



PPT/ 01

***Introduction & Table PMP III- CARSAM - 1 – List of
CTA/TMA in CARSAM***

***Fernando Hermoza
ATM/SAR Officer
ICAO SAM Regional Office***

***CAR/SAM Regional Workshop for the Preparation of Vol. III of the Regional Air
Navigation Plan
Online from 9 to 12 May 2022***





TEMPLATE APPROVED BY THE COUNCIL
on 18 June 2014

CAR/SAM AIR NAVIGATION PI

CAR/SAM AIR NAVIGATION PLAN
VOLUME II

CAR/SAM AIR NAVIGATION PLAN

VOLUME I

Disclaimer
GREPECAS endorsed both drafts of the new e-dNP Vol I and Vol II,
by the Fast Track Procedure on 28 September 2013.

VOLUME III

stable elements

dynamic elements

dynamic/flexible plan elements
providing implementation planning
guidance for air navigation systems
and their modernization => *Global
Air Navigation Plan (GANP)*

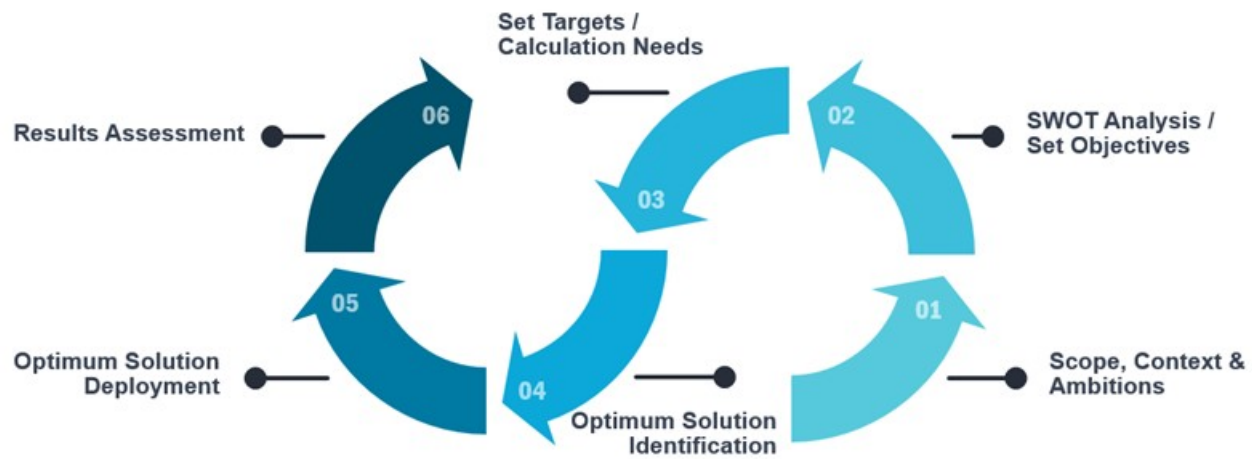


The information contained in Volume III is, therefore, related to:

- Planning: objectives, priorities, targets and needs planned at regional or sub-regional levels;
- Monitoring and reporting: performance and implementation monitoring of the agreed targets. This information should be used as the basis for reporting purposes (i.e.: global and regional air navigation reports and performance dashboards); and/or
- Guidance: providing regional guidance material for the implementation of specific system/procedures in a harmonized manner.



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STEP 1: DEFINE SCOPE, CONTEXT AND SET AMBITIONS

- ✓ *General*; common agreement on the scope and (assumed) context of the regional air navigation system on which the performance management process will be applied, as well as a common view on the general nature of the expected performance improvements.
- ✓ *Geographical scope*; Table PMP III CAR/SAM - 1 – List of CTA/TMA in the Region
- ✓ *Homogeneous areas and/or major traffic flows*; Table GEN II-1
- ✓ *Time Horizon*; Volume III provides short term (**5 years**) and medium term (**10 years**) implementation planning.



...cont.

STEP 1: DEFINE SCOPE, CONTEXT AND SET AMBITIONS

- ✓ *Traffic forecast.* - <https://data.icao.int/TrafficForecast/>
- ✓ *Political (high level) ambitions;* The expectations of the global aviation community are defined in 11 Key Performance Areas (KPA). The GANP considers all these areas through the performance ambitions. Although all these areas are equally important, as they are interrelated and cannot be considered in isolation, some areas are more visible to society than others.

