



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)
In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 8: CAR/SAM Air Navigation Implementation

A NEW AIR TRAFFIC CONTROL SYSTEM IN THE UNITED STATES

(Presented by the United States)

EXECUTIVE SUMMARY

To keep pace with the evolving aviation landscape and ensure continued excellence in safety, efficiency, and innovation, the U.S. Federal Aviation Administration (FAA) has developed a critical 3-year modernization framework to reinvest in the U.S. National Airspace System (NAS). This initiative will build a more reliable, resilient, and future-ready aviation infrastructure—supporting growth while enhancing safety and operational performance.

Action:	<ul style="list-style-type: none"> a) Review the regional implementation information presented in the Appendix to identify and start working with the adjacent FAA ATC facility to proactively address any potential interface issues that may result from these plans. b) Suggest any other actions deemed necessary.
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<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All •
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<i>References:</i>	<ul style="list-style-type: none"> • A42 – WP/631
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1. Introduction

1.1 The FAA faces a rapidly growing, complex and demanding aviation sector, with commercial air travel returning to pre-COVID levels and the rapid expansion of new and innovative operations, including

drones, advanced air mobility (AAM), and space launch and re-entry operations. This dynamic growth presents a unique opportunity to modernize our air traffic infrastructure and lay the foundation for a more advanced and efficient NAS. While today's NAS remains safe, reinvestment in key systems and facilities will ensure safety, reliability, and efficiency are maintained—and improved—as demands increase. This paper outlines a strategic 3-year framework to reinvest in the U.S. NAS and accelerate this transformation.

2. Discussion

2.1 The FAA has received supplemental funding from the U.S. Congress that will be used to carry out a significant modernization effort of the U.S. air traffic control (ATC) system. These funds are a “down payment” on the full cost to support development of a new, state-of-the-art ATC system designed to meet today's challenges and tomorrow's opportunities. With the supplemental funding and existing funding, the FAA plans to make progress on the following equipment and technology upgrades.

2.2 The FAA is responding to industry calls for increased efficiency by accelerating deployment of new technologies. For example, the FAA plans to deploy the terminal flight data management tool at additional airports which will increase the use of electronic flight strips in our towers. The FAA also plans to upgrade the current traffic flow management system to an enhanced system that will enable integrated capabilities that provide reliable, consistent operational system-wide views, especially in dynamic or non-routine situations.

2.3 In addition, the FAA will replace its legacy voice switches with a more flexible Voice over Internet Protocol (VoIP)-based communication system. This upgrade increases flexibility, improves reliability, and supports next-generation operations such as dynamic re-sectorization and seamless integration with new technologies—ensuring controllers can manage growing traffic with confidence.

2.4 The FAA is streamlining and upgrading its surveillance infrastructure to deliver more consistent, reliable data. The FAA maintains hundreds of surveillance systems to monitor and manage NAS operations. Deployed over many decades, the surveillance systems provide safety-critical information to controllers, including an aircraft's position, identity and weather information, allowing them to manage air traffic safely and efficiently. Legacy radar systems provide a reinforcement to Automatic Dependent Surveillance–Broadcast (ADS-B) information, providing essential information in the event of Global Positioning System (GPS) degradation. As part of its modernization effort, the FAA plans to decrease the number of radar models from 12 to 2 cutting-edge radars which will simplify operations, reduce maintenance burdens, and enhance airborne safety and efficiency across the NAS.

2.5 Surface safety system upgrades and deployments will also occur over the next 3 years. The FAA will upgrade and replace parts on its Airport Surface Detection Equipment/Model X (ASDE-X) and Airport Surface Surveillance Capability (ASSC) surface movement radars that are deployed to 44 of the most complex airports. New surface awareness safety systems will be deployed to an additional 200 airports that do not currently have any surface monitoring capability. Implementing real-time surface movement awareness technology can assist in the prevention of runway incursions by depicting runways, taxiways, hold ramps, and other active movement areas to increase situational awareness of ATC personnel.

2.6 Strategically placed ADS-B stations in the Caribbean will close coverage gaps and provide precise, real-time aircraft surveillance over remote oceanic areas, enable safer routes, reduced separation, and improve search and rescue capabilities. ADS-B is cost-effective, requiring smaller, cheaper ground stations than radar, and supports general aviation, tourism-driven economies, and emerging aircraft technologies.

2.7 Air Traffic Flow Management (ATFM) is critical for ensuring safe, efficient movements by minimizing delays and congestion through strategic coordination and planning. To address current system

limitations, the FAA will deliver modern, scalable, and integrated platforms with improved reliability, usability, and operational continuity.

