



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Sixth Meeting of the RLA09801 Project Evaluation Commission (MCAAP/PEC/6)

ICAO NACC Regional Office, Mexico City, Mexico, 25 to 27 April 2023

Agenda Item 4: Improved Effectiveness in Air Navigation

4.1 Consolidation of actions between the Aviation System Block Upgrades (ASBU), the Global Air Navigation Plan (GANP), and the Global Aviation Safety Plan (GASP) for improved effectiveness in the National Air Navigation Plans (NANP)

NEED TO JOIN ASBU/GANP/GASP ACTIONS TO INCREASE THE EFFECTIVENESS OF AIR NAVIGATION NATIONAL PLANS

(Presented by Cuba)

EXECUTIVE SUMMARY

This working paper looks to highlight the importance of having a solid air navigation planning system to reach foreseen levels of safety. It proposes coordinated actions among the Safety and Air Navigation Regional Groups to be focused on transversal issues of interest for both the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP).

Action:	The suggested actions are 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">• A40-1: ICAO global planning for safety and air navigation• A40-5: Regional implementation support mechanisms• Assembly 41st 30: Safety and Air Navigation Policy• GREPECAS Conclusions 20/07, 20/08, 20/16, 20/17

1. Introduction

1.1 Both the Fourth Edition of the GASP and the Seventh Edition of the GANP are the global guidance option for safety and air navigation, respectively, while trying to maintain updated cooperation and coordination with all stakeholders while making it evident that collaboration makes everything faster, more trusted and more profitable.

1.2 Both Global Plans serve as the framework for the elaboration and implementation of regional and national plans, which is why Member States, industry and financial institutions provide the necessary support to implement these plans in a coordinated manner while avoiding duplication of efforts.

2. Development

2.1 The 41st Session of the ICAO Assembly approved the seventh edition of the GANP with some changes. Particularly, a key element of safety performance was updated within the GANP performance, to contribute to the coherence and uniformity of performance management aspects shared by the GANP, the GASP and the Global Aviation Security Plan (GASeP, Doc. 10118).

2.2 Highlighting the importance to have a solid air navigation system reaching foreseeable safety elements in addition to connecting essential services described in the Basic Building Blocks (BBB), together with the Protocol Questions (PQs) of the Universal Safety Oversight Audit Programme (USOAP).

2.3 Following the Manual on Global Performance of the Air Navigation System (Doc 9883), it was suggested to update the safety performance framework to be included in the seventh edition of the GANP to: look after the adoption of an integrated approach to performance management; provide a liaison between the GANP and the GASP; and offer a coordinated approach to measure the performance of safety.

2.4 The activities carried out by the ICAO NACC Regional Office have not complied with the expectations regarding the Basic Building Blocks (BBB) implemented in States of the Region, guidance and implementation assessment of all elements of the Aviation System Block Upgrade (ASBU) and therefore, the arrangements to finally update the National Air Navigation Plans (NANPs) using the tool of the Project RLA09801 — Multi-Regional Civil Aviation Assistance Programme (MCAAP).

3. Suggested Actions

3.1 Organize training activities to update changes related to the ASBU implementation in the Seventh Edition of the GANP.

3.2 Organize training activities to settle the interaction strategies between the GANP/GASP and NANP.