



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

Regional North American/Caribbean (NAM/CAR) Air Traffic Management (ATM) Meeting

(Santo Domingo, Dominican Republic, 19-21 April 2006)

NAM/CAR ATM - WP/10

12/04/06

Agenda Item 6: Other business

AIR NAVIGATION PLAN - NORTH ATLANTIC, NORTH AMERICAN AND PACIFIC REGIONS (DOC 8755)

(Presented by the Secretariat)

SUMMARY

This working paper proposes that the Air Navigation Plan - North Atlantic, North American and Pacific Regions (NAT/NAM/PAC) (Doc 8755) be restructured and updated in order to accommodate the global ATM operational concept and the revised Global Air Navigation Plan, aimed at facilitating the implementation of a global ATM system. Action by the Meeting is in paragraph 4.

1. Introduction

1.1 Air Navigation Plans (ANPs) essentially serve the purpose of establishing a framework for planning of air navigation infrastructure which includes both a realistic assessment of the current operating environment as well as a vision for the planned evolution of the regional and global air navigation system. The detailed specifications contained in ANPs then serve as the agreed to infrastructure necessary to support the desired environment. It may also be seen as a quasi agreement between aircraft operators and air navigation service providers, ensuring that the agreed to system will be provided. It is therefore a very useful tool to ensure that the air global air navigation system is interoperable and that first and foremost, it meets the needs of the aircraft operators.

1.2 With the endorsement of a global ATM operational concept and the subsequent revision of the Global Air Navigation Plan, which will serve as a roadmap to guide the regional ANPs, a planning framework now exists for facilitating a more seamless and interoperable ATM system on the basis of industry's stated objectives in support of the operational concept.

2. Discussion

2.1 In 1995, information relating to the North Atlantic (NAT) and Pacific (PAC) Regions, was taken from the ANP - North Atlantic, North American and Pacific Regions (NAT/NAM/PAC) (Doc 8755) and placed respectively in the ANP - NAT (Doc 9634) and ANP - Asia and Pacific Regions (ASIA/PAC) (Doc 9673).

2.2 One amendment has been made to Doc 8755 in 2004 when ATS route requirements for the NAM region were introduced in the document. The complete set of ATS route and other requirements for facilities and services as normally contained in ANPs, has not been kept up to date in Doc 8755.

2.3 Taking into account the above, and considering that all the ANP documents have been restructured to a new format containing two volumes: Basic and Facilities and Services Implementation Document (FASID), with the exception of Doc 8755, it would appear appropriate to address the inconsistencies as follows:

- a) delete all the information in document 8755 relating to the NAT and PAC Regions;
- b) restructure the document into two parts: Basic and FASID; and
- c) amend the information concerning the North American Region to include the set of planning criteria and as well as the requirements for facilities and services necessary to serve international civil aviation, among the States of the region.

2.4 With respect to the above, the Basic part of the ANP should contain the set of planning criteria necessary to plan for the emerging and future air navigation infrastructure in the region. The information can be taken from various sources including the basic operational requirements and planning criteria (BORPC) as approved by the Air Navigation Commission (ANC), the global ATM operational concept, the revised Global Air Navigation Plan as well as from domestically or regionally produced documentation. The FASID would then contain detailed information on facilities and/or services to be provided by States in order to fulfil the basic requirements contained in the Basic ANP.

3. Conclusion

3.1 Improving aircraft operations requires continuously working toward greater degrees of seamlessness and interoperability in accordance with the global ATM operational concept and the Global Air Navigation Plan. Implementation of a global ATM system requires a common planning framework based on a complete set of ANPs. Therefore, it is necessary to update the information concerning the NAM Region and restructure the NAM ANP to reflect the requirements for that region.

4. Action by the Meeting:

4.1 The meeting is invited to request ICAO to restructure the ANP – NAT/NAM/PAC (Doc. 8755) into two volumes: Basic and FASID and, at the same time to remove the information corresponding to the NAT and PAC regions; and request the ICAO North American, Central American and Caribbean Regional Office to develop, in coordination with the States concerned, an update of the North American (NAM) Regional Plan.