



**RLA/06/901 – Sexta Reunión del Grupo de Estudio e Implantación del Espacio Aéreo SAM – GESEA/6 (Virtual, 1 al 3 de marzo del 2023)**

**SG2 – PBN**

## SG2 – Actividades

1. Acción S28/01
  - I. Que la Conclusión SAM/IG/18-01 “Recomendaciones PANS-OPS para armonización de los procedimientos instrumentales en la Región SAM” sea trasladada a las actividades del SG2 para su evaluación y actualización.
  - II. Deadline mayo 2023 (Previo a la Reunión SG2 8 al 9 de mayo)
2. Acción S28/08 - Participación del Seminario sobre Uso Flexible del Espacio Aéreo (FUA), cooperación Civil – Militar (NOV22)
3. GT Uso del RF en RNP APCH
4. GT RNAV Visual (Circular 329 OACI – no final)
5. Analizar la necesidad de GT RNP Avanzada
6. Otros posibles trabajos a realizar

# Relevamiento Regional de Implantación PBN

## iStars 4.0



The image shows the homepage of the ICAO iSTARS 4.0 website. At the top, there is a navigation bar with the ICAO logo and the text "ICAO iSTARS 4.0". Below the navigation bar, there are links for "HOME", "ABOUT ISTAR", "CATALDQUE", "SERVICES", "FORUM", and "FAQ". The main banner features a white airplane flying over a blue background with data charts and a laptop displaying a dashboard. The text "Integrated Safety Trend Analysis and Reporting System" is prominently displayed, followed by the subtitle "Web-based platform to help you make informed decisions". Below the banner, there is a section titled "Welcome to iSTARS 4.0" with a brief description of the system and a "Learn More" button. To the right, there is a graphic of a tablet displaying various data visualizations, including bar charts and a line graph.

ICAO iSTARS 4.0

HOME ABOUT ISTAR CATALDQUE SERVICES FORUM FAQ

### Integrated Safety Trend Analysis and Reporting System

Web-based platform to help you make informed decisions

#### Welcome to iSTARS 4.0

The Integrated Safety Trend Analysis and Reporting System (iSTARS) is a web-based **Modern Analytical Platform** providing a quick and convenient interface to a collection of safety and efficiency datasets and web applications to make safety, efficiency, and risk analyses.

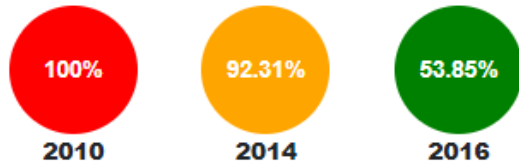
iSTARS 4.0 brings an entire analytics workflow onto a universal platform that any authorized user can access on any device or browser. It creates an analytics environment where everyone involved with the decision lifecycle – aviation specialists, analysts, data scientists, and everyday users—can interact with shared, consistent data.

[Learn More](#)

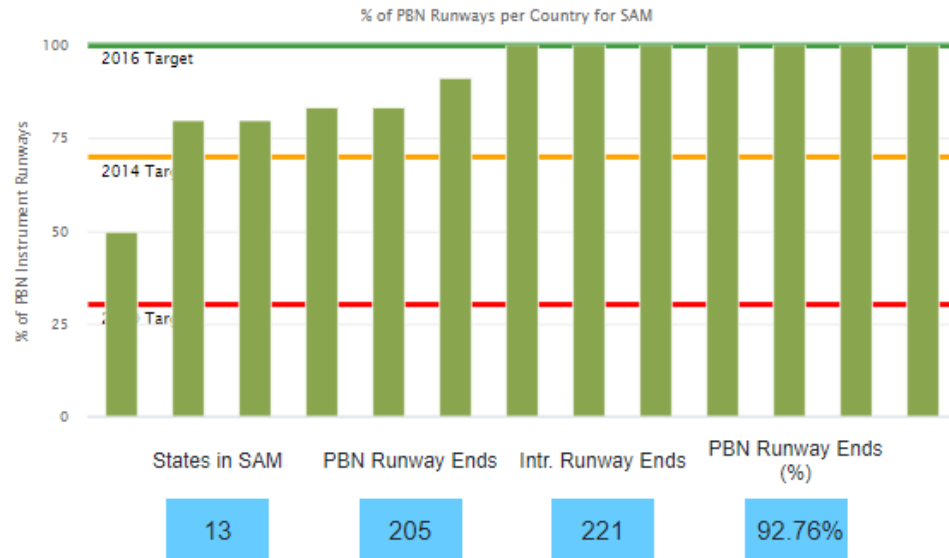
# Relevamiento Regional de Implantación PBN

