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INDEPENDENT AIRSPACE STUDY: PROGRESS UPDATE

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HELIOS REVIEW



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NAV CANADA RESPONSE

Published November 2017

- Response included implementation plans and timelines
- 15 recommendations were accepted
- 3 recommendations were partially accepted



RECOMMENDATION 2A

Create an Industry Noise Management Board

- › INMB created
 - First meeting occurred January 22, 2018
 - Second meeting occurred February 26, 2018

- › Membership includes representatives from:
 - NAV CANADA
 - National Airlines Council of Canada
 - GTAA
 - Transport Canada (observer)
 - Air Canada
 - WestJet
 - Jazz
 - Air Transat

RECOMMENDATION 2B

Develop Industry 'Code of Conduct'

- › The INMB has commenced work on a Code that aims to improve operational performance
 - Pilot/Controller communication will be key to improved descent management
 - Will be a 'guide for pilots and controllers written by pilots and controllers'
 - On track for completion by end of 2018

RECOMMENDATION 2C

Achieving Low Power/Low Drag Descent

- › INMB developing a definition of a continuous descent operation as it pertains to aircraft operations at Toronto Pearson.
- › Currently reviewing landing gear deployment and impacts to stable approaches
- › Vertical profiles of STARs will be reviewed at upcoming meeting
- › Guidance on achieving low power/low drag descent operations will be included in the Code

RECOMMENDATION 2D

Evaluate Reduced Landing Flap Operation

- › INMB currently reviewing this recommendation

- › Safety concerns have been raised about the effect a reduction in flap setting for landing will have on stable approaches
 - Unstable Approaches currently on Transportation Safety Board Watchlist

- › INMB will also review the use of reverse thrust at night later in its workplan

RECOMMENDATION 2E & 2F

PUBLICATION OF CDO ACHIEVEMENT & ANNUAL CDO PERFORMANCE TARGETS

- › NAV CANADA currently investigating means of reliably measuring Continuous Descent Operations achievement rates
- › An efficient, accurate solution is required
- › We are committed to quarterly reporting and improvement targets once a baseline has been established

RECOMMENDATION 3A (&3B)

Design RNP-AR procedures that can reduce the need for a high / low operation

- › New 'Established on RNP-AR' separation standard in final stages of ICAO approval
- › Upon ICAO approval, NAV CANADA will work with Transport Canada to gain approval for use in Canada

RECOMMENDATION 3C & 6

Publish RNAV approaches which will allow for an increase in Continuous Descent Operations

- › New RNAV approaches have been designed to each runway
- › Will be used in lower traffic periods, and potentially in conjunction with 'short cuts' to reduce downwind usage (Recommendation 6A)
- › Currently undergoing public consultation as part of the 6 ideas

RECOMMENDATION 4

Consider 3.2% glide slope for RNAV approaches

- › INMB currently assessing this recommendation
- › Noise difference may not be noticeable
- › Safety concerns with effect of high temperatures on RNAV approach path angle and possible increase in unstable approaches

RECOMMENDATION 7

Investigate Single Point Merge

- › Initial consultation with AVINOR (Norwegian ANSP) has occurred
- › Point Merge currently in use in Oslo but not designed as a noise mitigation
- › NAV CANADA project team will commence more detailed study this spring and report to INMB in Fall

RECOMMENDATION 8A

Implement Arrivals Manager System (AMAN)

- › Arrival Manager System purchased
- › Factory Acceptance testing successfully completed in Nov 2017
- › Operational simulation successfully completed in January 2018
- › Installed for initial testing in Toronto ACC last week
- › Currently on track for live deployment this summer

RECOMMENDATION 8B & 8C

Extend horizon of AMAN system

Invest in development of Time Based Operations

- › These are longer term items that require both further research and ongoing development
- › Updates will be provided when relevant developments occur



QUESTIONS

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