



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

**Agenda Item 3: Follow-up on the NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan (NAM/CAR RPBANIP) Progress
3.3 ANI/WG and other regional group progress reports**

PBN IMPLEMENTATION PROGRESS WITHIN THE HAITIAN AIRSPACE

(Presented by Haiti)

EXECUTIVE SUMMARY	
Following ICAO guidance on the requirement of a harmonious PBN within the region, Haiti recently took some actions leading to significant progress of Performance based air navigation implementation within the FIR.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3), Punta Cana, Dominican Republic, 8-12 September 2008• ICAO Regional NAM/CAR Workshop on the Aviation System Block Upgrade (ASBU) Methodology Framework: Planning, Implementation and Monitoring, Mexico City, Mexico, 22-26 July 2013• NAM/CAR Air Navigation Implementation Working Group Meeting (ANIWG/1), Mexico City, Mexico, 29 July - 1 August 2013• ICAO State Letter EMX0929, NAM/CAR Regional Performance-Based Air Navigation Implementation Plan, (NAM/CAR RPBANIP) Version 3.0 dated 4 November 2013

1. Introduction

1.1 Following the approval of the ICAO Assembly Resolution A37/11, GREPECAS Conclusion 15/38 and C/CAR/DCA Conclusion 10/08, Haiti undertook to develop action plans in regard to RNAV Routes, SIDs and STARs, BARO/VNAV, L/NAV RNP approaches and surveillance capabilities compliant to the CAR regional RPBANIP leading to the optimisation of air navigation operations within the Port-au-Prince FIR.

2. Development

2.1 In the framework of PBN implementation, GREPECAS 15 adopted performance objectives so that more aircraft can operate on more direct and efficient routes, reducing distances, fuel burn and CO2 gas emissions. Haiti implemented during the last years a total of five new RNAV routes, realigned three major routes, extended two Special routes from the Miami Oceanic and removed two routes, leading to an overall capacity improvement within the airspace and providing operational advantages to the airspace users. Haiti is currently undertaking a thorough analysis on the actual use of the airspace by the users in view to continue its optimization. Based on its CNS infrastructure and as required by GREPECAS, a step forward is currently considered for the implementation of RNAV5 specification within its FIR.

2.2 In the terminal areas, a total of 8 RNAV/RNP approaches for both Port-au-Prince and Cap-Haitien international airports with 11 SIDs and 11 STARs have been published in view to enhance runway capacity. After the earthquake, these procedures proved tremendously useful for the continuity of operations at Port-au-Prince airport.

2.3 A complete review of the current terminal approaches is now underway with Airbus Prosky thanks to IATA's kind offer. It will replace the existing procedures with a new generation of approach procedures with vertical and lateral guidance (APV, Baro VNAV) for all instrument runways.

2.4 Haiti is currently exploring an ADS/B and multilateration project with DSN Services (France) with the objective to enhance surveillance capabilities. A coverage study is already well advanced with the selection of locations for antennas.

2.5 The Civil Aviation Authority is currently working with the World Meteorological Organization on a collaborative framework to achieve a better integration of the weather observation products in relation to the needs of the airspace users.

3. Suggested action

The meeting is invited to take note of this Information paper.