## iStars 4.0

Percentage of States in SAM meeting the Resolution Targets for Applicable Years



Regional PBN Implementation



Details on PBN Implementation by State for SAM

Show 10 entries Search:

State	PBN Runways	Instrument Runways	PBN Runways (%)
Argentina	35	35	100
Bolivia (Plurinational State of)	4	5	80
Brazil	67	67	100
Chile	21	23	91.3
Colombia	20	24	83.3
Ecuador	5	6	83.3
Guyana	2	2	100
Panama	8	10	80
Paraguay	4	4	100
Peru	6	12	50

Showing 1 to 10 of 13 entries Previous 1 2 Next

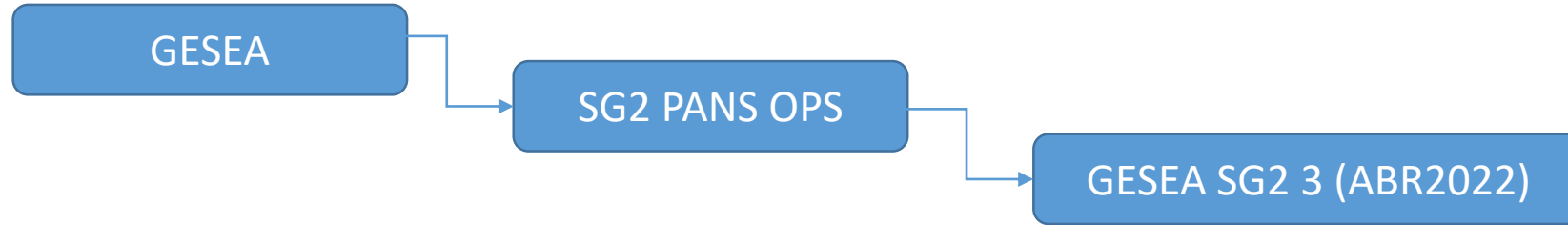
Details on PBN Implementation by State for SAM

Show 10 entries Search:

State	PBN Runways	Instrument Runways	PBN Runways (%)
Suriname	2	2	100
Uruguay	8	8	100
Venezuela (Bolivarian Republic of)	23	23	100

Showing 11 to 13 of 13 entries Previous 1 2 Next

# Relevamiento Regional de Implantación PBN



	Estados	APV BARO VNAV -LNAV	SID	STAR	NOTA
1	ARG	91.9%	66.7%	72.2%	Reviso ANAC el 22 abril 2022
2	BOL	80.0%	60.0%	20.0%	
3	BRA	100.0%	100.0%	100.0%	
4	CHI	95.5%	85.7%	90.9%	istars error en APV suma un THR adicional.
5	COL	83.3%	72.0%	70.8%	
6	ECU	66.7%	37.5%	33.3%	
7	FR GUI	100.0%	0.0%	0.0%	
8	GUY	100.0%	0.0%	0.0%	
9	PAN	100.0%	20.0%	40.0%	Reviso Arsenio B. en SG2/3 abril 2022
10	PAR	100.0%	50.0%	50.0%	
11	PER	53.8%	38.5%	61.5%	
12	SUR	100.0%	0.0%	0.0%	
13	URY	62.5%	25.0%	25.0%	
14	VEN	100.0%	73.1%	8.7%	
	PROMEDIO de %	88.1%	44.9%	40.9%	Marzo 2023, En istars se presenta 205 de 222 para APV/LNAV = 92.76% SID 68.9% STAR 54.8%

