



Agenda Item 3: Review of the GREPECAS Programmes and Projects

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

PBN Implementation Indicators

(Presented by IATA)

SUMMARY	
This paper requests the reviewing and harmonization of the indicators and criteria used by the CAR and SAM to verify the accomplishment of PBN implementation in the two regions and their States, in order to ensuring that the corresponding improvements in the efficiency and safety will be truly achieved	
REFERENCES	
<ul style="list-style-type: none">• Doc 9750, Global Air Navigation Plan• Doc 9613, ICAO PBN Manual, 4th Edition• GREPECAS/16 meeting report• Report of the Second Meeting of the Programmes and Projects Review Committee (PPRC/2) (Lima, Peru, 16 to 18 July 2013)	
<i>Strategic Objectives:</i>	B - Air Navigation Capacity and Efficiency E - Environmental Protection

1. Introduction

1.1 The Global Air Navigation Plan (Doc. 9750) provides that the PBN implementation should be the top priority of the Regional Planning and Implementation Groups (PIRGs) and of the States.

1.2 In this regard, IATA has supported the Bogota and Port of Spain Declarations, which set specific targets for implementing PBN, according to Resolution A37-11 of the 37th ICAO Assembly and other specific goals that would provide users with more efficient and safer airspace.

2. Discussion

2.1 In reviewing the CRPP/3 Working Papers 06 and 09, published on the GREPECAS website on July 9, it can be observed that the results achieved by the CAR and SAM States and by the Regions CAR and SAM as a whole, do not have the same criteria and level of detail. In that sense, there is a clear lack of harmonization of indicators and criteria used to identify achievements.

2.2 In the Appendix to the WP/06 it was verified that the CAR Region has reached 84.8% of runways with APV instrument approach with Baro VNAV, in accordance with Resolution A-37/11. Regarding the SAM Region, it can be observed, in the same working paper, various parameters related to the PBN implementation, including 65.88% of runways that meet the requirements of the Resolution A-37/11 APV approaches. It is important to note that the goal of 80% of the CAR Region disagrees to the global target of 100% to be achieved until 2016, under Resolution A37-11.

2.3 In the WP/09, Appendix B2, it can be observed a detailed level of PBN implementation in each SAM State and SAM Region as a whole, allowing a clearly verification of the achievements, based on objective indicators. In that sense, it would be desirable for the CAR Region to develop a similar methodology, regardless of the goals of the Port of Spain Declaration, in order to obtain a harmonization of the achievements verification of the two regions and each of their states.

2.4 The above harmonization would allow the identification of the States that need more support to achieve adequate levels of PBN implementation, not only related to the percentage of thresholds with APV, but also with procedures in TMA (SID and STAR) and Enroute, providing gains in efficiency and safety. As an example, the metric of the Bogotá Declaration related to the saving of 40,000 tonnes of CO₂ is one of the ways to ensure that PBN implementation is efficient and the goal is not "only" to add approach procedures, arrival and departure based on RNAV and/or RNP without proper way to measure the achievements related to efficiency and safety.

2.5 It is also critical that the main CAR and SAM TMAs PBN implementation go through a pre-implementation validation process, as well as use a consistent post-implementation monitoring process to ensure real gains in efficiency and safety. These processes is being clearly used in the SAM PBN Implementation Workshops, through a "minimum package" of validation, based on the IFSET, SMS and ground validation of air navigation procedures (SID / STAR / IAP) and applying FOQA data for post-monitoring purposes. It would be highly recommended that the mentioned processes should be considered by CAR States, in the case it's not being taken into account yet.

3. **Action by GREPECAS**

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Review and harmonize the indicators and criteria used by the CAR and SAM to verify the accomplishment of PBN implementation in the two regions and their States with a view to ensuring that improvements in the efficiency and safety will be truly achieved.
