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**Agenda Item 7:           Review of national MET plans and the MET part of the CAR/SAM e-ANP**  
**Development of the MET part of Vol. III of the CAR/SAM e-ANP**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper presents a proposal of work methodology for drafting Vol. III of the CAR/SAM e-ANP for the SAM Region.	
<b>References:</b>	
<ul style="list-style-type: none"><li>• Doc 8733, CAR/SAM e-ANP</li><li>• Doc 9750, Global Air Navigation Plan – GANP – Fourth and fifth edition</li><li>• Report of the GREPECAS/17 meeting, Cochabamba, July 2014</li><li>• Report of the COM/MET/2019 meeting</li><li>•</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A – Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Environmental protection</i>

**1.                   Introducción**

1.1               The fourth edition of the GANP introduced the Aviation System Block Upgrades (ASBU) concept. The ASBU methodology was updated in the fifth edition of that same document (2016).

1.2               In June 2014, the ICAO Council decided that regional air navigation plans (ANPs) should be published in three volumes.

1.3               The implementation of the CAR/SAM ANP in its new format was notified to the GREPECAS/17 meeting and to the Directors of Civil Aviation (DCAs) at the different CAR and SAM meetings, and also to the regional implementation groups (SAM/IG and ANI/WG), which have expressed their support thereto.

1.4               The COMMET/2019 meeting analysed the issue.

## 2. Discussion

2.1 The Meeting will recall that the process for approval of Volumes I and II of the CAR/SAM e-ANP in their new format was completed in 2016. At present, these documents are constantly being reviewed and updated, as required.

2.2 The Meeting will also recall that the PPRC/4 meeting postponed the drafting and approval of Vol. III of the CAR/SAM e-ANP until the sixth edition of the GANP had been approved.

2.3 It is important to remember that Vol. III of the CAR/SAM e-ANP must contain the dynamic/flexible elements of the plan, providing guidance on planning for the implementation and upgrading of air navigation systems, taking into account emerging programmes, such as ASBU, and the roadmaps of the associated technologies described in the GANP.

2.4 Taking into account that the fifth edition of the GANP introduced the “Basic Building Block” (BBBs) together with the ASBU, it is important to review their implementation before planning the implementation of ASBU elements. The BBBs for the MET area are shown in **Appendix A** to this working paper.

2.5 The Meeting should recall that the Basic Building Block (BBB) framework is the foundation for any robust air navigation system. It is nothing new, but the identification of essential services that must be provided to international civil aviation, in accordance with ICAO standards, is. These essential services are defined for the aerodromes, air traffic management, search and rescue, meteorology and information management areas. In addition to essential services, the BBB framework identifies the end users of these services, as well as the assets (communication, navigation and surveillance (CNS) infrastructure) required for their provision. The BBBs are considered as an independent framework rather than an ASBU block, since they are a baseline rather than a step in the evolution. This baseline is defined by the essential services recognised by ICAO member States as necessary for the safe and orderly development of international civil aviation. Once these essential services are provided, they become the reference for any operational improvement. The BBB framework will be updated every two years, taking into account the amendments to ICAO provisions. Although an initial draft of the BBB framework is shown on line at the GANP portal (<https://www4.icao.int/ganportal/BBB>), the BBBs will be included in a web-based application in a format similar to the ASBU framework.

2.6 Furthermore, taking into account the BBBs and the fact that the sixth edition of the GANP will be submitted to the consideration of the 40<sup>th</sup> ICAO Assembly (Montreal, 23 September to 4 October 2019), it is important to start planning the drafting of Vol. III of the e-ANP in each of its areas in order to comply with Decision PPRC/4-3.

2.7 The COM/MET/2019 meeting, upon reviewing this item, analysed a table proposed by the Secretariat and undertook to fill in the tables for each element of module B0-AMET by 3 June of this year, enough time for their review and for drafting the action plans for those elements not yet implemented. However, it will be important to analyse module B1-AMET for the purpose of planning Vol. III of the CAR/SAM e-ANP and then transpose it into national air navigation plans.

3. **Suggested action**

3.1. The Meeting is invited to:

- a) take note of the information provided in this working paper;
- b) review the information contained in Appendix A;
- c) consider the template contained in Appendix B when working in Vol. III of the e-ANP, Part MET, for the SAM Region, and consider the appointment of the working group; and
- d) consider any other issue it may deem appropriate.

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