# Participación del Seminario sobre Uso Flexible del Espacio Aéreo (FUA)

1. Brindar soporte y seguimiento en la desarrollo e implementación
2. Poder mostrar beneficios medio ambientales, económicos de la implementación
3. Realizar rediseños disponibles ante la firma de nuevos acuerdos

# GT Uso del RF en RNP APCH

CA 91-013

SRVSOP

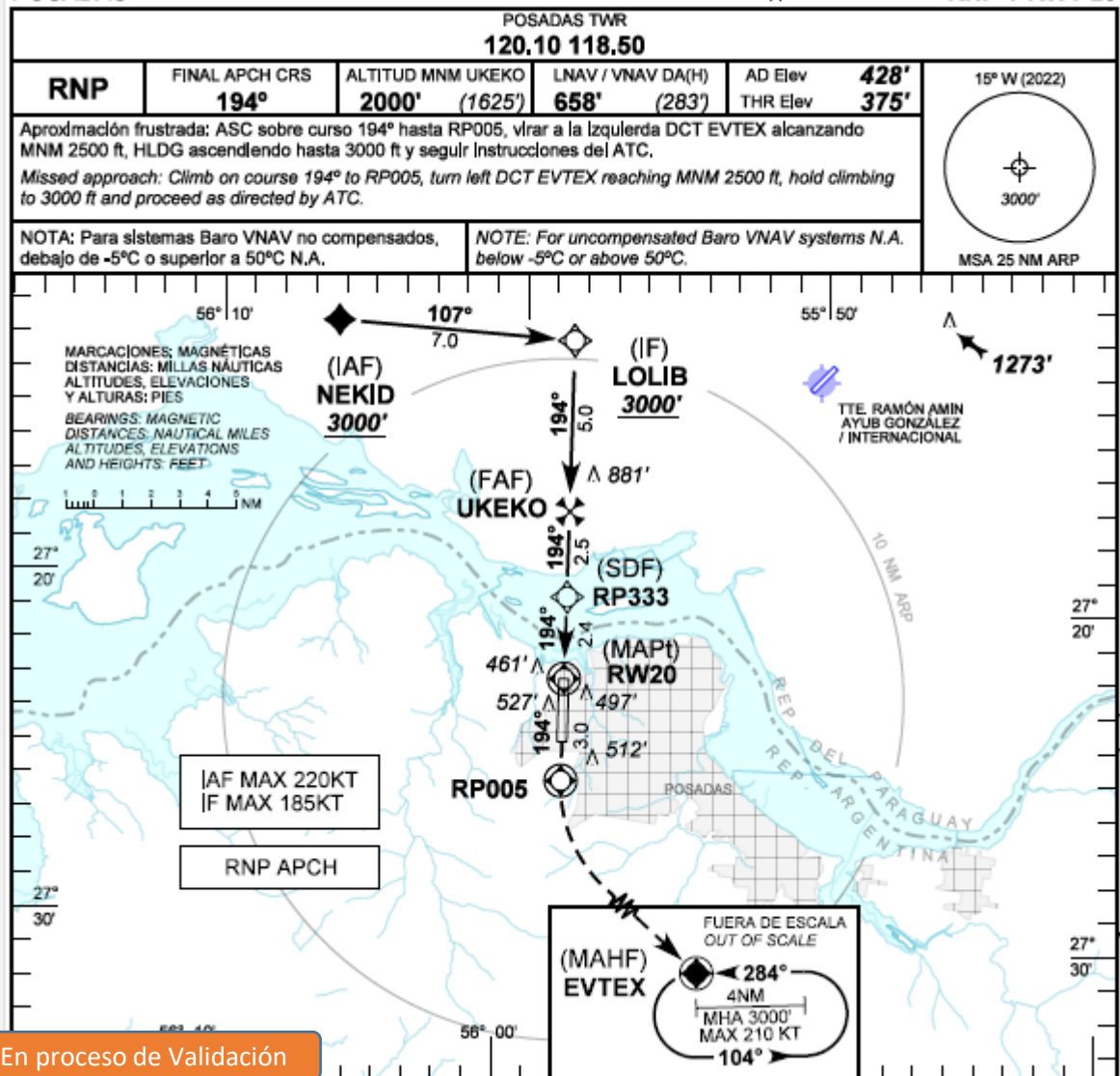
## CIRCULAR DE ASESORAMIENTO

CA : 91-013  
FECHA : 23/12/20  
REVISIÓN : Original  
EMITIDA POR : SRVSOP

**ASUNTO:** APROBACIÓN DE VIRAJE DE RADIO CONSTANTE HASTA UN PUNTO DE REFERENCIA (RF) COMO FUNCIONALIDAD OPCIONAL PARA OPERACIONES RNP 1, RNP 0.3 Y RNP APCH

