



Agenda Item 2: Report of activities of GESEA and Subgroups

b) ATM implementation. Progress of the Subgroups

SG2 PANS OPS ACTIVITIES

(Presented by Secretariat)

SUMMARY

This paper e aims to present the recent activities of the SG2 PANS OPS of GESEA.

References:

- SAM/IG Meetings
- GESEA Meeting

1. Background

1.1 The Airspace Study and Implementation Group – GESEA has subgroup 2, dedicated to the activities of adequate application of the ICAO PANS OPS. On April 10, 2023, the SG2 held a Preparatory Meeting to adjust the agenda of the Fourth SG2 PANS OPS Meeting (GESEA/SG2/4 - Virtual) that has been convened for **June 6 and 7, 2023**. The Coordinator of SG2 is Mr. Diego Gamboa (Argentina).

1.2 The following paragraphs analyze the matters to be developed in 2023.

2. Analysis

2.1 The information presented by France at the RAAC17 Meeting (Santiago de Chile, 10-14 April 2023) was reviewed. The note "PBN implementation in France: a return experience" analyzes some operational safety incidents that are attributed to errors in the altimeter setting during the execution of Baro VNAV procedures.

2.2 France argues that one way to mitigate these incidents is to accentuate the use of SBAS whose procedures for vertical guidance do not necessarily depend on the altimeter of the aircraft, however, this solution does not fit at this time to the conditions of the SAM region. Chile presented the case of standardization of the *transition altitude* at 10,000 ft in its airports with high ground that can be a mitigation because it can reduce workload in the cabin, specifically, on the altimeter adjustment. The Meeting agreed to continue monitoring this issue and to await the ICAO EUR OPS bulletin with the results of the study of this case.

2.3 The PBN Roadmap 2022-2026 was analyzed. The updating of the Monitoring Tables by the States was arranged. At the same time, the progress of the application of RF segments in flight procedures was analyzed, recognizing that the Circular issued by the SRVSOP on this matter needs to be updated, with the lines of the new version of ICAO Doc 9613.

2.4 The Meeting agreed to revise the amendment to Doc 9613 PBN Manual. The specialist, Mr. Tafur (Peru), formed an ad-hoc group with Mr. Everaldo (Brazil) and Mr. Ibarra (Argentina) for this work. The subjects referred to the Advanced RNP should be considered.

2.5 LATAM presented a case of application of RNP/AR procedures for unequipped aircraft, implemented in Costa Rica. Procedures for MROC runway 07/25 were approved based on the RNP and RF capabilities of B767 cargo aircraft. LATAM will extend this study at SG2/4 meeting.

2.6 Brazil presented the development of Visual Prescribed Track – VPT procedures. An AIC on this subject is being prepared. The Region monitors the implementation of PBN procedures on visual runways, and the development of the VPT is monitored simultaneously.

2.7 It was proposed to advance in the study of the ASBU NAVS-B0/4 module "Navigation Minimal Operating Networks" (Nav MON) that has the purpose of adjusting conventional nav aids networks to the deployment of GNSS navigation, as well as the procedures that ensure the levels of resilience for air navigation.

2.8 The importance of continuing to measure and report the CO2 savings generated in the implementation of the PBN in the approach and arrival/departure segments was highlighted.

2.9 The Meeting renewed its commitment to work in collaboration with the other GESEA subgroups, in view of the new Job Cards approved at GESEA/6.

3. **Suggested actions**

3.1 The Meeting is invited to analyze the information provided and make comments and/or suggestions to support or optimize the work of SG2 PANS OPS this year.