KPA	Ambition
ACCESS AND EQUITY	No aviation community member excluded or treated unfairly.
CAPACITY	Nominal capacity easily scalable with demand.
	Disruptive events do not interrupt service provision and do not significantly affect the performance of the system.
COST-EFFECTIVENESS	No increase of total direct ANS cost while maintaining the safety and quality of service.
	Significant increase of ANS productivity, irrespective of demand.
EFFICIENCY	Reduction of the gap between the flight efficiency achieved and the desired optimum trajectory of airspace users.
ENVIRONMENT	ANS-induced inefficiencies to be progressively removed to contribute to the global ICAO aspirational goals for CO ₂ emissions.
	To benefit from achieved flight efficiency gains.
FLEXIBILITY	To absorb required changes to individual business and operational trajectories.
INTEROPERABILITY	Essential at an operational and technical level.
PARTICIPATION BY THE ATM COMMUNITY	Pre-agreed level of participation to make the maximum shared use of the air navigation resources.
PREDICTABILITY	No increase in ANS delivery variability including asset availability.
SAFETY	Zero ANS-related accidents and a significant (50%) reduction of ANS-related serious incidents.
SECURITY	Zero significant disruptions due to cyber incidents



Table PMP III CAR/SAM - 1 – List of CTA/TMA in the Region

(Optional. Please note that, if it is decided that this level of granularity is required in the Region, the rest of the performance management process will be applied at this level of granularity for consistency purposes. If this table is not developed, the PMP will be applied at an FIR level)



Table PMP III- (Region) - 1 – List of CTA/TMA in the (NAME) Region

EXPLANATION OF THE TABLE

Column

- 1 States in **Table GEN I-1**
- 2 List of FIRs by State within **Table ATM I-1**.
- 3 CTAs/TMAs
- 4 Remarks

State	FIR	CTA/TMA		Remarks
		Indicator	Name	

Table PMP III – List of UTA/CTA/TMA in the CAR/SAM Regions

* Basic data Taken from GEN I-1 and ATM I-1

Column		
1	STATE	Name of State
2	FIR/UIR	Name of FIR/UIR
3	CTA/TMA	Name of CTA/TMA
4	Remarks	Remarks, notes

STATE	FIR/UIR	UTA/CTA/TMA	Remarks
1	2	3	4
France – French Antilles (St Barthelemy)	San Juan FIR		
France – French Antilles (St Martin)			
Netherlands (Saba)			
Netherlands (Sint Eustatius)			
Sint Maarten (Kingdom of the Netherlands)			
United Kingdom (Anguilla)			
United Kingdom (British Virgin Islands)			
United States (Puerto Rico)			
United States (Virgin Islands)			
Antigua and Barbuda	Piarco FIR		
Barbados			
Dominica			
France – French Antilles (Guadeloupe)			
France – French Antilles (Martinique)			
Grenada			
Saint Kitts and Nevis			
Saint Lucia			
Saint Vincent and the Grenadines			
Trinidad and Tobago			
United Kingdom (British Virgin Islands)			
United Kingdom (Montserrat)			

STATE	FIR/UIR	UTA/CTA/TMA	Remarks
1	2	3	4
Argentina	Comodoro Rivadavia FIR	Comodoro Rivadavia North CTA	
		Comodoro Rivadavia South CTA	
		Comodoro Rivadavia TMA	
		Rio Gallegos TMA	
		Ushuaia TMA	
	Córdoba FIR	Córdoba North CTA	
		Córdoba South CTA	
		Cordoba TMA	
		Salta TMA	
	Ezeiza FIR	Ezeiza CTA I	
		Ezeiza CTA II	
		Ezeiza CTA III	
		Ezeiza CTA IV	
		Baires TMA	
		Mar del Plata TMA	
		Neuquen TMA	
		Rosario TMA	
	Mendoza FIR	San Carlos de Bariloche TMA	
		Mendoza CTA	
	Resistencia FIR	Mendoza TMA	
Resistencia CTA			
Resistencia TMA			
Foz TMA		Tripartite Argentina- Brazil - Paraguay	
Aruba (Kingdom of the Netherlands)	Curacao FIR		
Curacao (Kingdom of the Netherlands)			
Netherlands (Bonaire)			
Bahamas	Nassau FIR		
Belize	Central American FIR		
Costa Rica			
El Salvador			
Guatemala			
Honduras			

STATE	FIR/UIR	UTA/CTA/TMA	Remarks
1	2	3	4
Nicaragua			
United Kingdom (Bermuda)	New York Oceanic West FIR		
Bolivia	La Paz FIR	La Paz CTA	
		Cochabamba TMA	
		La Paz TMA	
		Santa Cruz TMA	
Brazil	Amazonica FIR	Amazonica CTA	
		Amazonica UTA	
		Rio Branco TMA	
		Porto Velho TMA	
		Boa Vista TMA	
		Manaus TMA	
		Belem TMA	
		Macapa TMA	
		Santarem TMA	
		Cuiabá TMA	
	Sao Luis TMA		
	Amazonica TMA	Bipartite Brazil - Colombia	
	Atlantico FIR	Atlantico UTA	
	Brasilia FIR	Brasilia CTA	
		Brasilia UTA	
		Brasilia TMA	
		Belo Horizonte TMA	
	Curitiba FIR	Curitiba CTA	
		Curitiba UTA	
		Porto Alegre TMA	
Foz TMA		Tripartite Argentina- Brazil - Paraguay	
Curitiba TMA			
Florianópolis TMA			
Campo Grande TMA			
Rio de Janeiro TMA			