2.8 Alaska’s aviation system is vital to its communities, and modernization efforts will also ensure continued service and safety in this unique environment. In Alaska, 82% of communities lack road access and rely heavily on aviation. Planned improvements will replace and modernize automation systems, integrate advanced automation for weather graphics, flight plan processing, and emergency services. Modernization efforts will support critical services like pilot briefings, Notice to Airmen (NOTAM), and search-and-rescue coordination in areas with minimal cellphone or internet coverage. Automated and Visual Weather Observing Systems (AWOS and VWOS, respectively) and weather cameras will also be updated and installed to provide near real-time accurate weather data in remote areas with harsh, rapidly changing conditions. Together, they enhance situational awareness, reduce weather-related accidents, and support Alaska’s vast general aviation and commercial operations in areas with limited radar and infrastructure.

2.9 The FAA will also transition to Enterprise Information Display Systems (E-IDS) that will provide multiple safety benefits, including increased productivity for controllers, user efficiency, and NAS safety by displaying, entering, and distributing NOTAMs, pilot reports and access to special activity airspace schedule and status. Improving NAS resiliency by supporting faster recovery during adverse events and providing required operational position information to any other properly configured position in the NAS will support Air Traffic Management (ATM) service providers in maintaining continuity of operations.

2.10 The FAA is laying the groundwork for a single common automation platform to replace its separate terminal ATM and enroute ATM systems. A single platform will streamline ATC by standardizing interfaces, consolidating data processing for terminal and enroute operations, and enhancing interoperability with newer technologies. Modernizing to a standardized, scalable platform will reduce the total cost of ownership, simplify integration of new technologies, accelerate deployment of new capabilities, improve cybersecurity, improve resiliency, and reduce vendor lock-in. It will also streamline training for new Air Traffic Controllers and enable easier transfers of/for Controllers between facilities without requiring significant retraining beyond learning the new airspace. Collectively, these benefits will enable the FAA to respond more efficiently to operational changes and support future aviation growth.

2.11 Finally, the FAA will also invest in improvements for its ATC facilities, including Airport Traffic Control Towers, Terminal Radar Approach Control Facilities (TRACONs), Area Control Centers (ACCs), and Remote/Digital Tower capabilities to increase efficiency and maintain safety. The FAA will also initiate planning and land acquisition for the replacement and consolidation of its ACCs. Ultimately these efforts will help to prevent future service interruptions and uphold the operational integrity of the entire NAS.

2.12 The actual numbers associated with the BNATCS project are:

- **5,170** new high speed network connections on fiber, satellite, and wireless
- **1,581** new radio sites
- **462** new digital voice switches
- **612** state-of-the-art radar systems*
- **44** airports will have new replacement surface radars
- **200** airports will have Surface Awareness Initiative surveillance technology
- **89** airports will have new Terminal Flight Data Manager electronic flight strip tools
- **435** air traffic control towers will have new Enterprise Information Display Systems
- **113** air traffic control towers will have new Tower Simulation Systems

- **1** new consolidated Air Route Traffic Control Center (first new one since the 1960s)
- **110** additional weather stations in Alaska
- **64** more weather camera sites in Alaska
- **1** new consolidated Terminal Radar Approach Control

*The Radar System Replacement program office does not have a consolidated list of facilities yet. However, they have confirmed that the plan is to replace all ASR-8, ASR-9, ASR-11, MODE-S, ATCBI-5, and ATCBI-6 systems.

3. Conclusion

3.1 The FAA is undertaking strategic investments to enhance the U.S. aviation system and ensure its readiness for the future. With unprecedented levels of traffic, innovation, and complexity on the horizon, this 3-year framework provides a proactive, innovative approach to transforming the NAS.

3.2 The 3-year modernization framework addresses critical safety needs to deliver a state-of-the-art air traffic control system. By replacing the current system and investing in our aviation infrastructure, the FAA will enhance safety in the sky, reduce delays, modernize our NAS, and unlock the future of air travel. The FAA is committed to embracing these changes and advancing the modernization of our systems to establish a safer, more efficient, and resilient NAS while also improving international harmonization and operational benefits through the deployment of the FAA’s Brand-New Air Traffic Control System (BNATCS).

4. Suggested Actions

4.1 The meeting is invited to:

a) Review the regional implementation information presented in the **Appendix** to identify and start working with the adjacent FAA ATC facility to proactively address any potential interface issues that may result from these plans.

b) Suggest any other actions deemed necessary.