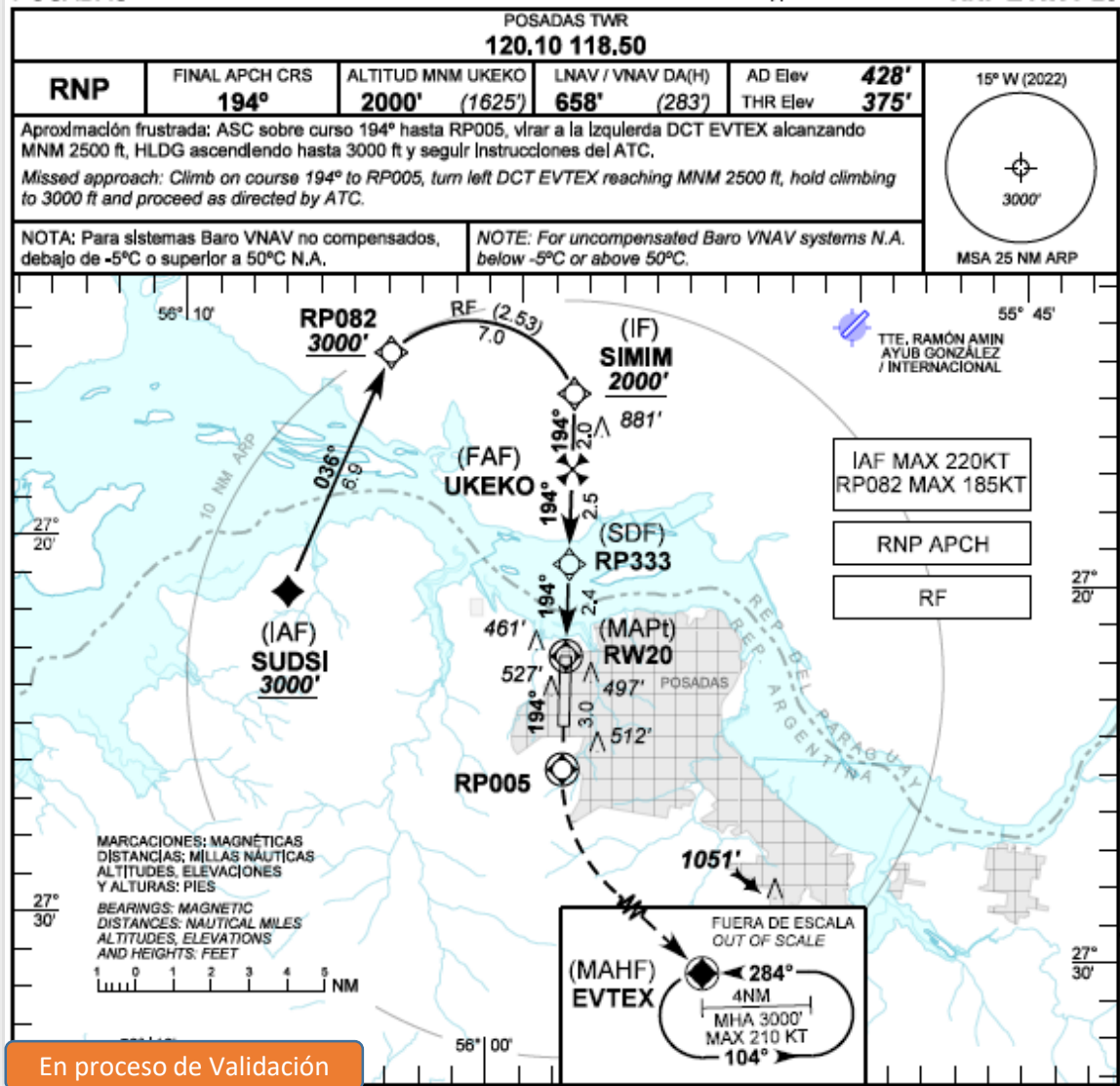
# GT Uso del RF en RNP APCH

**LIBERTADOR GRAL. D. J. DE SAN MARTÍN (SARP) POSADAS** Carta de aproximación por Instrumentos *Instrument approach chart* **RNP Y RWY 20**



En proceso de Validación

**LIBERTADOR GRAL. D. J. DE SAN MARTÍN (SARP) POSADAS** Carta de aproximación por Instrumentos *Instrument approach chart* **RNP Z RWY 20**



En proceso de Validación

# GT RNAV Visual (Circular 329 OACI – Advance edition)



| ICAO

Circular 359

Development of Required Navigation  
Performance (RNP) Visual Maneuvering  
with Prescribed Track (VPT) Procedures

## **Notice to users**

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**Advance edition (unedited)**

