International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

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Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)
Puntarenas, Costa Rica, 1 to 4 June 2015

Agenda Item 4: **Follow-up on the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)**
4.1 Progress reports of the Task Forces and the ANI/WG

PBN IMPLEMENTATION PROGRESS IN HAITI

(Presented by Haiti)

EXECUTIVE SUMMARY	
Following ICAO guidance on the requirement of a harmonious PBN implementation within the region and in line with the Port of Spain declaration, Haiti has achieved important progress in Performance based air navigation implementation within the FIR.	
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection
References:	• 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 • Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting Report (NACC/DCA/5), Port of Spain, Trinidad and Tobago, 28 to 30 April 2014 • Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting Report (C/CAR/DCA/14), Kingston, Jamaica, 11 to 13 May 2015

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 complete airspace restructuration has taken place thanks to a substantial partial contribution from IATA leading to the implementation of a total of 9 RNAV/RNP approaches including RNP1 and RNP-AR approaches for both Port-au-Prince and Cap-Haitien international airports with a considerable amount of SIDs and STARs. This complete airspace review brings a whole set of a new generation of PBN procedures with vertical and lateral guidance (APV, LNAV, Baro VNAV) for all actual international instrument runways. With this achievement, Haiti considers having reached the regional PBN implementation air navigation target by 100% set for December 2016 at 80% for the whole region.

2.3 Haiti is currently proceeding with limited ADS/B trial within its airspace with the installation of a couple of antennas dedicated to monitor ADS/B activities in the FIR with the objective to enhance surveillance capabilities. A coverage study is already well advanced and further exploration is currently taking place with some providers in view to determine the best way forward.

2.4 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.

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