

5th Teleconference of NAM/CAR TASK FORCE ON IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION (PBN) AIRSPACE CONCEPT

MINUTES

Friday January 16th 2015 | 1500 UTC | GO-TO MEETING | Meeting #5

Meeting called by	Riaaz Mohammed	<u>Attendees</u>
Type of meeting	PBN Taskforce	Jeff Cochrane – Canada
Facilitator	ICAO NACC REGIONAL OFFICE	Julio Mejia - Dominican Republic
	GO-TO MEETING	Riaaz Mohammed (Rapporteur)- Trinidad and Tobago
		Orville Shaw – Jamaica
		Christopher Chambers – Jamaica
		Jorge Chades – United States
		Javier Vanegas – Canso
		Marco Vidal – Cuba
		Victor Hernandez - ICAO

1.0 AGENDA TOPICS

- 1.1 Review of PBN TF Work Plan
- 1.2 Terminal/En-route Airspace Design
- 1.3 Coordination of PBN initiatives with neighbouring FIRs
- 1.3 ATCO Training
- 1.4 Any other matters

2.0 REVIEW OF PBN TF WORK PLAN

- 2.1 The rapporteur advised the group that based on the results of the survey conducted in 2014, and after consultation with the ATM Regional Officer (RO), it was necessary to review the work plan in order to prioritize the work of the taskforce for 2015. A revised draft was presented during the TELECON and there was general consensus to the changes made. The ATM RO stressed the fact that the upper airspace route restructuring was a very high priority. The Rapporteur will circulate the draft revision and asked for comments by January 28th.
- 2.2 Lack of PBN expertise in some States continues to be a major choke point in their PBN implementation. The taskforce members were in agreement that sharing of information among States/ Organizations was the way forward in terms of assisting all States to accelerate their PBN development. There is no need for each State to re-design the wheel, some States/Organizations have documentation, training plans, LOAs etc. that could be modified for use by other States. The taskforce will find out from States what areas they require information on and will then look within the region for those States which may be able to assist.
- 2.3 The representative from Canada advised that a PBN “best practices” document was in the making and has already sent a document which shares the NAVCANADA PBN implementation experience and this will be promulgated to all TF members to share. Canso also promised to find out if templates for training were available and also would check to see if there were any studies conducted on the automation requirements for PBN implementation. The rapporteur mentioned that automated systems need to provide the correct

ACFT equipage information to the ATCO in order for determination if the flight can fly on a particular route or enter portions of airspace that may be restricted to a particular PBN specification.

- 2.4 IATA mentioned the FPL issue as it relates to PBN implementation and reminded the group of the work being done by the ad hoc FPL group (AIDC TF). It was mentioned that the various TFs should share information as some of the areas of research may be related.

3.0 TERMINAL/EN-ROUTE AIRSPACE DESIGN

- 3.1 The ATM RO advised the TF that most States have already met, or are well on their way to meeting the approach PBN mandates. The terminal airspace and en-route upper airspace route re-structuring are the areas that needed most efforts. IATA agreed and mentioned that there was a big issue with different types of separation used by different FIRs along a route. While it is understood that CNS capabilities affect the type of separation utilized, there was a suggestion of corridors available for those ACFT that are appropriately equipped. The ATM RO suggested an upper-airspace route planning meeting to be held during the second week of March in the Dominican Republic between Caribbean States and interested organizations. The rapporteur asked taskforce members to consider the suggestion as the ATM RO indicated that it was considered an urgent task as the traffic in the Caribbean Region was expected to increase based on international developments.
- 3.2 The rapporteur mentioned that Trinidad and Tobago was in the midst of developing an Airspace Concept for the Piarco FIR and would be willing to share with the region once completed.
- 3.3 The rapporteur also informed the group that notwithstanding the regional meetings, Trinidad and Tobago had identified a specific need in its own airspace regarding upper level routes between North America and South America and had formed an ad hoc group with the United States and IATA, and are looking to involve Guyana and Suriname. It is hopeful that with CDM between States and Airline Operators, a more efficient, WATRs type routing system can be achieved through the Piarco FIR. The rapporteur suggested that other States can also engage in similar dialogue with their neighbours and organizations such as IATA and CANSO would definitely be willing to assist.

4.0 LOA'S AND COORDINATION OF PBN IMPLEMENTATION THROUGH THE REGION

- 4.1 The taskforce identified that while some States were actively pursuing their own PBN implementation, the coordination both within the region and also with States from the SAM region is sometimes difficult. Jamaica mentioned that they have been trying to coordinate some routes for the last three years and have been unsuccessful. The ATM RO advised that the NACC Office can provide assistance in this area. He advised that Jamaica should send the plan to the NACC Office and they will assist in the coordination process with the adjacent States, (through the SAM Office if required).
- 4.2 The rapporteur also asked Jamaica to share the plan with the Taskforce and suggested that the taskforce itself can also try to assist with the coordination process.
- 4.3 There was a suggestion that States which have already modified their LOAs with adjacent States based on PBN implementation could share samples with other States who were now in the process of modifying their LOAs.

5.0 ATCO TRAINING

- 5.1 The PBN Survey identified that some States were having trouble with developing training plans for their ATCOs. The ATM RO advised that DOC 9613 contains information on the training required for ATC. However, it was also suggested that the taskforce can look at training plans that may be available from other States and circulate them for those States within the Region that may require assistance in this area.

6.0 ACTION ITEMS ORIGINATING OUT OF DISCUSSIONS

- 6.1 **ACT 01:** The rapporteur will submit revised PBN taskforce work plan 2015 (draft) for comments by JAN 28th.
- 6.2 **ACT 02:** The rapporteur will forward documents provided by Canada to the taskforce members to share with the Region.
- 6.3 **ACT 03:** The taskforce members will consider the request by ATM RO for an urgent meeting in March on the re-design of the upper route system in the Caribbean Region.
- 6.4 **ACT 04:** The PBN Taskforce members will find out from their States what documents, training materials etc. they may be willing to share with the rest of the region.

7.0 NEXT TELECON

- 7.1 The date/time of the next PBN Teleconference will be promulgated to members via email.