



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18)**

Punta Cana, Dominican Republic, 9 to 14 April 2018

GREPECAS/18 - WP/35

02/04/18

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**Agenda Item 4: Regional air navigation planning and implementation performance framework:  
Review of programmes and projects**

**4.1 Projects under the PBN Programme (B0-APTA, B0-FRTO, B0-CDO and B0-CCO)**

**Lack of Regional Harmonization for PBN Implementation**

(Presented by Dominican Republic)

**SUMMARY**

The objective of this working paper is to present to GREPECAS the difficulties experimented by the States/International Organizations to harmonize and implement regional agreements for the transition to the PBN concept.

**References:**

- Annex 4 Aeronautical charts
- Doc. 9613 PBN Manual
- Doc.8168 Pans Ops Vol.2
- Doc.9750 Global Air Navigation Plan
- Doc.9931 CDO Manual
- Doc.9993 CCO Manual
- ICAO/IATA/CANSO Performance-Based Navigation (PBN) Harmonization, Modernization and Implementation Meeting for the Caribbean (CAR) Region
- Second ICAO/IATA/CANSO Performance-Based Navigation (PBN) Harmonization, Modernization and Implementation Meeting for the Caribbean (CAR) Region
- 1<sup>st</sup> Proposal for amendment (PfA-1)

**1. Introduction**

1.1 The Dominican Institute of Civil Aviation (IDAC), by means of the Air Navigation Directorate (DINA), in charge of providing air navigation services for the Santo Domingo Flight Information Region, presents in a synthesized manner our experience in PBN concept implementation in the CAR region, where we express the need to improve the different coordination mechanisms between the States of the Caribbean region when implementing or designing Air Navigation regional routes that have been created from the International Civil Aviation Organization (ICAO) task forces.

## **2. Discussion**

2.1 The annual growth of air transportation demands strategic measures to manage the operations within a framework of operational security and efficiency.

2.2 The PBN concept contributes enormously to a substantial increase in the airspace capacity and to a reduction of CO2 emissions by allowing aircraft to perform point to point flights, decreasing fuel consumption, and also to perform airport approach and departure procedures with continuous climbing and descent guarantee.

2.3 In this sense, leading States/International Organizations in the process of implementing the agreements produced by the different ICAO task forces have found several difficulties when implementing those agreements.

2.4 Based on our experience, we can mention what are to our judgement, contributing factors to these difficulties, among others:

- Lack of effective leadership that assures States implement regional air navigation agreements and follow up on these.
- Lack of decision/approval power by some of the participants of the meetings.
- States that approve proposals in the meetings and when the delegates return to their countries they say that it will not be possible to implement what was agreed.
- Lack of experts in airspace design under the PBN concept in some States.
- Lack of harmonization in the dates the agreements enter into force.
- Weaknesses in the agreement approval procedures.
- Lack of supervision in implementations to guarantee that what is implemented is in harmony with what was agreed, among other situations that have been experimented.

2.5 The difficulties mentioned caused a high level of uncertainty, to States/International Organizations as well as to the users of our services, because of not having a common implementation date, because of finding that one State published an airway while in the adjacent State this airway had not been published, that some States did publications based on agreements and other retracted publishing, problems in the filing of flight plans, States that published incomplete routes, among many other inconveniences generated.

## **3. Conclusion**

3.1 It is necessary to relaunch regional projects for the implementation of a harmonized PBN concept where regulating entities, service providers, air transport users and all other stakeholders do their part.

3.2 It is necessary that States/International Organizations have personnel capable in airspace design and in terminal procedures under the PBN concept.

3.3 It is necessary that States/International Organizations send to the meetings people with decision power and that are responsible for following up on the agreements.

3.4 It is necessary that the dates changes enter into force according to regional agreements be harmonized.

3.5 It is necessary that ICAO, by means of their organizational mechanisms, assume a leadership role in supervision and surveillance to assure that States implement regional agreements.

3.6 We understand necessary that States/International Organizations be informed of the processes that must be followed internally by ICAO to validate the air navigation regional agreements, because of this process depend the publication dates that States must respect once they know the regional

agreements have been approved by the pertinent organism, be it GREPECAS, Directors, Committees, Council, Assembly, etc.

**4. Action by GREPECAS**

4.1 That GREPECAS assure the inconveniences experimented by States/International Organizations and that have been numbered in this working paper be analyzed and corrected so that they do not repeat themselves in the third ICAO/IATA/CANSO PBN Harmonization, Modernization and Implementation meeting for the NAM/CAR/SAM region to be held in the NACC regional office in Mexico from July 2 to 6, 2018.

4.2 That GREPECAS urge States/International Organizations to implement measures tending to the flexible use of airspace restructuring restricted or forbidden areas for which the reasons that originated them are no longer existent.

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