



Agenda

Item 2:

Report of activities of the GESEA and Subgroups

b) ATM implementation. Progress of the Subgroups

ACTIVITIES OF THE SG2 /PANS OPS

(Presented by the Secretariat)

SUMMARY

This working paper presents a summary of the actions carried out by the Subgroup 2 /PANS OPS of GESEA group during the present year.

References:

- SAM/IG/26 Meeting report
- GESEA/SG2/3 Meeting summary

1. Background

1.1 The Third Meeting of Sub Group 2 of the SAM GESEA/SG2/3 Airspace Study and Implementation Group – PANS OPS, was held in Virtual mode, from April 6 to 8, 2022. The Summary of this Meeting is shown in the following GESEA Channel link;

https://oaci.sharepoint.com/:b:/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/SG2%20PANS%20OPS/2.%20REUNIONES/SG2_3%20del%206%20a%208%20abril%202022/SUMARIO/SUMARIO%20SG2%20TERCERA%20PANS%20OPS%20x%20ABR%20%202022.pdf?csf=1&web=1&c=NGRoIM

2. Analysis

2.1. The SG2 Subgroup Meeting addressed the following agenda items, as detailed below:

Follow-up to the implementation of PBN in the SAM Region (Resolution A-37/11) and Optimization of TMA spaces. RNAV Routes

2.2. The Meeting agreed that, in the operational reality, there are varied criteria for the implementation of procedures, stating that, in the Region, the standardized departure routes are complemented by specific operational options from the PANS OPS document, such as omnidirectional Departures, PBN Arrival segments, as well as merge-point procedures.

2.3. It was highlighted that the conditions of the orography, in States of the Andean area, lead to the implementation of PBN procedures for domestic airports, which are not included in the percentages of the ICAO iSTARS application.

2.4. Consensus was reached to take up Table XLS that was used until 2018 in the SAM/IG to monitor the implementation, with some improvements to simplify its use, in which the summary of the implementation for SAM international airports is presented. It was emphasized that the above Table will be for internal use of SAMIG/GESEA bodies, and that it is not intended to replace iSTARS.

2.5. It was agreed that this Table will be prepared to follow up on the PBN Roadmap of the Region that has been developed in the GS1 working groups. This XLS Table can be customized as required by each State, for which you can download the following link of the GESEA channel;

<https://oaci.sharepoint.com/:x:/r/sites/SAM-CAR-ANS-GESEA/Shared%20Documents/GESEA/SG2%20PANS%20OPS/SEGUIMIENTO%20implant.%20PBN/GESEA%20SG2%20PBN%20progress.xlsx?d=w910ce628a6874dc49e52ae9f47cd4673&csf=1&web=1&e=N89mEn>

Implementation of PBN procedures to visual flight Runways. Studies on Visual RNAV procedures – RVFP. Analysis of VPT RNAV initiative

2.6. The PBN Procedures to Visual Runway Planning Table was updated, originally developed in SAM/IG/26, and presented as **Appendix** to this working paper.

2.7. The Rapporteur of SG2, Diego Gamboa, presented the activities on the proposal for an ICAO Circular (in draft) to guide the implementation of procedures with Visual Manouver with prescribed track (VPT), which according to the proposed criteria, is a similar application to the PBN procedures to visual Runway developed by SG2.

2.8. The work done by the FLTOPSP panel was analyzed and the objectives of the aforementioned Circular were indicated, as follows:

- Possibility to standardize criteria in the construction of Visual RNAVs
- Publication of Visual RNAVs for;
 - i. Create a new trajectory for efficiency, noise or environmental issues
 - ii. To increase utilization of a prescribed path or replace an APP

2.9. The Meeting reached the consensus to deactivate the task force that was in charge of studying guides for the flight procedures RNAV Visual - RVFP. At the same time, the Secretariat was tasked with proposing in the next SAM/IG/27 the cancellation of the conclusion SAM/IG/25-05 on this task force.

2.10. Therefore, the list of volunteer specialists in supporting and feedback on the studies on the aforementioned Circular was reviewed in GESEA channel, within a single GT PBN to visual runway, as well as monitoring the implementation in our Region. In addition to the States, delegates from IATA, LATAM, AVIANCA, SATENA, and the consultancy FLYGHT7 joined the GT.

2.11. This GT should act as an advisor to States and ANSPs that have consultations on specific cases of implementation, and at the same time monitor the preparation and issuance of the ICAO Circular. Rapporteur Diego Gamboa set a working meeting of the GT for April 19, 2022 via TEAMS. The results of this activity will be presented in this SAM/IG/27.

Optimization of flight procedures with application of RF segments

2.12. The Meeting stressed the importance of the application of RF segments to RNP APCH procedures. Brazil reported that it has ongoing projects to improve the procedures of Fortaleza (SBFZ), Zumbi (SBMO) and Vitoria (SBVT).