APPENDIX

BNATCS Anticipated Implementation Plans for Equipment at FAA Facilities with Mexican and Caribbean Interfaces

City	State	LOC ID	Fac Type	Project Name	Work Complete Live Early Finish (EF) Date
GRAND TURK	TC	GDT	ATCBI	MODERNIZE FAA Network to RTIR @ GDT/ATCBI (Diversity: Physical)	1/14/2026
HOUSTON	TX	ZHU	RCAG	INSTALL A new RCAG will be established on GB 426	1/16/2026
MIAMI	FL	ZMA	ARTCC	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility (ZMAZ RCAG and ZMA BUEC)	1/21/2026
SAN JUAN	PR	SJU	VRS	REPLACE NAS Voice Recorder (NVR)	1/29/2026
MIAMI	FL	ZMA	ARTCC	25008175 ZMA MODERNIZE FAA Network to RTIR (Diversity: Physical)	2/10/2026
HOUSTON	TX	ZHU	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZHU (APCMS) ZHU_ARTCC	3/23/2026
SOUTH BIMINI	BH	ZBVA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy ZBV_VOR	5/6/2026
ALBUQUERQUE	NM	ZAB	ADPRS	MODERNIZE SBSS Network to support TDM-IP Transition	5/6/2026
AGUADILLA	PR	BQNA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQNA ROD BQN_RCAG	5/13/2026
PICO DELESTE	PR	QIQB	VOICE	VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy No FTI LID-FAC	5/18/2026
NASSAU	BH	ZQA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy MYAF_RCAG	6/4/2026
ISLA GRANDE	PR	SIGZ	RTR	20010094 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with mostcurrent VoIP NEXCOM Radio	6/25/2026
SAN JUAN	PR	SJUL	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ SJU_ATCT	7/16/2026
SAN JUAN	PR	ZSU	CERAP	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility	7/17/2026
SAN JUAN	PR	SJUJ	RTR	20010095 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with mostcurrent VoIP NEXCOM Radio	7/20/2026
RONKONKOMA	NY	ZNY	ARTCC	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility	8/6/2026
MAYAGUEZ	PR	MAZ	ROD	24012483 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with mostcurrent VoIP NEXCOM Radio	8/10/2026
ISLA GRANDE	PR	SIG	TVS	REPLACE Terminal Voice Switch Sustainment - SIG Wave 2B	8/11/2026
RONKONKOMA	NY	ZNYA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ No FTI LID-FAC	9/10/2026
SAN JUAN	PR	SJU	TVS	REPLACE Terminal Voice Switch Sustainment at SJU Wave 2B	9/24/2026
LOS ANGELES	CA	ZLAB	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZLA ZLA_ARTCC	10/16/2026
RONKONKOMA	NY	ZNY	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZNY (APCMS) ZNY_ARTCC	10/22/2026
ALBUQUERQUE	NM	ZAB	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZAB (APCMS) ZAB_ARTCC ZAB_ARTCC	10/30/2026
ALBUQUERQUE	NM	ZABA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ No FTI LID-FAC	11/16/2026
GRAND TURK	TC	GDT	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ GDT RCAG GDT_ATCBI	11/27/2026
ANDROS ISLAND	BH	MYAF	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ MYAF_RCAG	11/27/2026
PROVIDENCIALES	TC	PLS	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy PLS_RCAG	11/27/2026
LOS ANGELES	CA	ZLA	ARTCC	24004470 ZLA FY '26 - INSTALL NEXCOM Phase 3 (CRMM)	12/1/2026
GRAND TURK	TC	GDT	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ GDT F	12/3/2026
SOUTH BIMINI	BH	ZBV	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZBV_VOR	12/4/2026
GREAT INAGUA	BH	ZINC	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZIN_RCAG	12/4/2026
PICO DELESTE	PR	QIQ	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System - No FTI LID-FAC	12/4/2026

