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St. George's, Antigua and Barbuda, 1 to 5 June 2026**

Agenda Item 6: Seamless and Interoperable Air Navigation Services (ANS) that are Fit for the Future

A NEW AIR TRAFFIC CONTROL SYSTEM IN THE UNITED STATES

(Presented by 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:	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.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• A42-WP/631• GREPECAS/23 - WP 8.19

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 VWS, 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

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 A

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

CITY	ST	LOC	FAC Type	Project Name	Completion
ISLA GRANDE	PR	SIGZ	RTR	20010094 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with most current	6/26/2026
SAN JUAN	PR	SJUJ	RTR	20010095 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with most current	7/21/2026
ST DAVID	BM	BDA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/1/2027
ST DAVID	BM	BDA	BUEC	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/1/2027
GRAND BAHAMA	BH	BHF	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	9/18/2026
AGUADILLA	PR	BQN	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	12/7/2026
GEORGETOWN	BH	FK7	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	12/7/2026
GRAND TURK	TC	GDT	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	8/27/2026
MAYAGUEZ	PR	MAZ	BUEC	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	1/13/2027
ANDROS ISLAND	BH	MYAF	RCAG	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	8/13/2026
PONCE	PR	PSE	BUEC	NEXCOM (V3) \$FY26/FY27: REPLACE NEXCOM V1 Radios with most current VoIP NE	1/13/2027
PICO DEL ESTE	PR	QJQA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	3/21/2028
EL YUNQUE	PR	QSHA	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/17/2028
SAN JUAN	PR	SJU	BUEC	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	4/17/2028
SOUTH BIMINI	BH	ZBV	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	1/14/2028
GREAT INAGUA	BH	ZIN	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	2/14/2028
SAN JUAN	PR	ZSU	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	6/12/2028
ST DAVID	BM	BDA	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BDA_RCAG	4/2/2027
GRAND BAHAMA	BH	BHF	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BHF_RCAG (FT	9/18/2026
SAN JUAN	PR	ZSU	CCF	MODERNIZE VoICE Air-to-Ground Protocol Converter (APC) System @ ZSU_CCF (AP	12/22/2026
AGUADILLA	PR	BQN	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQN_RCAG	12/7/2026
AGUADILLA	PR	BQNZ	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQN_RCAG	9/25/2029
GEORGETOWN	BH	FK7	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ FK7_RCAG (FT	12/7/2026
GRAND TURK	TC	GDT	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ GDT_RCAG (FT	8/27/2026
MAYAGUEZ	PR	MAZA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ MAZ_VOR	3/23/2029
ANDROS ISLAND	BH	MYAF	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ MYAF_RCAG	8/13/2026
PONCE	PR	PSE	RTR	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ PSE_RTR	1/13/2027
SAN JUAN	PR	SJU	BUEC	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ SJU_BUEC (FT	5/27/2027
SOUTH BIMINI	BH	ZBV	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZBV_RCAG (FT	5/10/2027
GREAT INAGUA	BH	ZINC	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ ZIN_RCAG	10/14/2027
SAN JUAN	PR	ZSU	CERAP	INSTALL NEXCOM Phase 3: CRMM Equipment at Control Facility	8/21/2026
PROVIDENCIALES	TC	PLS	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ PLS_RCAG	8/19/2027
MAYAGUEZ	PR	MAZ	RTR	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ MAZ_RTR	1/13/2027
SOUTH BIMINI	BH	ZBVA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy ZB	4/5/2027
PICO DEL ESTE	PR	QJQB	VOICE	VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy No FTI LID-FA	4/23/2027
AGUADILLA	PR	BQNA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ BQNA RCO BQ	7/9/2029
NASSAU	BH	ZQA	VOICE	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ _From Copy MY	10/14/2026
MAYAGUEZ	PR	MAZ	RCO	24012483 NEXCOM (2B) \$FY25/FY26: REPLACE NEXCOM V1 Radios with most curre	7/25/2029
EL YUNQUE	PR	2EL	RCO	NEXCOM (V3) \$FY/FY: REPLACE NEXCOM V1 Radios with most current VoIP NEXCO	4/19/2028
ISLA GRANDE	PR	SIG	ATCT	MODERNIZE FAA Network to RTIR @ SIG/ATCT (Diversity: Electrical)	9/8/2026
NASSAU	BH	MYNN	TRACO	MODERNIZE FAA Network to RTIR @ MYNN/TRACO (Diversity: Electrical)	6/3/2026
ANDROS ISLAND	BH	MYAF	RCAG	MODERNIZE FAA Network to RTIR @ MYAF/RCAG (Diversity: Electrical)	4/26/2027
SOUTH BIMINI	BH	ZBV	VOR	MODERNIZE FAA Network to RTIR @ ZBV/VOR (Diversity: Single Path)	6/28/2027
GREAT INAGUA	BH	ZIN	RCAG	MODERNIZE FAA Network to RTIR @ ZIN/RCAG (Diversity: Electrical)	6/23/2027
GEORGETOWN	BH	FK7	ATCBI	MODERNIZE FAA Network to RTIR @ FK7/ATCBI (Diversity: Physical)	9/30/2026
GRAND TURK	TC	GDT	ATCBI	MODERNIZE FAA Network to RTIR @ GDT/ATCBI (Diversity: Physical)	3/2/2027