Redesign of selected TMA Airspaces based on PBN Planning

2.13. Argentina presented updated information on the design processes of the new BAIREZ terminal. The Meeting followed up on these activities.

2.14. Updated the information of 11 States according to Table 2 "Redesign of TMA Airspaces selected based on PBN Planning" of the final draft version of the "Roadmap 2022-2024; Performance-based optimization of SAM airspace", which will be presented with working paper WP/2.3 of SAMIG/27.

Implementation of the SATDIS tool version 2

2.15. A second version of the 'SATDIS – SAM RAIM prediction availability service' tool has been purchased through RLA/06/901. It was emphasized that SG2 PANS OPS should collaborate with activities for the dissemination of the use of the web tool in their States. The tool is very close to being delivered to RLA/06/901 and Member States after the testing phase (SAT) and adjustments to the user manual.

Workshop for Planners

2.16. The Secretariat presented the activities on training for the year 2022, including the Workshop for Airspace Planners (Face-to-face, Lima, November 7 – 11, 2022), which is also coordinated within the scope of SG1. It was noted that RLA/06/901 had provided support for one fellowship for each Member State. The Secretariat was tasked with exploring the capacity to expand the fellowships to two participants per State.

3. Suggested actions

3.1 The Meeting is invited to:

- a) Analyze the information provided in this working paper; and
- b) validate data presented in **Appendix** to this working paper.

APPENDIX

PBN Procedures to Visual Flight Runway – Projects and Implementation

Original version of SAM/IG/26 September 2021

State	Project	Notes
Argentina	SAWH- Ushuaia SAZY –San Martin SAVE – Esquel <i>Updated in SG2/3 (April 2022): Foreseen for 2022 SARP - Posadas</i>	
Bolivia	SLTJ – Tarija SLCH- Cochabamba SLLP – La Paz *	*PBN to RWY 28, will be implemented in March 2022
Brazil	SBIL –Ilheus * SBSV –Salvador* SBAG – Angra dos Reis* SBCH – Chapecó SBTE - Teresina SWPI – Parintins SBTV- Terravista SWLC- Rio Verde SBUG- Uruguayana SBUF- Paulo Alfonso SBTG- Tres Lagoas SNBR- Barreiras SWG N – Araguaina <i>Updated in SG2/3 (April 2022): Implemented SBJH – Sao Paulo / Catarina SBGO - Goiania</i>	*Implemented as of June 2021 Another 54 Charts are planned up to 2023
Chile	---	Applies its own regulation to implement part of CAT A and B aircraft. The application in SCAR – Arica RWY20 will be evaluated.
Colombia	SKPV- Providencia SKTL –Tolú SKGP – Guapi*	* In force since 17 June 2021
Ecuador	---	* Application for SEQM – Quito International will be studied
Paraguay	---	
Panamá	MPMG – Marcos Gelabert	
Perú	Arequipa - RWY 28 VISUAL RNP RWY28 (AR) – LATAM (tailored) Cajamarca – RWY 34 VISUAL RNP RWY34 (AR) – AIP PERÚ	Implemented 2014 Implemented 2010

State	Project	Notes
	Chiclayo – RWY19L VISUAL (taxiway used as a runway) RNP RWY19L (AR) – SUP AIP PERÚ	Implemented 2021
	Jaen – RWY 12 VISUAL RNP RWY34 (AR) – LATAM (tailored)	Implemented 2016
	RNP RWY16 (AR) – LATAM (tailored)	Implemented 2016
	RNP RWY34 (LNAV/VNAV) – VIVA AIR (tailored)	Implemented 2018
	Jauja – RWY31 VISUAL RNP RWY31 (AR) – LATAM (tailored)	Implemented 2017
	Juliaca – RWY 12 VISUAL RNP RWY12 (AR) – LATAM (tailored)	Implemented 2010
	RNP RWY12 (AR) – VIVA AIR (tailored)	Implemented 2019
	RNP RWY12 (AR) – SKY AIRLINES (tailored)	Implemented 2020
	Piura – RWY01 VISUAL RNP RWY01 (LNAV/VNAV) – AIP PERÚ	Implemented 2012
	Pucallpa – RWY20 VISUAL RNP RWY20 (LNAV/VNAV) – LATAM (tailored)	Implemented 2012
	Tacna – RWY 20 VISUAL RNP RWY20 (AR) – LATAM (tailored)	Implemented 2013
	Trujillo – RWY20 VISUAL RNP RWY20 (AR) – AIP PERÚ	Implemented 2013
	Tumbes – RWY 14 VISUAL RNP RWY14 (AR) – LATAM (tailored)	Implemented 2012
Uruguay	---	
Venezuela	SVRS – Los Roques	