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Approval and Implementation Process for Proposals of Optimization of the CAR Region Airspace

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Summary

✈ This Presentation provides information regarding the process to approve and implement proposals for optimization of the CAR Region airspace and interrelation with the SAM Region.



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Introduction

- ✈ The optimization of the airspace in the CAR Region, as in any other Region, is a live and much needed process, which requires the collaboration between States/Territories and all stakeholders in order to maintain the safe and efficient flow of air traffic.
- ✈ The CAR Region is located between North and South America, providing the strategic path for a significant number of flights connecting both Regions and, at the same time, produces an increasing number of operations with the SAM Region, for which to enhance the collaboration between both the CAR and SAM Regions is a high priority



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Background

- ✈ The activities regarding the optimization of the CAR Region airspace is led by the PBN Implementation Task Force of the NAM/CAR Air Navigation Implementation Working Group.
- ✈ The Task Force is responsible, among other things, for assisting States with optimizing the Air Traffic Services (ATS) route structure within the NAM/CAR Regions based on PBN Airspace Concept implementation.
- ✈ For the previous routes implementation initiatives, the CAR Region faced some issues that caused some inconvenient that impacted the coordinated implementation of routes. In response, the ANI/WG PBN Task Forced considered that it was required a well-thought process to address the issues identified.



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Approval and implementation process for proposals of optimization of the CAR Region airspace

- ✈ Taking into consideration the recurrent need to implement changes in the ATS route system of the CAR Region, in order to achieve operational improvements for both operators and ATS service providers, the PBN Task Force developed a process for approval and implementation of proposals of optimization of the CAR Region airspace.
- ✈ This process takes into account the required coordination timeframe for approval of the proposals and for a loose implementation, including adequate coordination with users and neighbouring regions. The objective of this process is to provide certainty to the coordination process of implementation of optimization initiatives in the CAR Region airspace.
- ✈ One important aspect required is the interaction with the SAM Region. It is pending to analyse how the optimization process with the SAM Region is going to be addressed. It is necessary to consider an enhanced coordination process which not only allow continuous flow of traffic but also provides sufficient time for analysis and harmonized implementation.



Route Proposal Process

Proposal Initiation

Prior to route design, the proposing ANSP should contact all stakeholders involved in the route request in order to present the reference scenario and provide details on proposals. The proposal should be presented in the form of the Template for route proposals, agreed to by both NACC and SAM Regional Offices. All supplementary information, including reasons, traffic studies, airline requests, projected benefits etc., should be attached to the proposal. All parties should agree on a date for submission of feedback to the proposer.

1 month

Collaboration

If required, Collaborative Decision Making (CDM) meetings should be held between all stakeholders in which the scenario can be discussed and analysed.

2-6 months

Stakeholder analysis & Design

Each stakeholder should analyse the request with respect to their own scenario and provide feedback to the proposer within the agreed timeframe. The responses to the route proposal should be submitted on the Template initially provided by the proposing ANSP, with comments from the responder placed in the "Reviewed by" section of the form. If a stakeholder is unable to agree to a route proposal, the stakeholder should provide reasons why the proposal is unacceptable (e.g. safety case, limitation etc.). In situations where a stakeholder provides a counter-proposal, supplementary information supporting the counterproposal should be submitted

6 months
Aprox.