STATE	FIR/UIR	UTA/CTA/TMA	Remarks
1	2	3	4
Nicaragua			
United Kingdom (Bermuda)	New York Oceanic West FIR		
Bolivia	La Paz FIR	La Paz CTA	
		Cochabamba TMA	
		La Paz TMA	
		Santa Cruz TMA	
Brazil	Amazonica FIR	Amazonica CTA	
		Amazonica UTA	
		Rio Branco TMA	
		Porto Velho TMA	
		Boa Vista TMA	
		Manaus TMA	
		Belem TMA	
		Macapa TMA	
		Santarem TMA	
		Cuiabá TMA	
	Sao Luis TMA		
	Amazonica TMA	Bipartite Brazil - Colombia	
	Atlantico FIR	Atlantico UTA	
	Brasilia FIR	Brasilia CTA	
		Brasilia UTA	
		Brasilia TMA	
		Belo Horizonte TMA	
	Curitiba FIR	Curitiba CTA	
		Curitiba UTA	
		Porto Alegre TMA	
Foz TMA		Tripartite Argentina- Brazil - Paraguay	
Curitiba TMA			
Florianópolis TMA			
Campo Grande TMA			
Rio de Janeiro TMA			

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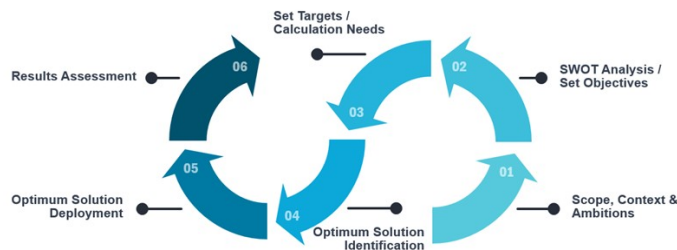
STEP 2: KNOW YOUR SYSTEM – SWOT ANALYSIS AND REGIONAL OBJECTIVES

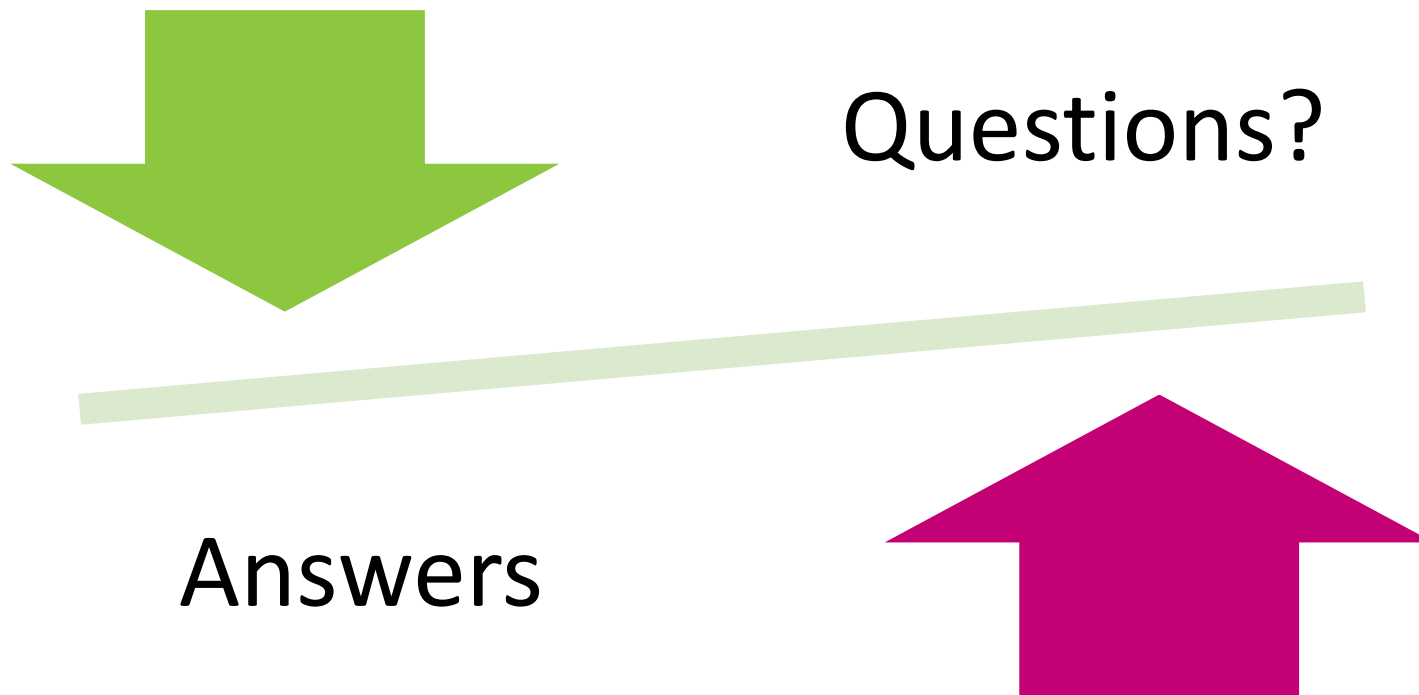
STEP 3: QUANTIFY OBJECTIVES, SET TARGETS AND CALCULATE NEEDS

STEP 4: SELECT SOLUTIONS

STEP 5: IMPLEMENT SOLUTIONS

STEP 6: ASSESS ACHIEVEMENTS







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