



Agenda Item 2: Optimization of the SAM airspace

- a) PBN regional implementation**
- b) Actions to standardize the longitudinal separations of en-route aircraft**
- c) analysis of the SAM route network, Version 5, and CAR interfaces**

PROGRESS IN THE PBN IMPLEMENTATION AT THE TMA PANAMA

(Prepared by Panama)

SUMMARY

This informative note presents to the meeting the actions carried out by Panama regarding the PBN implementation in the Terminal area. As well as the advances in longitudinal separation of route aircraft.

References:

- Declaration of Bogotá - December 6, 2013
- Resolution A37-11 of the ICAO Assembly
- NE/07 SAM/IG/22

1. Background

1.1 In SAM/IG/22 was presented by Panama the NE-07 in which it presented to the meeting the progress achieved for the PBN implementation in the Panama Terminal Área.

1.2 In accordance with Conclusion SAM / IG / 14-4 (Follow-up of the PBN established targets on Bogota declaration), regarding the redesign of TMA, Panama is worried that so far it has not been able to meet the objective established by the States for the benefit of civil aviation.

1.3 The Panama PBN project redesigning the TMA and the FIR was awarded in November 2018, but was challenged by one of the losing companies and after the ruling of the Public Contracting Court was appealed again and we are awaiting to be resolved.

1.4 Panama and CENAMER succeeded in reducing the longitudinal separation to 20NM in the routes UG440 and UM 419 seeking to replicate the separation in the other routes.

1.5 Once version 05 of routes network draft, presented by panel of experts convened for this task, it's study begins.

2. PBN implementation progress analysis

2.1 The Civil Aviation Authority of Panama considers that the redesign project with PBN application in the Panama TMA is very important due to the acquired commitment in Bogota declaration, for which we have been in a position to cooperate with the guidelines emanating from the Public Contracting Court in order to comply with the Regional Air Navigation Plan and what is established in the SAM Region.

2.2 It is necessary to note that the sentence of the Public Contracting Court has been challenged in three different times and we are waiting the final sentence to be effective in which the court cancels everything previously done and mandate a new analysis, starting with previously admitted documentation to give it a happy ending as soon as possible.

2.3 After the success achieved in the longitudinal separation reduction with CENAMER for the application of 20NM in the UG440 and UM419 routes, it has been extended to all routes shared by both FIRs, in effect since 02/15/2019 as it is included in the updated Letter of Agreement between Panama and CENAMER Control Centers.

2.4 Among the proposal included in the route network draft, we consider the non-objection of some of them and others that requires most exhaustive study, which result will be presented in ATS/RO 10 to be done in Bogotá, Colombia.

3. Suggested action

3.1 The meeting is invited to take note of the information provided in this Note.
