



ICAO

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WORKING PAPER

ANI/WG/3 — WP/07
25/03/16

Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)
Mexico City, Mexico, 4 to 6 April 2016

- Agenda Item *:** **Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets**
- 4.1 Progress Reports of the Task Forces and the ANI/WG**

PROGRESS OF THE NAM/CAR AIR NAVIGATION IMPLEMENTATION WORKING GROUP (ANI/WG)

(Presented by the Chairperson of the ANI/WG)

EXECUTIVE SUMMARY	
This working paper presents the progress achieved by the ANI/WG since the Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2), including the approved action plans.	
Action:	Suggested under Section 3.
<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">• NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP), Version 3.1• Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)• ANI/WG Teleconferences

1. Introduction

1.1 The ANI/WG was established by Conclusion 4/9 - *Consolidation of Sub-Regional Working Groups in the CAR Region* of the Fourth Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/4), and approved by all the NAM/CAR Directors in 2012, through their respective sub-regional DCA meetings.

1.2 The objective of the ANI/WG is to consolidate the existing sub-regional working groups, reduce the number of meetings, avoid duplication, expedite work progress and improve regional harmonization focused on the air navigation fields of Air Traffic Management (ATM), Communications, Navigation and Surveillance (CNS) and Aeronautical Information Management (AIM).

2. Progress of the ANI/WG

2.1 The ANI/WG in accordance with its terms of reference works with all the implementation sub-regional groups.

2.2 During the ANI/WG/02, a review of the implementation activities and their follow-up was carried out and the update of the ANI/WG Task Forces respective action plans was approved, and delays and inconveniences faced for the execution of said plans were identified.

2.3 Since the ANI/WG/02 meeting, the ANI/WG held several teleconferences to follow-up assigned tasks. The following concerns and planned activities are identified:

- a) **ADS-B:** the last meeting was held last year where the Ad hoc groups on Concept Operational Documents (CONOPS) and ADS-B technical specification, concluded the final versions of both documents. A teleconference was held in February 2016 when the group's membership was updated as well as the status of the region with a view to ADS-B implementation, which was summarized in Table State Compliance Task Force ADS-B, presented in the working paper concerning the ADS-B TF progress report. In 2015 a CAR/SAM Seminar/workshop on implementation of advance surveillance and automated systems was held in Panama City, Panama from 22 to 25 September 2015, where ADS-B themes were discussed, its executive summary is presented in the event webpage <http://www.icao.int/SAM/Documents/2015-SEMAUTOM/Summary%20of%20discussion.pdf>.
- b) **AMHS:** AMHS implementation has been carried out mainly through bilateral activities and in accordance with the Regional Implementation Plan. Project CAR RLA09/801 has supported implementation through an assistance mission (*Go-Team*) to Curacao and other missions as required. An ATN application workshop is scheduled for April 2016, where AMHS will be discussed.
- c) **AIDC:** The AIDC Task Force activated an Ad hoc Group in order to solve/mitigate problems concerning the Filed Flight Plan (FPL). Several AIDC implementations were carried out since the last meeting, including Class II interphases between Canada and United States, and Class I between entre Cuba, Nicaragua and COCESNA, others are in the trial phase. Flight plans errors were gathered during the year, which showed a reduction in the duplication of flight plans. A Task Force meeting is scheduled in April 2016, as well as for the Ad hoc Group on Flight Plans Monitoring in the same month. New flight plan processing systems are in the process of implementation and testing in Trinidad and Tobago and COCESNA. In 2015 a CAR/SAM Seminar/workshop on implementation of advance surveillance and automated systems was held in Panama City, Panama from 22 to 25 September 2015, where AIDC themes were discussed, its executive summary is presented in the event webpage <http://www.icao.int/SAM/Documents/2015-SEMAUTOM/Summary%20of%20discussion.pdf>.

