



**Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5)**  
 Mexico City, Mexico, 16 to 18 July 2019

**Agenda Item 6: Monitoring and Reporting of the Implementation of Air Navigation in the CAR/SAM Regions**  
**6.1 Development and implementation of National Air Navigation Plans**

**DEVELOPMENT AND IMPLEMENTATION OF NATIONAL AIR NAVIGATION PLANS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper presents the current status of the CAR/SAM States National Air Navigation Plan (NANPs) including the approaches taken by the Regional Offices (ROs). The approaches described in this paper worked very well successfully producing the NANPs and providing the structure and alignment for easy bidirectional information exchange between the Regional Air Navigation Plan and the associated NANPs by enhancing communication between the ROs and its accredited States.</p>	
<b>Action:</b>	The indicated in item 4.1
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Capacity and efficiency</li> <li>• Environmental protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• ICAO Doc 9750 – Global Air Navigation Plan (GANP)</li> <li>• NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP)</li> <li>• SAM performance-based air navigation plan (SAMPBIP)</li> <li>• Report of the Fourth meeting of the Programmes and Projects Review Committee (Lima, 12-14 July 2016)</li> </ul>

## 1. Introduction

1.1 The GANP and the Aviation System Block Upgrades (ASBUs) concept and documents were developed to provide the framework and strategic direction for a global, harmonized aviation system. With approvals from the 12th Air Navigation Conference in 2012 and the 38th Assembly in 2013, the GANP and ASBU Framework provide a strategy which includes measurable operational improvements and key civil aviation policy principles to assist ICAO regions, sub-regions and States with the preparation and implementation of their air navigation plans. Together, the GANP and ASBU framework enable States to modernize in a manner that is consistent with their individual needs, capabilities, and resources.

1.2. Each region is unique with different needs and issues to be addressed. Similarly, each state is also unique with their own special concerns and needs to address. The GANP obligates regions and States to align and harmonize their regional or national programmes with the global plan. Through GANP, regions will prepare regional ANPs and deliver harmonized and interoperable aviation capabilities. Through GANP and regional ANPs, States will prepare national ANPs and implement such capabilities. This streamlined alignment from GANP to regional ANPs to national ANPs will provide states with far greater certainty for their investments.

1.3 The fifteenth meeting of GREPECAS formulated the Conclusion 15/1, item b):

*b) States, Territories and International Organizations develop national performance-based plans, taking into account user requirements, in accordance with the regional performance objectives included in the Regional Air Navigation Plan. These national plans should include the identification of national performance objectives and the performance framework forms to be completed by all air navigation areas, such as ATM, CNS, AIM, MET and AGA/AOP*

## 2. Discussion

### CAR Region

2.1 The ICAO NACC RO is accredited to a diverse mix of 22 Contracting States and 19 Territories. Dominica became a new member state in 2019. Also included is the Air Navigation Service Provider (ANSP), COCESNA providing air traffic services to the Central American region. Member states range from large states with very complex airspaces to smaller states with less complex systems. This diversity results in a very challenging aeronautical environment where addressing challenging issues requires a global perspective. In the following text, the aforementioned states, territories and organizations will be referred to as, “entity” or “entities” to simplify.

2.2 The Aviation System Block Upgrades Implementation Task Force (ASBU/TF) was established during the NACC/WG/5 Meeting in Trinidad and Tobago in May 2017. The formation of ANI/WG ASBU TF reflects the importance of such advancements in the NACC Region. The objective of the ASBU/TF is to assist the regions in the implementation of harmonized technologies that support the operation.

2.3 The NAM/CAR RPBANIP was updated to version 3.1 in April 2014 by aligning the activities and strategies with ICAO ASBU framework. The ASBU/TF supported the ICAO NACC RO to revise RPBANIP from version 3.1 to version 4.0. The RO studied the ASBU and found the better way to communicate the concept of ASBU, its intention, and how it can be applied to support the States. The RPBANIP version 4.0 provides realistic metrics and targets, a clear ASBU elements implementation process, and reporting mechanisms.

2.4 The NACC RO coordinated three “National Air Navigation Plan development workshops” in Mexico (March 2018), Honduras (August 2018), and Barbados (November 2018); the workshops have been very successful supporting the creation of the NANPs; participants evaluated the workshops, comments included: “We understand what we did. We can go home and explain what we learnt and did to my boss.” “We can put all our (aviation related) plans in one place.” “We can use this (ANP) for the future budget planning.”

