

INDEPENDENT AIRSPACE STUDY: PROGRESS UPDATE

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HELIOS REVIEW

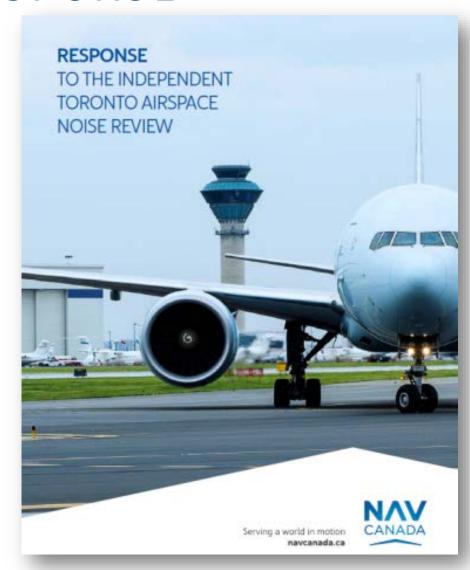


Published September 2017

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
- W estJet
- 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
 - W ill 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 W atchlist
- > 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
- W e 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 uglides lope 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



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