- d) **Controller-Pilot Data Link Communication - Automatic dependent surveillance – contract:** GOLD Task Force, based on the ANI/WG terms of reference, work programme and structure in order to facilitate implementation of FANS 1/A service, e.g., Automatic dependent surveillance - contract (ADS-C) and Controller-Pilot Data Link Communication (CPDLC), has complied with its mandate as indicated in its terms of reference and work programme and therefore, this group was disbanded through Conclusion ANI/WG/2/19 - GOLD Task Force Disbandment.
- e) **PBN:** The Task Force recently held a teleconference in order to review its work programme. The Air Traffic Service (ATS) routes were reviewed during the PBN implementation workshop held in March 2016.
- f) **AIM:** Progress will be presented in this meeting.
- g) **ATFM:** A new Rapporteur has been appointed, Mr. Mike Richardson from United States. The ATFM Task Force has held some teleconferences. A survey is being carried out in order to gather information and to develop a regional reference point of the Air traffic flow management (ATFM) current initiatives in the North American and Caribbean Regions and planning for future activities and ATFM inter-operations between the Air Navigation Services Provider (ANSP). The results of this survey will be reviewed in the next teleconference. A Workshop on ATFM implementation was held in Panama, from 25 to 29 May 2015, the results are presented in the **Appendix**.

2.5 Progress concerning the implementation of the actions plans of the ANI/WG is presented in the ANI/WG webpage. During the ANI/WG/03, the progress of implementation in accordance with the RPBANIP will be consolidated and reported through the Air Navigation Report Forms (ANRFs), specifically on the regional targets of each Block O ASBU Module.

2.6 The ANI/WG website provides further information and details of its second meeting at: <http://www.icao.int/NACC/Pages/naccregionalgroups-aniwg.aspx>

3. Suggested Actions

3.1 The Meeting is invited to:

- a) note the information presented in this paper on the progress of the ANI/WG;
- b) based in the comments and progress presented (including the webpage and the appendix to this working paper) update the ANI/WG action plans shown in the Appendices to this paper; and
- c) take actions as deemed appropriate.

APPENDIX
EXECUTIVE SUMMARY ON THE WORKSHOP ON AIR TRAFFIC FLOW MANAGEMENT (ATFM)
IMPLEMENTATION FOR THE CAR AND SAM REGIONS — SPECIAL IMPLEMENTATION PROJECT (SIP)

<p>Event Results - Output and Outcome:</p>	<ul style="list-style-type: none"> • Ensure that ATFM implementation in the CAR and SAM regions meets the objective of contributing to a safer, orderly and expeditious air traffic flow • Review that aerodrome and Air Traffic Service (ATS) sector capacities are effectively declared by the appropriate ATS authority and that the ATFM is continually monitoring airspace based on capacity vs demand • Review that the ATFM unit and procedures are effectively implemented, ensuring that Air Traffic Control (ATC) capacity is utilized to the maximum extent possible, and that the traffic volume is compatible with the capacities declared by the appropriate ATS authority • Review and verify that ATFM has implemented a Collaboration Decision Making (CDM) methodology to harmonize ATM • Review that the interoperability between ATFM and PBN is regionally understood and adopted for a seamless ATM operation • Presentations and practical examples of ATFM roles and responsibilities • Discussed the importance of data exchange among Air navigation Service Provider (ANSPs) to have situational awareness in order manage air traffic in a proactive manner
<p>Follow-up actions by ICAO and other information relevant to ICAO:</p>	<ul style="list-style-type: none"> • States from the CAR and SAM regions presented their current ATFM implementation plans and the current ATFM procedures • The CAR and SAM regions had mutual discussions on the challenges and obstacles currently affecting ATS operations due to ineffective ATFM • The workshop acknowledged the need to implement Letters of Agreements (LoA), standard operating procedures and collaboration between the ATFM Units • The ATFM implementation and development is currently being monitored through the ATFM Air Navigation Implementation Working Group (ANI/WG) and technical assistance missions to ensure the implementation progress in the NACC Region • A proposal was made to standardize the separation standards between the CAR and SAM regions with a gradual reduction of the current 80 nm mile separation standard to 40nm by 2016, 20nm by 2017 and 10nm by 2018 • Discussions were also hold on the need to restructure the airspace with a PBN concept to facilitate the controller function resulting from the increasing sector capacity and efficiency gains