2.5 The ICAO NACC RO goal through the ANI/WG/ASBU/TF was to have NANPs from 21 of its entities by the end of 2018. By the end of 2018, 17 entities had prepared NANPs constituting 80% completion rate. If you include Canada and the United States the NAM CAR Region has accomplished 82% completion rate (excluding Dominica) as indicated in the following table. NANPs are available at the ANI/WG/ASBU-TF web site:

<https://www.icao.int/NACC/Pages/regional-group-asbu.aspx>

<b>Current status of implementation of the NANPs in the CAR region</b>			
<b>State</b>	<b>NANP Implemented</b>	<b>In preparation</b>	<b>Comments</b>
Antigua	X		
Bahamas		X	
Barbados	X		
Belize	X		
Costa Rica	X		
Cuba	X		To be updated on the website
Curacao	X		
Dominican Republic	X		
El Salvador	X		
Grenada		X	
Guatemala	X		
Haiti	X		
Honduras	X		
Jamaica		X	
Mexico	X		
Nicaragua	X		
Saint Kitts and Nevis		X	
Saint Lucia	X		
Saint Vincent and Grenadines	X		
Trinidad and Tobago	X		
COCESNA	X		

*SAM Region*

2.6 The GANP objectives have been developed based on extensive consultation with the stakeholders, and serve as the basis for harmonized global, regional and national activities. The ASBU provide a consensus-based modernization strategy for comprehensive performance-based planning.

2.7 The regional and national planning process must be aligned and used for identifying those elements that provide the best solution to the operational requirements identified, and for building a seamless system. Regional and national planning in alignment with the Global Plan should meet the objective set forth in ICAO Doc 9854: “Achieve an interoperable global air traffic management system, for all users during all phases of flight, which meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements”.

2.8 The fifteenth meeting of GREPECAS, upon analysing this outlook, had formulated Conclusion 15/1, item b) as mentioned above.

2.9 To achieve this objective, planning in the short, medium and long term is very important. A national air navigation plan helps organize the implementation process and align national objectives with global and regional ones, and is one of the pillars for the Civil Aviation Master Plan.

2.10 The SAM Region, taking into account the provisions of the third edition of the GANP and Doc 9854, adopted a performance-based approach to planning and implementation of air navigation systems, pursuant to GREPECAS Conclusion 15/1. In 2011, the Twelfth meeting of Civil Aviation Authorities of the South American Region (RAAC/12) approved the SAM performance-based air navigation implementation plan (PBIP) through Conclusion 12/1.

2.11 Following the adoption of the fourth edition of the GANP, the SAM Region aligned the SAM-PBIP thereto, specifying that 15 of the 18 ASBU modules would be applicable to the Region.

2.12 The fourth meeting of the PPRC, through Decision 4/3, b), urged States to continue using the regional performance-based implementation plans (SAM-PBIP and RPBANIP) for the development of their NANPs. The Secretariat followed up on the development of the national air navigation plans and noted the following:

<b>Current status of implementation of the NANPs in the SAM region</b>			
<b>State</b>	<b>NANP Implemented</b>	<b>In preparation</b>	<b>Comments</b>
Argentina		X	
Brasil	X		
Bolivia	X		
Chile	X		
Colombia	X		
Guyana		X	
Ecuador	X		
Panamá		X	Panamá has had a NANP. It has been outdated but a new version will be worked on
Paraguay		X	
Peru		X	Peru is working on the preparation of its National Air Navigation Plan.
Suriname		X	
Uruguay		X	
Venezuela	X		

2.13 The Secretariat, during 2018, has supported three States for the preparation of their NANPs through workshops developed in their States.

### **3. Considerations**

3.1 Given that all of the NANP development workshop attendees successfully drafted their plans during their respective workshop, the ANI/WG approach to support NAM CAR Regions entities is working. In addition, attendees of the workshops expressed a better understanding of the relationship between the GANP/ASBUs and their roles and responsibility.

3.2. Every three years, the GANP / ASBUs will be revised. Every six years, new Block Elements will be defined and made available for implementation. Circumstances surrounding States/Territories/Organizations change all the time so it is necessary for them to review their NANPs periodically and to determine the best use of their Plans. GREPECAS needs to keep abreast of GANP evolution and take proper actions to achieve an interoperable air navigation system for CAR/SAM Regions.

### **4. Suggested action**

4.1 The Meeting is invited to:

- a) analyse other points that you consider necessary;
- b) consider promoting new NANP Development Workshops; and
- c) prepare and maintain the NANP.