CITY	STATE	LOC ID	FAC Type	Project Name	Completion Dt
ST DAVID	BM	BDA	RCAG	MODERNIZE FAA Network to RTIR @ BDA/RCAG (Diversity: Electrical)	10/12/2027
AGUADILLA	PR	BQN	ARSR	MODERNIZE FAA Network to RTIR @ BQN/ARSR (Diversity: Physical)	4/30/2026
AGUADILLA	PR	BQN	RCAG	MODERNIZE FAA Network to RTIR @ BQN/RCAG (Diversity: Single Path)	4/21/2027
PONCE	PR	PSE	RTR	MODERNIZE FAA Network to RTIR @ PSE/RTR (Diversity: Single Path)	11/17/2027
PICO DEL ESTE	PR	QJQ	ARSR	MODERNIZE FAA Network to RTIR @ QJQ/ARSR (Diversity: Physical)	3/31/2026
SAN JUAN	PR	SJU	ASR	MODERNIZE FAA Network to RTIR @ SJU/ASR (Diversity: Electrical)	4/30/2026
SAN JUAN	PR	SJU	NXRAD	MODERNIZE FAA Network to RTIR @ SJU/NXRAD (Diversity: Electrical)	4/30/2026
PUNTA SALINAS	PR	SJU	TDWR	MODERNIZE FAA Network to RTIR @ SJU/TDWR (Diversity: Single Path)	9/28/2027
ISLA GRANDE	PR	SIG	DHS	MODERNIZE FAA Network to RTIR @ SIG/DHS (Diversity: Electrical)	10/4/2027
SAN JUAN	PR	ZSU	ADPRS	MODERNIZE SBSS Network to support TDM-IP Transition	
PROVIDENCIALES	TC	PLS	RCAG	REPLACE NEXCOM V1 Radios with most current VoIP NEXCOM Radio (Phase3)	12/16/2027
ISLA GRANDE	PR	SIG	TVS	REPLACE Terminal Voice Switch Sustainment - SIG Wave 2B	9/4/2026
SAN JUAN	PR	SJU	TVS	REPLACE Terminal Voice Switch Sustainment at SJU Wave 2B	11/4/2026
PICO DEL ESTE	PR	QJQ	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ QJQ_RCAG	12/16/2027
EL YUNQUE	PR	QSH	RCAG	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ QSH_RCAG	12/14/2027
SAN JUAN	PR	SJUA	BUFC	ESTABLISH VoICE Air-to-Ground Protocol Converter (APC) System @ SJUA_BUFC (F	12/14/2027
SAN JUAN	PR	SJU	ASR	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	3/17/2027
SAN JUAN	PR	SJU	ATCRB	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	3/17/2027
GEORGETOWN	BH	FK7	ATCBI	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	3/9/2028
GRAND BAHAMA	BH	BHF	ATCBI	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	6/30/2026
GRAND TURK	TC	GDT	ATCBI	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	3/16/2028
ST DAVID	BM	BDA	MODES	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	5/12/2028
AGUADILLA	PR	BQN	ATCRB	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	7/14/2028
PICO DEL ESTE	PR	QJQ	ATCRB	ESTABLISH Brand New Air Traffic Control System (BNATCS) / Radar System Replac	4/6/2028
SAN JUAN	PR	ZSU	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - ZSU	6/20/2028
SAN JUAN	PR	SJU	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - SJU Cluster ZSU	
AGUADILLA	PR	BQN	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - BQN Cluster ZSU	11/9/2028
ISLA GRANDE	PR	SIG	EIDS	ESTABLISH Enterprise Information Display System (E-IDS) - SIG Cluster ZSU	11/9/2028
SAN JUAN	PR	SJU	TFDM	ESTABLISH Terminal Flight Data Manager @ SJU	5/8/2028
SAN JUAN	PR	SJU	TOWB	Replace aging Traffic Flow Management System (TFMS) with Flow Management Data and Services (F	
SAN JUAN	PR	ZSU	CERAP	Replace aging Traffic Flow Management System (TFMS) with Flow Management Data and Services (F	
CULEBRA	PR	CPX	WCAM	ESTABLISH Visual Weather Observation System (VWOS) at Culebra, Puerto Rico	3/25/2027
VIEQUES	PR	VQS	WCAM	ESTABLISH Visual Weather Observation System (VWOS) at Vieques, Puerto Rico	3/25/2027
ARECIBO	PR	ABO	WCAM	ESTABLISH Visual Weather Observation System (VWOS) at Arecibo, Puerto Rico	3/25/2027
MAYAGUEZ	PR	MAZ	WCAM	ESTABLISH Visual Weather Observation System (VWOS) at Mayaguez, Puerto Rico	4/22/2027
HUMACAO	PR	X63	WCAM	ESTABLISH Visual Weather Observation System (VWOS) at Humacao, Puerto Rico	4/22/2027
EL YUNQUE	PR	QSH	RCAG	UIS IJA F&E FYTBD - 22003821 - HQ Led - Replace RCAG towers and renovate equip	7/8/2027
SAN JUAN	PR	SJU	ASR	REPLACE Replace SJU ASR antenna tower due to Safety Hazard	1/4/2028

Note: Information highlighted in green was not included in any of the previous versions of this paper presented at A42 or GREPECAS/23.