



Agenda Item 3: Report on activities and deliverables of the GESEA and Subgroups

SG2 PANS OPS ACTIVITIES

(Presented by Secretariat)

SUMMARY

This paper aims to present the ongoing activities of GESEA's SG2 PANS OPS.

References:

- SAM/IG Meetings
- GESEA/7 Meeting

1. Background

1.1 GESEA Subgroup 2 (SG2 PANS OPS) is coordinated by Mr. Diego Gamboa from Argentina, and addresses activities to improve the application of flight procedure designs and strengthens the application of the criteria of ICAO Doc 8168, especially the implementation of the PBN in the Departures-Arrivals, Approaches segments. During GESEA/7, the following agenda items for the respective Task Forces (WGs) were discussed:

2. Analysis

Activities of the WG implementation of PANS OPS

2.1 The WG is coordinated by Mr. Carlos Castañeda of Venezuela. It held its Third Meeting on February 22, 2024. An exhibition of the NEOSPACE-1 Project of GREPECAS was held. The support tasks that this WG will have to program in 2024 were identified, considering that one of the components of the aforementioned project is the implementation of the APTA module of the Global Air Navigation Plan – GANP. It was highlighted that the implementation activities of PBN in the region are advancing in a sustained manner, an implementation of more than 90% has been reached on average for the states of the South American region, however, the designs of departures and arrivals in terminal control areas still need to be completed with the application of the PBN in some States.

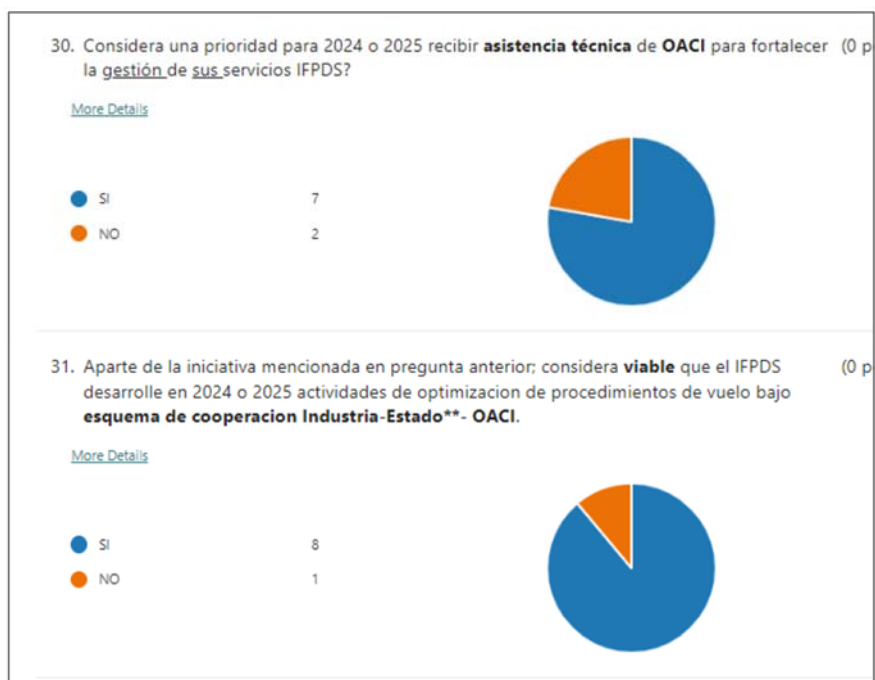
2.2 The importance of continuing to monitor the implementation of flight procedures with emphasis on redesign (review) every 5 years in accordance with Doc 8168 was highlighted. To this end, the need for up-to-date obstacle data for the redesign was identified, and it was identified that this data source can be obtained from the result of the implementation of the E-TOD that is progressing in several States. The Secretariat oversees promoting a Letter to States from the Regional Office on these issues.

2.3 The feasibility of a project to assist IFPDS units to strengthen processes for three or four MAR States was analyzed. On this matter, it was identified the importance of some states being able to receive direct assistance to their units for the design of flight procedures under various modalities available to ICAO, as well as the RLA 06901 project.

2.4 In addition, assistance, and cooperation in the State -Industry - ICAO modality for the improvement and/or updating of flight procedures was discussed, with a view to focusing support for the IFPDS units of the states, in the case of punctual assistance of flight procedures for airports or defined TMAs based essentially on collaboration with the industry. as it has been implemented in recent years in states such as Argentina, Peru, Ecuador, etc.

2.5 Regarding these assistance and cooperation initiatives, and in order to diagnose the gaps in resources, equipment and training, the WG developed an anonymous survey of 32 questions via MS Forms that was attended by delegates from 9 SAM States between the last week of February and the beginning of March. The results are included in the **Appendix** to this note (Spanish only).

2.6 To highlight one of the issues, the results of 2 questions related to interest in receiving ICAO support are shown below, 7 out of 9 states answered affirmatively on technical assistance and in turn 8 out of 9 states confirmed their consent to develop tasks of optimization of flight procedures in the **Industry-State - ICAO scheme**.



2.7 It is highlighted that the project will RLA06901 supported with scholarships to the recurring PANS OPS (PBN advanced) course, which would be taught in October 2024. These recurring face-to-face courses are scarce in the Region, which is why they are given the highest priority.

GT Activities DOCS PANS OPS

2.8 The WG is coordinated by Mr. Eloy Tafur of Peru. The comparative study carried out for ICAO Circular 359 and the PBN Regional Guide to the visual runway was presented, according to the conclusions set out below.

2.9 The Regional Guide on the Implementation of PBN Procedures for Visual Runways indicates that these procedures are designed under the criteria of Doc. 8168 and Doc. 9905 based on RNP APCH, RNP AR APCH or A-RNP navigation specifications, and are for exclusive use for visual flight runways, with operational minimums of OCH equal to or greater than 500 ft and visibility equal to or greater than 3000 m.

2.10 On the other hand, the PBN procedures developed under Circular 359 "Elaboration of procedures for visual maneuvers with prescribed defeats using the required navigation performance", mentions that these procedures are elaborated following the criteria of Doc. 9905, not specifying the exclusive use of any type of runway, and not having minimum predetermined operations.

2.11 Both the Regional Guide and Circular 359 mention that the operator must have the approval of the aircraft and operator to perform these types of procedures, and that the letter must clearly contain the NAVSPEC requirement.

2.12 In summary, it was determined that the application of Circular 359 "Elaboration of procedures for visual maneuvers with prescribed defeats using the required navigation performance" and the Regional Guide on the implementation of PBN procedures for visual flight runways, are oriented towards two different purposes, so it is recommended to make use of both documents according to the needs of each State.

3. **Suggested action**

The Meeting is invited to:

- a) Analyze the progress of SG2 activities, and define any improvements that may be required;
- b) Reach consensus on the use of Circular 359 and the PBN Regional Guide as a visual cue;
- c) Define actions to promote the implementation of PBN and redesign of flight procedures; and
- d) Evaluate the outcome of the survey and define next steps on assistance to States.