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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

COLLABORATIVE DECISION MAKING (CDM) IN PROCEDURE DESIGNING IN HAITI

(Presented by Haiti)

<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">• IATA's offer to redesign Port-au-Prince airspace• Airspace redesign project for Cap-Haitian airport

1. Introduction

1.1 Soon after the 2010 earthquake in Haiti, IATA made a gracious offer to contribute to terminal airspace redesign in Haiti by upgrading existing terminal procedures and undertook to achieve the project in total collaboration with the Civil Aviation authorities of Haiti. The project was awarded to a service provider who was required to comprehensively involve all parties and use collaborative decision making in search of a broad satisfaction for end-users. The procedures were published and implemented during the first quarter of this year.

2. Development

2.1 Airbus ProSky was selected to support the design of Performance Based Navigation (PBN) procedures, which resulted in the implementation of RNP 1 STARs, SIDs and RNAV GNSS approaches to both airports. RNP AR on Runway 05 of Cap Haitien airport was also designed to provide shorter trajectory option for the operators RNP-AR capable, resulting in significant track miles savings and a corresponding CO2 emissions reduction.

2.2 In view to prepare a common understanding of expected outputs, a kick-off meeting was convened at the very beginning to gather all the parties interested in the project including IATA, the service provider, airspace users, civil aviation authorities, regulators and inspectors, the ANSP, air traffic controllers and ATC association. The kick-off meeting allowed to brainstorm on the expectations of the project, laid out a methodology and working plan agreed by all and opened channels of communication to interchange on the designing of the procedures. Further meetings were convened to expose and validate the outcomes of the designing process.

2.3 All the stakeholders realized the benefits of such an opportunity to raise common issues and contemplate solutions together for a better airspace environment and efficient air navigation operations. Operators were seeking to secure their operations continuity to both airports and were requesting more efficient procedures. Airspace users and air traffic controllers understood the need to adjust to operational constraints caused by natural and working environment. The collaboration among all parties was relying on constant operational exchanges between pilots and controllers – resulting in designs that are expected to increase efficiency and enhance safety within the Haitian airspace. These meetings provided great opportunities to channel all stakeholders toward common safety and efficiency objectives.

2.4 It was the first time, procedure designing involved so efficiently all interested parties and there is no doubt this will result in safer and more efficient operations in the Haitian FIR. OFNAC is really happy with the outcome of the two projects since collaborating with Airbus ProSky and IATA has been very efficient and useful. Our controllers also feel very confident with the new airspace design which is the implementation key success factor. Our commitment was to deliver an improved airspace to our Airlines end users and we are grateful they actively participated ensuring that the results fulfil their expectations.

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