# Necesidad de GT RNP Avanzada (A-RNP)

CA 91-007

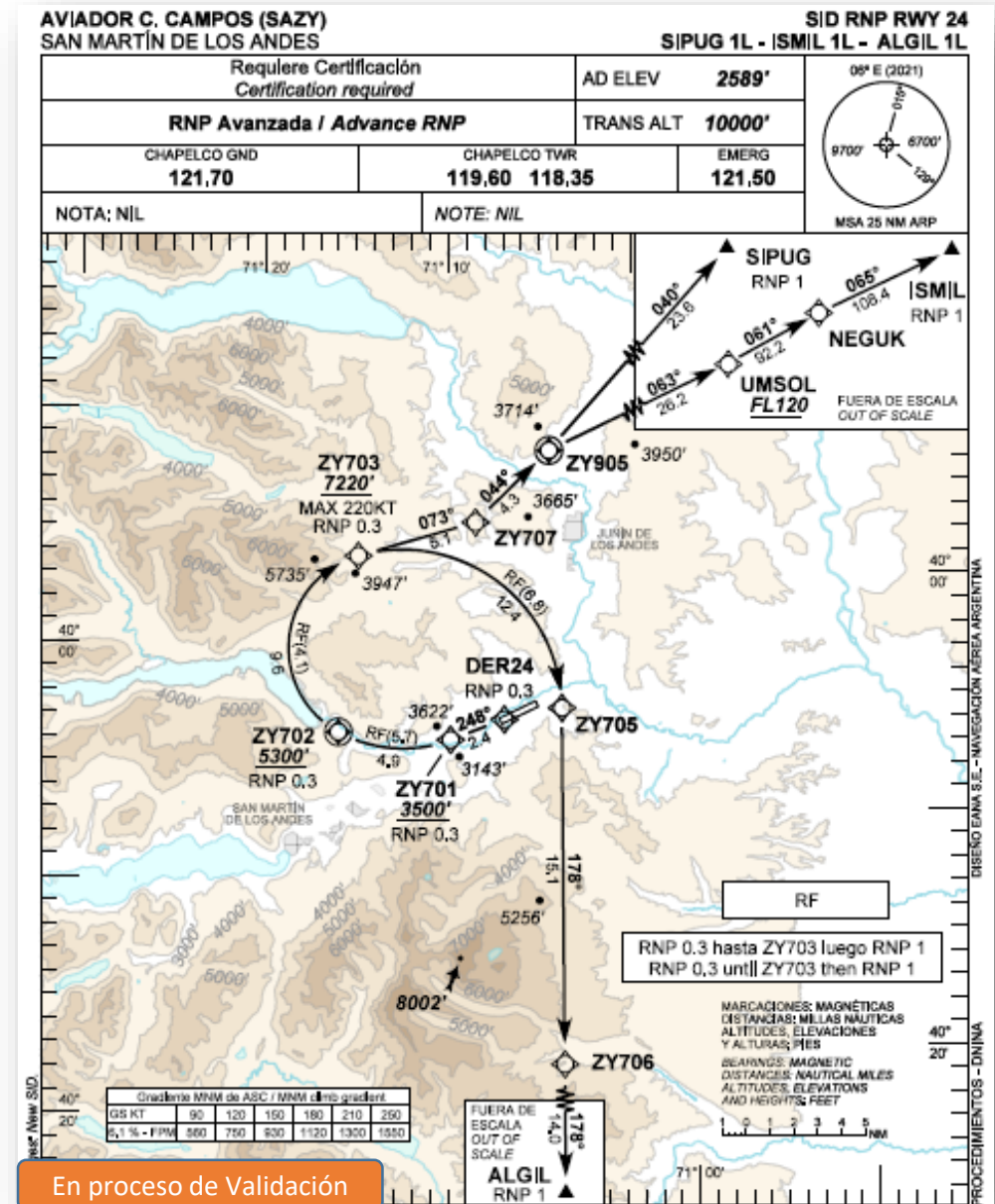
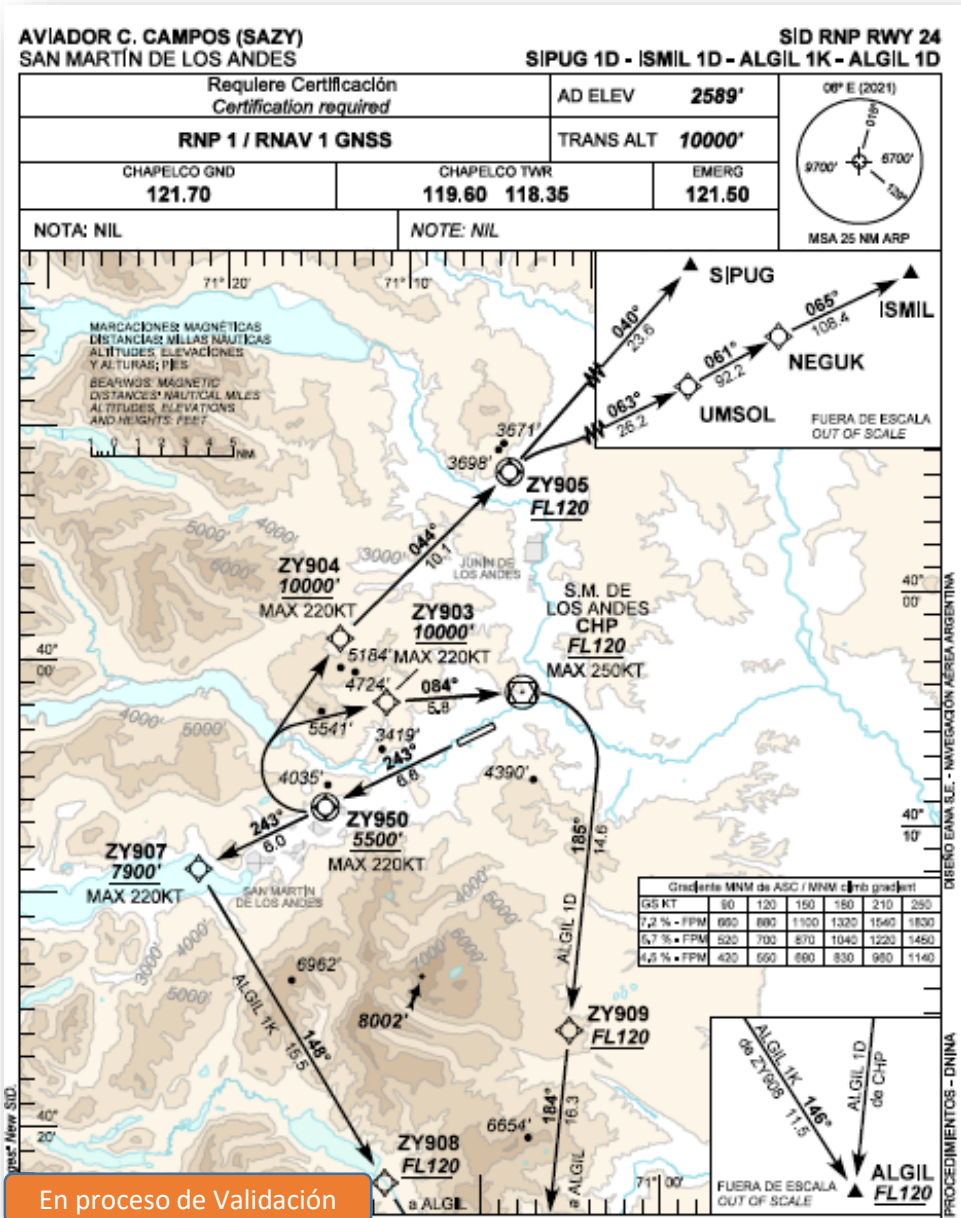
SRVSOP