EL YUNQUE	PR	QSH	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System - QSH_RCAG	12/4/2026
CAYEY	PR	SJUK	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System - SJU_NXRAD	12/4/2026
AGUADILLA	PR	BQN	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ BQN	12/7/2026
GEORGETOWN	BH	FK7	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ FK7 R	12/7/2026
ANDROS ISLAND	BH	MYAF	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ MYAF	12/7/2026
GRAND BAHAMA	BH	BHF	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ BHF F	12/8/2026
MIAMI	FL	ZMAA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZMA_ARTCC	12/8/2026
MIAMI	FL	ZMAZ	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ ZMAZ	12/18/2026
SAN JUAN	PR	ZSU	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZSU (APCMS) ZSU_CCF	12/22/2026
MIAMI	FL	ZMA	BUEC	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ ZMA F	1/5/2027
AGUADILLA	PR	BQN	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQN RCAG BQN_RCAG	1/7/2027
AGUADILLA	PR	BQNZ	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQN_RCAG	1/7/2027
MAYAGUEZ	PR	MAZ	BUEC	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ MAZ F	1/13/2027
PONCE	PR	PSE	BUEC	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ PSE B	1/13/2027
MIAMI	FL	ZMA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ZMA (APCMS) ZMA_ARTCC	2/3/2027
MAYAGUEZ	PR	MAZA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ MAZ_VOR	2/11/2027
PONCE	PR	PSE	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ PSE_RTR	2/11/2027
MAYAGUEZ	PR	MAZ	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy No FTI UID-FAC	2/11/2027
GRAND BAHAMA	BH	BHF	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BHF RCAG BHF_ATCBI	2/18/2027
GEORGETOWN	BH	FK7	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ FK7_ATCBI	3/19/2027
ST DAVID	BM	BDA	BUEC	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/1/2027
LOS ANGELES	CA	ZLAC	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZLA RCE ZLA_ARTCC	4/12/2027
ST DAVID	BM	BDA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/15/2027
SAN JUAN	PR	SJU	ASR	ESTABLISH Brand New Air Traffic Control System (BNACTS) / Radar System Replacement (RSR) Seed Fundi	5/20/2027
SAN JUAN	PR	SJU	ATCRB	ESTABLISH Brand New Air Traffic Control System (BNACTS) / Radar System Replacement (RSR) Seed Fundi	5/20/2027

City	State	LOC ID	Fac Type	Project Name	Work Complete Live Early Finish (EF) Date
SAN JUAN	PR	ZSU	CERAP	MODERNIZE FAA Network to RTIR @ ZSU/CERAP (Diversity: Physical)	6/1/2027
HOUSTON	TX	ZHU	VSCS	REPLACE ARTCC Voice Switch Sustainment	6/2/2027
HAMILTON	BM	BDA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BDA_RCAG	9/13/2027
RONKONKOMA	NY	ZNY	VSCS	REPLACE Terminal Voice Switch Sustainment	9/21/2027
ALBUQUERQUE	NM	ZAB	VSCS	REPLACE ARTCC Voice Switch Sustainment	10/22/2027
MIAMI	FL	ZMA	VSCS	REPLACE Terminal Voice Switch Sustainment	10/22/2027
PROVIDENCIALES	TC	PLS	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	1/24/2028
SOUTH BIMINI	BH	ZBV	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	2/18/2028
RONKONKOMA	NY	ZNY	EIDS	20009351 ZNY Establish Enterprise Information Display System (E-IDS) - ZNY	2/29/2028
GREAT INAGUA	BH	ZIN	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	3/17/2028
MIAMI	FL	ZMA	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - ZMA	3/29/2028
LOS ANGELES	CA	ZLA	EIDS	24004040 ZLA Enterprise Information Display System (E-IDS) FY26	4/18/2028
PICO DEL ESTE	PR	QJQA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/19/2028
EL YUNQUE	PR	2EL	RCO	NEXCOM (V3) \$FY/FY: REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radios @ 2EL RCO IN	4/19/2028
LOS ANGELES	CA	ZLA	VSCS	25019860 ZLA - Enroute Voice Switch Sustainment	4/26/2028
SAN JUAN	PR	SJU	TFDM	ESTABLISH Terminal Flight Data Manager @ SJU	5/8/2028
EL YUNQUE	PR	QSHA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	5/15/2028
SAN JUAN	PR	SJU	BUEC	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	5/15/2028
ALBUQUERQUE	NM	ZAB	ADPRS	MODERNIZE SBSS Network to support TDM-IP Transition	5/16/2028
SAN JUAN	PR	ZSU	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	6/12/2028
ALBUQUERQUE	NM	ZAB	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - ZAB	6/12/2028
HOUSTON	TX	ZHU	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - ZHU	6/12/2028
SAN JUAN	PR	ZSU	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - ZSU	6/21/2028
AGUADILLA	PR	BQN	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - BQN Cluster ZSU	6/21/2028
ISLA GRANDE	PR	SIG	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - SIG Cluster ZSU	6/21/2028
HOUSTON	TX	ZHU	ARTCC	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility_From Copy	9/13/2028
ALBUQUERQUE	NM	ZAB	ARTCC	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility_From Copy_From Copy	9/20/2028
HOUSTON	TX	ZHU	BUEC	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase 3) DoD Coordination Require	11/20/2028
LOS ANGELES	CA	ZLA	ARTCC	20013315 ZLA - Replace NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase 3)	12/22/2028