Agreement

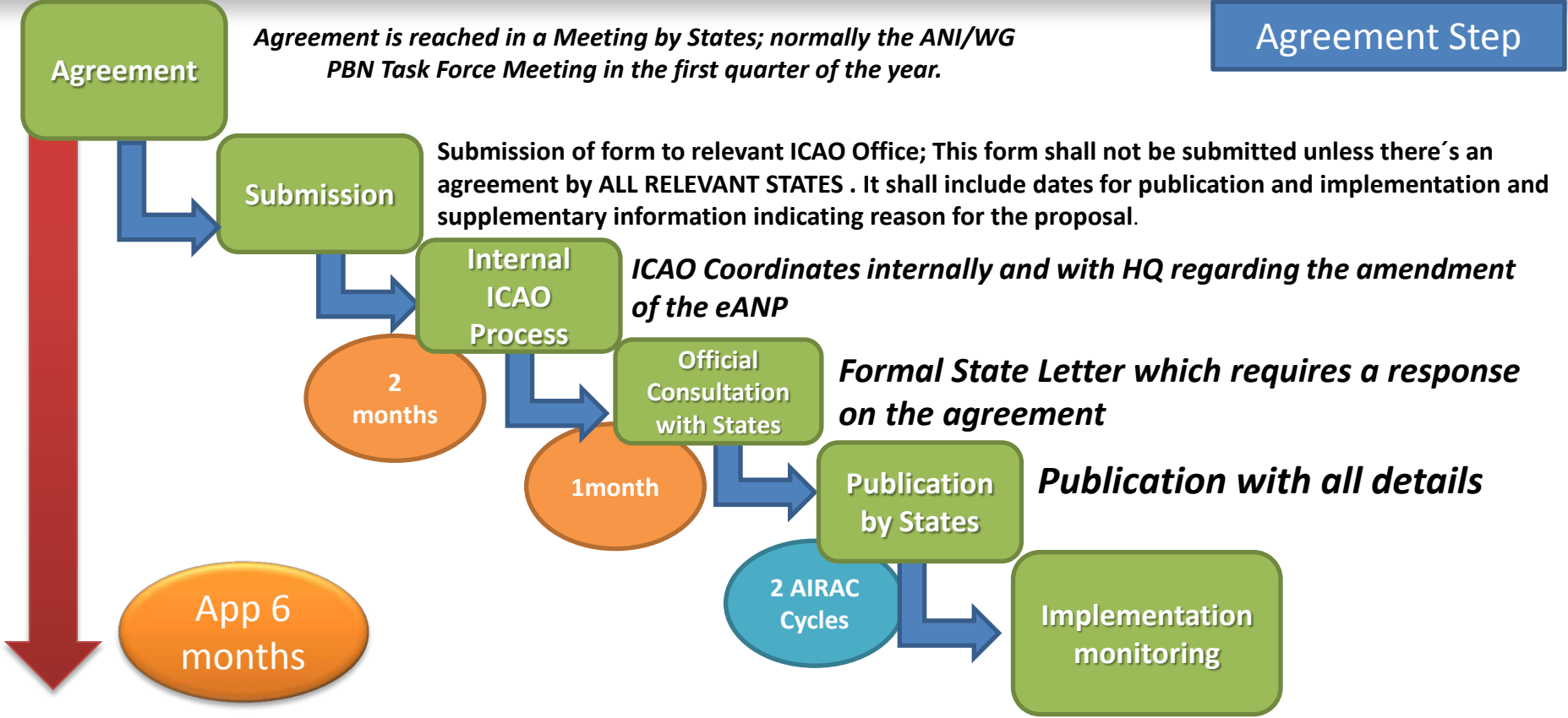
Following an agreement between all stakeholders on a route design, the proposal should be submitted officially to the respective ICAO Office.

The Agreement and submission will normally take place in a Meeting by States

Publication & Implementation



Agreement Step





Analysis of the SAM ATS Routes Version 5 and the Interaction SAM-CAR

- ✈ The ANI/WG PBN Task Force Meeting held in the ICAO NACC Mexico City Office, from 22 – 25 April 2019, analyzed the proposals submitted by the SAM Regional Office.
- ✈ The SAM ATS RO version 5 contains 32 routes proposals that correspond to the CAR/SAM interface.
- ✈ The PBN Task Force recognized the contribution of COCESNA and the work of the ATM expert that supported this coordination effort.
- ✈ The PBN Task Force recognized the opportunity of being able to coordinate with the SAM Region the implementation of the route interfaces between both regions.



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Analysis of the SAM ATS Routes Version 5 and the Interaction SAM-CAR

- ✈ The SAM ATS RO version 5 received support of States/Territories of the CAR Region. However, proposals, which significantly affect the CAR Region, were initially received on 28 March 2019, providing little time for a proper analysis. Having known in advance the extent of the proposals, a greater participation of the States of the CAR Region in this coordination project would have been proposed.
- ✈ Although the proposed routes concerned the upper airspace, based on route connectivity between lower and upper airspace, the ATS operations of several TMAs within the FIRs will also be impacted, because some of the States in the CAR Region have upper airspace that overlies TMAs managed by different Air Navigation Service Providers (ANSPs).
- ✈ Large-scale revisions to the airspace and route structure, requires extensive planning, coordination and analysis and also requires the availability of significant resources, both human and financial. In the case of Trinidad and Tobago, for example, the agreement and implementation of these route proposals is not feasible within the time frame provided..



