Agenda Item 4: Report on GESEA activities and deliverables and Subgroups

ASSISTANCE ACTIVITIES ON FLIGHT PROCEDURES DESIGN / PANS OPS IN THE SAM REGION

(Prepared by Secretariat)

SUMMARY

This Working Paper presents information on the training in the design of PANS OPS procedures under performance-based navigation (PBN) criteria carried out with the support of RLA/06/901 between 2024 and 2025. Two additional programs are mentioned this year for training designers that are in progress in the second semester.

It is proposed to analyse the positive impact of these programmes on the productivity of the Region's Flight Procedure Design Services, in the context of information collected on the flight procedures updating (quality assurance requirements) in various SAM States.

References:

- Doc 8168 Vol II - Construction of Visual and Instrument Flight Procedures
- Doc 9613 – PBN Manual
- Regional Project RLA/06/901
- GESEA Meeting.

1. Background

1.1 As part of Outcome 1.1 of the RLA 06 901 project, "Implementation of performance-based navigation (PBN)", activities are supported to strengthen Member States' Flight Procedure Design Services (IFPDS).

1.2 After the Pandemic stage, it was observed that these services had difficulty in having stable and dedicated specialized personnel, given that personnel from the ATS and IFPDS services in several states were retired or reassigned.

1.3 Through SRVSOP, information has been received on the application of quality assurance requirements for IFPDS services, identifying a significant number of procedures that have not been reviewed/updated within the deadlines stipulated in the PANS OPS Doc 8168.

2. **Analysis**

2.1 Facing the scenario described, and in accordance with the problems identified by GESEA SG2 PANS OPS, the following activities were scheduled between 2024 and 2025 for Member States1.

2.1.1 PANS OPS – PBN Recurring course (Lima, Peru, 21 to 25 October 2024):

- The event was attended by **17 specialists** who designed flight procedures from Argentina, Bolivia, Brazil, Ecuador, Panama, Paraguay, Peru, and Uruguay.
- The program was divided into two modules, for the theoretical part and the practical application part, on the following topics: Quality Assurance requirements for IFPD units; IFPD training; Advanced-RNP application; PBN and NAVSPEC concept; IFP A-RNP; and Amendment 9 of Doc 8168 and 2023 Edition of Doc 9613.

2.1.2 PANS OPS – PBN Advance course (Virtual Classroom, 1 week, February 3 to 7, 2025; Lima, May 12 to 30, 2025)

- The Training on Performance-Based Navigation Procedure Design – PANS OPS was planned to be carried out in two phases. The first was held in virtual mode from February 3 to 7, 2025. The second phase of the training, in person for three weeks from May 12 to 30, 2025.
- It was delivered to **19 specialists from the region** in the Design of Instrument Flight Procedures using Performance-Based Navigation (PBN). (Argentina, Bolivia, Brazil, Chile, Colombia, Cuba2, Ecuador, Panama, Paraguay, Peru, and Uruguay). 14 fellowships were issued (to member States only).
- This training was carried out with a theoretical and practical approach, reinforcing the presentation of the theoretical concepts with simple exercises of immediate application in the classroom, and then moving on to the integral application of the concepts through a workshop where the students developed a SID, a STAR, a Non-Precision Approach, and a Procedure with Vertical Barometric Guidance (APV) on the stage of a real aerodrome.

2.1.3 Workshop on Airspace Planning (Sao Jose dos Campos, Sao Paulo, October 6 – 17 2025)

- In process

2.1.4 PANS OPS – PBN II Recurring course (Lima, Peru, 24 to 28 November 2025)

- In process

2.2 It should be noted that SAM region registers an average of over 93% for compliance with Resolution A37-11, referring to the implementation of PBN procedures at runway thresholds of international airports. It can be deduced that the implementation of PBN was progressively driven by the SAM States, but there are still significant challenges in maintaining these procedures within 5 years of implementation. These challenges could be closely related to the capabilities and resources of IFPDS services, or other factors that affect their productivity.

1 Result 1.1 of project RLA 06 901, “Implementation of PBN”

2 A vacancy was assigned within the framework of strengthening the implementation of the APTA driver in the NEOSPACE-1 project of GREPECAS. Cuba assumed all the expenses of the student.

3. **Suggested Actions**

3.1 The Meeting is invited to:

a) Take note of the results achieved in PBN training;

b) Analyse the positive impact of these programmes on the productivity of the Region's Flight Procedure Design Services, in the context of information collected on the updating of flight procedures in various SAM States;

c) identify concrete proposals to address the status of IFPDS quality assurance requirements in the Region; and

d) define other actions that the Meeting deems necessary.

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