



ICAO

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WORKING PAPER

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Port of Spain, Trinidad and Tobago, 22-26 May 2017

Agenda Item 3: Implementation on Air Navigation Matters
3.5 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) review – Aviation System Block Upgrade (ASBU) implementation progress

PROGRESS ON THE ALIGNMENT OF AIR NAVIGATION PLANS WITH THE GLOBAL AIR NAVIGATION PLAN AND ASBU

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper reports on the work of the RPBANIP review – and ASBUs implementation progress regarding the alignment of regional air navigation plans with the Fifth Edition of the Global Air Navigation Plan (GANP) (Doc 9750).	
Action:	Action is presented in 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 (RPBANIP) ver. 3.1• Fifth Edition of the Global Air Navigation Plan (Doc. 9750)• The Aviation System Block Upgrades (ASBU). The Framework For Global Harmonization Issued. July 2016

1. Introduction

1.1 The Twelfth Air Navigation Conference (AN-Conf/12) agreed to Recommendation 6/1 (*Regional performance framework – planning methodologies and tools*) regarding the alignment of regional Air Navigation Plans (ANPs) with the Fourth Edition of the *Global Air Navigation Plan* (GANP) Doc 9750 (now in its Fifth Edition)

1.2 ICAO recognized that the NAM/CAR RPBANIP is still needed and represented the bridge between, from one side, the global provisions in the ICAO Standards and Recommended Practices (SARPs) and the GANP, and from the other side, the States' national plans and its effective implementation. In this regard it is considered the following:

- a) the RPBANIP has so far been developed to set forth, in detail, the requirements for international air navigation within the region. It also contained planning and guidance material. It is noted that the monitoring of the implementation status of air navigation facilities and services, is part of the scope and objectives of the current RPBANIP;
- b) based on *Recommendation 1/2- Implementation* of the AN-Conf/12, and taking into consideration the new developments related to the performance based approach, the Aviation System Block Upgrades (ASBU) methodology, etc., it was agreed that the ANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU modules;
- c) a clear separation between the mandatory requirements and the optional/selective or preferable implementation scenarios based on the ASBU methodology should be included in the RPBANIP; and
- d) the need to identify the elements included in the current RPBANIP which are no longer required.

2 Discussion

2.1 The objective and purpose of the Regional Air Navigation Plan –RPBANIP– as follows:

- 1) The RPBANIP provide for the planning and implementation of air navigation systems within a specified area, in accordance with the agreed global and regional planning framework. It was developed to meet those needs of specific areas not covered in the worldwide provisions. The development and maintenance of the ANP is undertaken by the CAR/SAM Regional Planning and Implementation Group (GREPECAS)
- 2) The RPBANIP contains provisions that States can follow in programming the provision of their air navigation facilities and services
- 3) It supports the performance-based approach to planning adopted by ICAO to measure the efforts made by States in implementing the agreed requirements.

2.2 The RPBANIP data related to the air navigation is dynamic or flexible.

- a) contains elements related to:
- assignment of responsibilities;
 - mandatory requirements
 - additional requirements specific to the NAM/CAR Region

Note.- sample of some list of such elements:

- 1) *Air traffic flow management (ATFM) and major traffic flows;*
- 2) *Performance-based navigation (PBN) routes and terminal procedures;*
- 3) *Meteorological services;*
- 4) *Secondary Surveillance Radar (SSR) codes;*
- 5) *Five-letter name-codes (5LNC);*
- 6) *aeronautical information management (AIM) and information management (IM) towards the System wide information management (SWIM); and*

- b) the plan elements providing implementation planning for air navigation that includes aerodromes and ground aids (AGA), AIM, communications, navigation and surveillance (CNS), air traffic management (ATM), aeronautical meteorology (MET) and search and rescue (SAR) and their modernization taking into consideration emerging programmes such as the ICAO Aviation System Block Upgrades (ASBUs) and associated technology roadmaps described in the GANP.

2.3 In accordance with the structure, format and content of the RPBANIP, support the implementation of ASBU elements.

3. Action by the Meeting

3.1 The Meeting is invited to:

- a) note the contents of this Working Paper;
- b) agree to perform the coordination work during the meeting in order to achieve the necessary results under items c) and d);
- c) review and amend as appropriate the relevant parts of the RPBANIP in accordance with ASBU and GANP;
- d) review the preliminary updated version of the RPBANIP in order to finalise and include in the next NACC DCA Meeting Documentation; and
- e) agree to transmit the provisional version developed in accordance with c) above to the GREPECAS/18 Meeting.