ATM, airspace re-design, etc. It was noted that the objectives of the relevant task force(s) overlap. In this respect, the ad hoc TF noted that it is important when developing plans and concepts, that the other affected specialist task forces would have the opportunity to comment before the concepts and plans are finalized.

2.1.6 States were asked to provide feedback on discussions held, to the PBN Task Force Rapporteur on specific matters affecting the implementation of PBN in their States. On receipt of this information, the TF action plan would be amended to meet the need of States.

2.2 Operational benefits achieved

2.2.1 The work of the PBN TF has contributed significantly to improving the safety and efficiency of operations and reducing the environmental impact of CO2 emissions.

2.2.2 The ad hoc TF identified specific areas within their States where PBN implantation would have contributed to their operations. For some States, the reduction in lateral/longitudinal separation standards has positively impacted the efficiency of their operations.

2.3 Status in achieving the corresponding Regional Targets

2.3.1 Discussions were held on WP/19 with respect to submission of RPBANIP Targets. Based on WP/19, five (5) States submitted the update to the Regional Targets.

2.3.2 States identified two (2) major issues that impeded their submissions:

- i. Internal communications issues within states existed where the responsible person to update the targets did not receive the State letter.
- ii. The time frame given by the ICAO NACC office in completing this update form was considered too short.

2.4 Recent deliverables by the task force to expedite implementation

2.4.1 The ad hoc TF was reminded of the ICAO strategy of NCLB. The PBN TF Rapporteur indicated that the TF should strive to produce 100% submissions of PBN implementation plans. In this respect, the PBN Rapporteur reemphasised the commitment of Trinidad and Tobago in assisting other Member States. The United States was commended for their involvement in assisting the region.

2.4.2 Trinidad and Tobago also reminded CASSOS Member States that were present, that the ANS Standing Committee chaired by Trinidad and Tobago, has continuously offered assistance to the Directors General of the CASSOS States. Member States were encouraged to seek assistance via this committee. Of the States present Bahamas, Haiti and Saint Lucia indicated their need for assistance.

2.5 Review and update targets/Define new targets

2.5.1 The ad hoc TF determined that representatives of the Member States on the PBN TF would be charged with the responsibility to review and update targets/define new targets.

2.6 Limitation or concerns for the ANI/WG to discuss and solutions for Directors to approve.

2.6.1 The following were identified as limitations and concerns expressed by most States:

- i. States should amend their Organizational Structure to meet the present day need of ANSPs.
- ii. States should meet the staffing requirements associated with the amended structure.
- iii. States should pay particular attention to filling their Organizational Structure with suitably qualified and experienced personnel.
- iv. States should address the urgent need for Succession planning.
- v. States should ensure that the appropriate and relevant personnel represent their State at meetings.
- vi. States should address the urgent need to procure equipment as necessary to enhance the safety and efficiency required in the provision of ANS.

2.7 Training needs required for successful implementation

2.7.1 There was general consensus among all States that training was required for the successful implementation of PBN.

2.7.2 States identified the urgent need for the following:

- i. ASBU Training
- ii. PBN Implementation workshops/training
- iii. Follow up training as required above.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Take note of the discussions held by the ad hoc PBN TF;
- b) review and support the ad hoc PBN TF recommendations; and
- c) propose any other actions as deemed necessary.