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Interaction with the SAM Region

- ✈ It is recognized the need to strengthen the collaboration with the SAM Region. Vital for harmonized development.
- ✈ The Coordination for airspace optimization needs to go further than the border CAR-SAM FIRs.
- ✈ Recognize the challenges for CAR ATS providers and the process for proposals of optimization of the CAR Region airspace.
- ✈ Agree on sequence for CAR-SAM interphase implementation.



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Summary

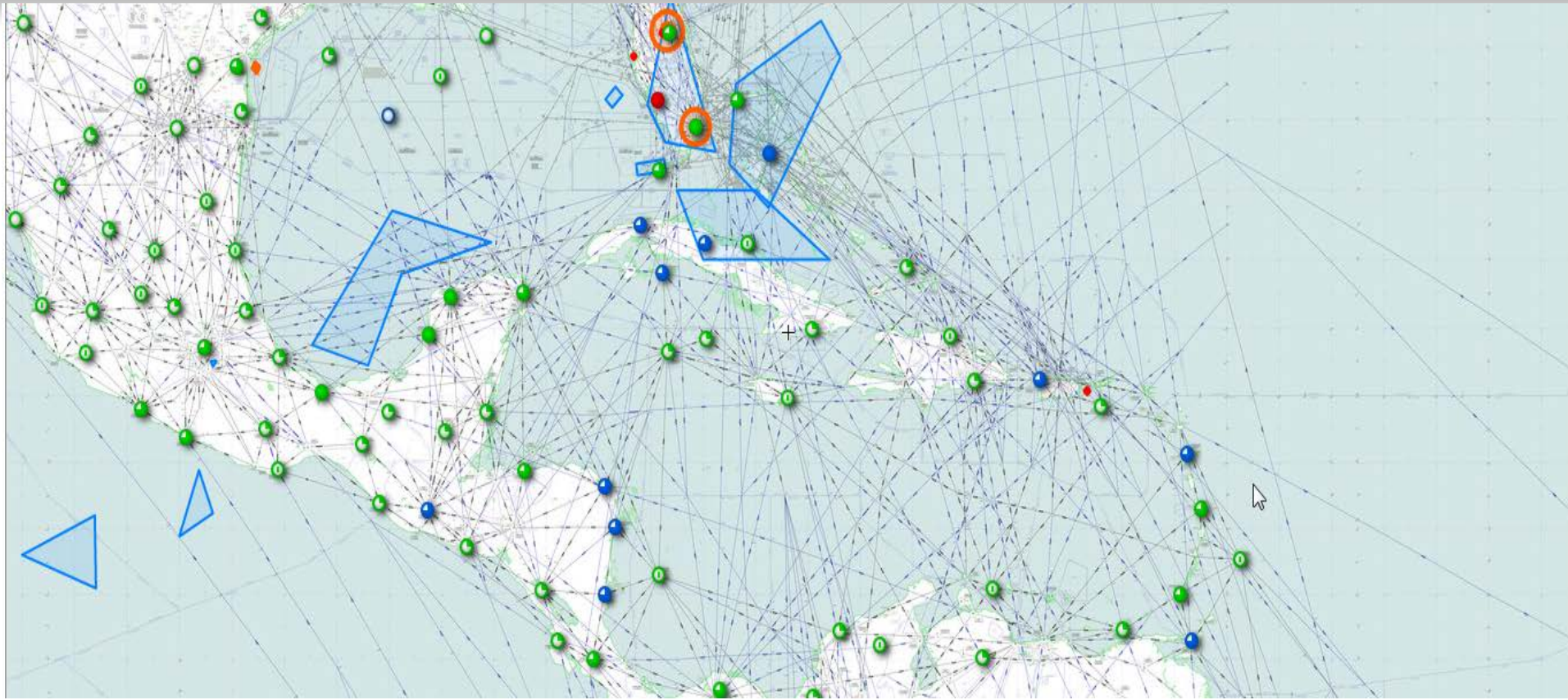
- ✈ The coordination with the SAM Region is vital for the harmonized and continuous flow of air traffic to and through the CAR Region.
- ✈ The routes implementation process not only impacts the neighboring FIRs of both Regions, but the future optimization initiatives of CAR and SAM Regions must be harmonized and carefully analyzed for the whole Regions.
- ✈ Enhanced coordination for the development of the proposals is required.
- ✈ Sufficient lead time for coordination, preparation and implementation.



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THANK YOU!