



International Civil Aviation Organization
CAR/SAM Regional Planning Implementation Group (GREPECAS)
**Second Meeting of the Communications, Navigation and Surveillance / Air
Traffic Management Subgroup (CNS/ATM/SG/1)**
(México City, Mexico, 16 to 19 November 2010)

Agenda Item 3: Review to the progress achieved in the implementation of the CNS/ATM Subgroup work programmes

3.1 Follow-up to the activities taken into account in the performance based navigation (PBN) programme

(Presented by the A1 Project Coordinator)

SUMMARY	
This working paper aims to present information regarding the status of the Project on Optimization of the ATS Route Structure – PBN En-Route Airspace.	
References: <ul style="list-style-type: none">• Report of the ATM/CNS/SG/6 meeting;• Report of the GREPECAS/15 meeting; and• Report of the CNS/ATM/SG/1 meeting.	
ICAO Strategic Objectives:	<i>A – Safety</i> <i>D – Efficiency</i>

1. Introduction

1.1. The GREPECAS/15 meeting took note that since the approval of the PBN CAR/SAM Road Map, the PBN implementation planning in the CAR/SAM Regions was practically finalized. The main PBN task of the CNS/ATM Subgroup would be the ATS Route Network Optimization in the upper airspace and the harmonization of the PBN implementation, taking into consideration the need to avoid multiple ATC Procedures and Operational Approval Process.

1.2. The GREPECAS/15 meeting, in accordance with ICAO Assembly Resolution 36/23, and with the aim to guide States/Territories/International Organizations, has approved an Enroute, TMA and Approach Implementation Plan Model. In this sense, GREPECAS/15 approved the Conclusion 15/38 encouraging CAR/SAM States and Territories to:

- a) Develop the National PBN Implementation Plans by December 2009 and present them to the corresponding ICAO Regional Offices;
- b) Consider the application of the Enroute, TMA and Approach Implementation Plan Model, developed by the GREPECAS PBN Task Force; and
- c) Designate a focal point in order to coordinate the PBN implementation activities in each State and Territory.

1.3. The CNS/ATM/SG/1 meeting proposed a tentative work plan for each of the projects, taking into consideration the *NAM/CAR performance based air navigation implementation plan*, the SAM CNS/ATM implementation plans, the status of implementation of GREPECAS pending conclusions, the valid deficiencies and the new and pending activities in the CNS and ATM areas.

1.4. In addition, CNS/ATM/SG/1 meeting agreed that each Project Coordinator, together with the associated Programme Coordinator, would examine the tentative work plan, defining the deliverables to develop by the Project, plus their expected delivery dates. Once the work plan was completed, each Project Coordinator, in coordination with his Project members, must present a plan of activities (MS Project) detailing how each deliverable will be developed, including the names of the members responsible for the carrying out of each task and its times.

2. Discussion

2.1. Taking into consideration that CAR and SAM Regions have developed their own Route Network Optimization Programme, the Project about Optimization of the ATS Route Structure – PBN En-Route Airspace of the CNS/ATM Subgroup has as a main objective the establishment of a suitable interface between the Route Network of both regions. The following options should be evaluated:

- a) Review and propose the link between the SAM route network with the points that might be considered the most appropriate in the CAR Region airspace, as per coordination mechanisms established between the SAM and NACC Regional Offices, with the support of the CNS/ATM Subgroup; and
- b) Use the existing boundary points between the FIRs adjacent to the two regions, as a basis for the development of the first version of the SAM routes network.

2.2. During the CNS/ATM/SG/1 Meeting, the working programme of the Project about Optimization of the ATS Route Structure – PBN En-Route Airspace was revised, with the aim to comply with the above mentioned objective. In this sense, the Meeting should establish a suitable strategy to develop the project activities that are included in Appendix C to WP/06.

3. Suggested actions

3.1. The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Discuss the best strategy to guarantee a suitable interface between the CAR and SAM Route Networks; and
- c) Discuss the PBN activities that should be developed in the CNS/ATM Subgroup, taking into consideration the CAR and SAM PBN Implementation Programme, as well as the CAR/SAM States PBN Implementation Programme.