



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 6: Future direction

6.1: Implementation plans and methodologies

COLOMBIAN AIR NAVIGATION PLAN

(Presented by Colombia)

SUMMARY

The Colombian government through the Civil Aviation Authority – UAEAC presents the sixth edition of the Air Navigation Plan for Colombia (COL ANP). This version undertakes the new aviation system block upgrade (ASBU) methodology, in particular B0-65, B0-80, B0-25 and B0-105 as a first selection of Block 0. These modules were chosen taking into account the operational requirements priority and/or some elements already are in progress.

Due to the COL ANP already has the operational approach (Volume I) and then the technology developments (Volume II), it has somewhat easy to apply ASBU methodology. Except in metrics because of the complexity to define for each module one metrics per KPA.

The Colombian Civil Aviation Authority invites the Conference to consult COL ANP at <http://www.aerocivil.gov.co/Aerocivil/PlanGestControl/PoliticPlanesProy/Paginas/PlNaAeronaveg.aspx>.

1. BACKGROUND

1.1 UAEAC aware of national geographic connectivity demand, of the contribution in improving country's competitiveness and mobility through the air transport means has formulated the Air Navigation Plan for Colombia (COL ANP) and has invited to participate to national and international community to set up and tune it. Ministry of Transport, Ministry of Finances and National Planning Department will focus the investment from this roadmap to reach the financial resources and staff for getting short, medium- and long-term goals. The COL ANP responds to needs for transport sector in the air mode, to meet growth expectations and demand of aviation community to optimize the provision of air navigation and airport services.

2. DEVELOPMENT

2.1 The vision of COL ANP is guided by the Global Air Navigation Plan of the International Civil Aviation Organization, in order to ensure with neighbouring states a comprehensive system suitable for aviation in the future, understanding the responsibility of Colombia as EJE CENTRAL DE LAS AMERICAS, required in the North-South and South America-Europe flows.

2.2 The ultimate goal of COL ANP is to support Colombian airspace users requirements to offer preferred trajectories in a seamless environment and greener airports. As far PNA format is as follows:

- a) Volume I: Operational requirements in Colombian airspace presents the needs to improve safety levels, improve current levels of regularity, efficiency and effectiveness in the use of airspace and airport operations, increase availability of schedules and flight profiles;
- b) Volume II: Facilities and services presents the technology strategies that support the operational requirements set forth in Volume I. For each technology strategy is given a CNS analysis of technologies applicable in Colombia, according to the CAR/SAM Regional Air Navigation Plan, in order to achieve the integration required. This volume also contains the airport development strategies referred as Operational Planning of Aerodromes (AOP) and airport facilitation; and
- c) Volume III: Regulation, presents strategies for setting national regulations to address all reached in Volumes I and II, in order to guide the gradual migration of Colombian airspace users into an integrated air traffic management, in accordance with Regional System for Safety Monitoring (SRVSOP).

2.3 Colombian Civil Aviation is aware that institutional decisions through COL ANP have a significant effect on the air transport in Colombia, and this planning towards an integrated, harmonized and globally interoperable air traffic management system supposes a challenge on national and regional level.

2.4 During 2013 Colombia CAA will give a new format according to CAR SAM Regional ANP to facilitate the reading and go deeper into implementation of each module.

2.5 On the other hand, since 2011 the need for metrics was identified therefore the aviation system block upgrade (ASBU) methodology is very useful for this purpose; moreover in defining the four implementation roadblocks per element of a particular airspace.

2.6 Colombian CAA adopted the Air Navigation Report Form (ANRF) with some adjustments as combining implementation progress with implementation blocks, adding some features for metrics and the staff in charge of implementation.

3. CONCLUSION

3.1 Colombian Civil Aviation is aware that institutional decisions through COL ANP have a significant effect on the air transport in Colombia, and this planning towards an integrated, harmonized and globally interoperable air traffic management system implies a challenge on national and regional level. That is why the methodology ASBU contributes with useful approach for the implementation of planned operational improvements choosing in a range of technological possibilities the most appropriate for Colombia.

3.2 The Conference is invited to take note of the COL ANP issued at <http://www.aerocivil.gov.co/Aerocivil/PlanGestControl/PoliticasyPlanesProy/Paginas/PlNaAeronaveg.aspx> in connection with the roadmaps in the GANP and new ANRF for B0-65, B0-80, B0-25 and B0-105.