



Agenda Item 2: Optimization of the SAM airspace

PBN IMPLEMENTATION IN TMA SPACES

(Presented by Suriname)

SUMMARY	
This information paper presents the actions taken by Suriname as well as the progress made to the PBN implementation process, especially in the TMA Airspace in Suriname. Furthermore to inform the meeting regarding the upgrade to the air navigation equipment and services which is planned late 2019/early 2020 by the Civil Aviation Department Suriname (CADSUR).	
References:	
<ul style="list-style-type: none">• SAM/IG meetings reports• ATSRO meetings reports• GREPECAS meetings reports	
ICAO Strategic Objectives:	A - Operational safety B - Capacity and efficiency of air navigation

1 Introduction

1.1 This information paper has the purpose of providing an update on the progress made by Suriname regarding PBN implementation within its TMA Airspace, and the planned activities in this matter in the near future with regards to the overall implementation of Performance Based Navigation (PBN), with the purpose of harmonization in the CAR/SAM region.

1.2 Suriname has participated in several workshops/meetings on PBN matters, that were organized to support SAM States on the PBN implementation and related airspace designs such as terminal areas (TMA), ATS route structure etc.

2. Analysis

2.1 As stated at the previous SAM/IG meeting, Suriname has already developed and implemented RNAV/RNP Approach procedures for Pengel Int' Airport, the main airport in Suriname. As a follow up, draft SIDs and STARs were designed and are now being reviewed and discussed for suggestions. The aim is to implement these SIDs and STARs in 2020. This will certainly stimulate the Continuous Climb and Continuous Descent Operations within Suriname Airspace.

2.2 The TMA airspace in Suriname is Class B airspace and extends up to FL125 with a radius of 40NM from the ZY VOR, the VOR which is serving Pengel Int' Airport. Since there are quite a few VFR flights operating within the TMA on daily basis, we are planning to re-structure the airspace. CADSUR is considering Class C within the TMA after designing some standard VFR routes which will be leading to the main VFR airport, ZORG en HOOP Airport, located in Paramaribo City. This matter is being discussed with the local companies and other stakeholders.

2.3 The Civil Aviation Department Suriname has planned an upgrade on Air Navigation equipment late 2019/early 2020. The studies have already been completed and presented by INTELSCAN and approved by the Government of Suriname to carry out. The upgrade will include surveillance, AIDC, digital flight progress strips system, improved weather systems and also training equipment and facility. This will result in an improvement to the air navigation services provided by Suriname.

2.4 As for now a longitudinal separation of 40NM are being applied on some RNAV 5 routes between Suriname, Guyana and Brazil. We will be discussing shortly with our neighboring states, Guyana and Brazil regarding the reduction of longitudinal separation to 20NM on some routes, after prior tests.

2.5 At the meeting Suriname will also update the contact information with the adjacent states and some issues will be discussed. Changes to the LOAs with some of the neighboring countries will be proposed.

3. **Suggested actions**

3.1 The Meeting is invited to considerate the information provided in this working paper.

- END -