## **CIRCULAR DE ASESORAMIENTO**

CA : 91-007  
FECHA : 25/04/14  
REVISION : Original  
EMITIDA POR : SRVSOP

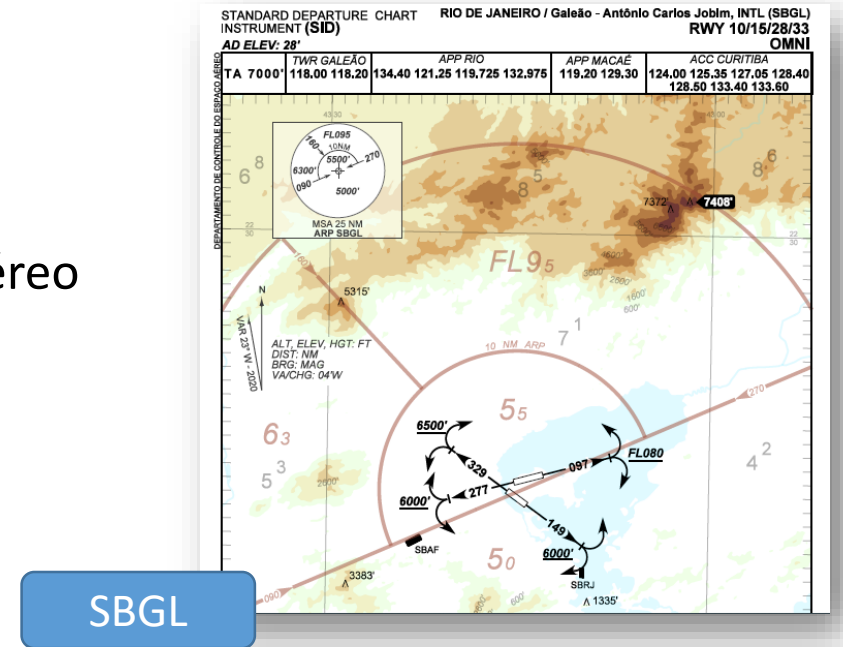
**ASUNTO: APROBACION DE AERONAVES Y EXPLOTADORES PARA OPERACIONES  
RNP AVANZADA (A-RNP)**

# Necesidad de GT RNP Avanzada (A-RNP)



# Otros posibles trabajos a realizar

1. Trabajo conjunto con SG1 sobre optimización de Espacio Aéreo



2. Trabajo conjunto con CNS sobre desarrollo de Guía MON para la racionalización de radioayudas

NAVS-B0/4 Navigation Minimal Operating Networks (Nav. MON) Technology

Sixth edition of the GANP ?

Main Purpose ?

- To adjust conventional nav aids networks through the increased deployment of satellite based navigation systems and procedures to ensure the necessary levels of resilience for navigation.
- To provide a minimum level of capabilities to accommodate State aircraft operations where there is a mismatch in terms of aircraft equipage.
- To make a more efficient use of the frequency spectrum