



**Item 2 of
the Agenda: Report on GESEA activities and Subgroups**

PBN IN ARGENTINA – PROGRESS

(Prepared in Argentina)

SUMMARY	
This Informative Note shows the updating of the projects and action plans for PBN implementation in Argentina, the Project for Redesigning the TMA BAIREs, the training of PANS-OPS specialists and the status of Circular 353 AN/209.	
References: <ul style="list-style-type: none">● Doc 9750 – Global Air Navigation Plan,● Doc 9992 – Manual on the Use of Performance Based Navigation (PBN) in Airspace Design,● Doc 10068 – Manual on the Development of a Regulatory Framework for Instrument Flight Procedure Design Service.	
ICAO Strategic Objectives	A – Operational Safety, B – Air Navigation Capacity and Efficiency, E – Protection of the Environment.

1. Background

1.1. SAM/IG/24 has stipulated that the activities related to PBN implementations will continue developing in the framework of GESEA. In this respect, the said group designed a sample SAM AIC regarding Circular 353 and the Plan of Regional Implementation.

1.2. The Argentine State, through AIC A 09/2019, published the guidelines for the modification of PBN Charts naming, in accordance with the criteria established in ICAO DOC 8168 and Circular 353. In terms of this, such modifications are made according to SAM Region preestablished timelines.

2. Analysis

2.1. TMA Optimizations and IFP PBN Development

2.1.1. Argentina has 29 airports with PBN procedures, being its objective that all, that is to say 41 aerodromes, manage to implement that kind of procedures in order to improve the connectivity and the services provided, decreasing the number of NM flown with profits for operators and general users, reducing the environmental impact and improving operational safety.

2.1.2. The IFP of the following airports are in the process of being validated by the CAA and the ANSP: SAWH, SANR, SAAV, SAAP, SANL, SAWC, SABE, SANT and SAOU.

2.1.3. The ANSP has informed 5 ongoing projects for the following airports: SACO, SAVE, SARF, SARP, SAWH and SAWE, with different levels of progress.

2.2. TMA BAIREES Redesign Project

2.2.1 The “TMA BAIREES Redesign” project is now on *Stage 2 – Design*, being expected to be concluded in December 2020.

2.2.2 Until now, 4 working sessions have been held with the attendance of the different interested stakeholders (Aviation Authority, Air Navigation Services Provider, neighbouring States, Commercial Aviation, General Aviation, Military and Security Authorities).

2.3. Standardization and Training of PANS-OPS Designers

2.3.1 The CAA has produced a document by means of which the requirements for accepting IFP proposals in accordance with ICAO DOC 10068 have been established. The ANSP creates and submits the IFP to be validated according to such requirements.

2.3.2 Those persons in charge of the ANSP Airspace Design Department have finished a new updating of the internal design documents, in search of the standardization and continuous improvement.

2.3.3 By virtue of the COVID-19 context and the necessity to train more IFP designers, the CIPE (Center for Instruction, Improvement and Testing), depending on the CAA, has redesigned the “Course on Construction and Design of Visual and Instrument Flight Procedures (Standard)” and the “Course on Construction and Design of PBN Procedures”, according to the competences framework specified in ICAO DOC 9906, *Quality Assurance Manual for Flight Procedure Design*, with a course modality 60% virtual and 40 % on-site. Thus, such is the training expected to be provided in 2021, and all the States requiring training for their designers are invited to contact the CIPE (<http://cipe.anac.gob.ar>).

2.3.4 Some ANSP staff members are attending the “*Course on DOC 8168 Standard Approach and RNAV-RNP Approach*”. Said course is imparted remotely by an ENAV Italy Designer/Instructor.

2.4 Plan for Implementing Circular 353 AN/209

2.4.1 Argentina, as per previous regional coordination, is on the final stage of IFP adaptation to ICAO Circular 353 AN/209, to comply with the new terms expected by SAM Region.

3. Suggested Actions

3.1 This invitation to the meeting has the purpose of:

- taking note of the information provided in this document;
- considering the necessary comments which contribute to the improvement and continuous optimization of the airspace in the region.