



RLA/06/901 - II Taller de seguimiento a la preparación del Vol. III del Plan Regional de Navegación Aérea (RANP)

Virtual, 09 – 11 Septiembre 2024

DATOS PARA LAS TABLAS DEL VOL III

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Organización de Aviación Civil Internacional
Grupo Regional de Planificación y Ejecución CAR/SAM (GREPECAS)

Tercera Reunión Conjunta GREPECAS–RASG-PA

Vigésima Primera Reunión del Grupo Regional de Planificación y Ejecución del Caribe y Sudamérica

GREPECAS/21

Informe Final

Sesión asíncrona: 2 de octubre al 10 de noviembre de 2023
Sesión en persona: Santo Domingo, República Dominicana, 14 – 17 de noviembre de 2023

Preparado por la Secretaría

Febrero de 2024

3.2.4 Bajo NE/06, la Secretaría informó las actividades desarrolladas para continuar con la inserción de datos y bases de referencia de los KPI en la versión inicial del Volumen III del CAR/SAM ANP, aprobada por GREPECAS/20. También se presentaron las actividades realizadas en las Regiones CAR y SAM para fortalecer las capacidades de los Estados para esta actividad. Se analizaron los retos identificados y se propusieron acciones para promover el desarrollo activo del Volumen III. Se presentó una nueva versión para el Volumen III, revisión (versión 0.1) incorporando datos de la Región CAR. A este respecto, la Reunión aprobó y adoptó la siguiente decisión:

DECISIÓN		APROBACIÓN DE LA VERSIÓN 0.1 DEL VOLUMEN III DEL CAR/SAM RANP	
GREPECAS/21/05			
Qué:		Impacto esperado:	
Se aprueba la versión 0.1 (Apéndice A de este informe) del Volumen III del CAR/SAM RANP, incluyéndose los datos e información de los Estados de la Región CAR.		<input checked="" type="checkbox"/> Político / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Económico <input checked="" type="checkbox"/> Ambiental <input checked="" type="checkbox"/> Técnico/Operacional	
Por qué:			
Para actualizar la información necesaria para la planeación de las mejoras en los servicios e instalaciones de navegación aérea, a través de enmienda al Volumen III del CAR/SAM RANP, incluyendo datos e información de la Región CAR, conforme al procedimiento establecido para el Volumen III.			
Cuándo: De inmediato		Estado: <input checked="" type="checkbox"/> Valida / <input type="checkbox"/> Sobreseída / <input type="checkbox"/> Completada	
Quién: <input checked="" type="checkbox"/> Estados <input checked="" type="checkbox"/> OACI <input type="checkbox"/> Otros:			

APPENDIX-APÉNDICE A
(available in English only)

TEMPLATE APPROVED BY THE COUNCIL
on 18 June 2014

CAR/SAM AIR NAVIGATION PLAN

VOLUME III

VERSION 0.1

(Draft submitted for approval by GREPECAS /21)

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CAR/SAM ANP, VOLUME III

PART II – PERFORMANCE MANAGEMENT PLANNING AND ANS IMPLEMENTATION (PMP)

1. STEP 1: DEFINE SCOPE, CONTEXT AND SET AMBITIONS

General

1.1 The purpose of Step 1 is to reach a 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

1.2 The geographical scope is defined in Volume I and in particular in the following tables:

- Table GEN I-1 — List of Flight Information Regions (FIR)/Upper Information Regions (UIR) in the Region
- Table ATM I-1 — Flight Information Regions (FIR)/Upper Flight Information Regions (UIR) of the Region
- Table SAR I-1 — Search and Rescue Regions (SRR) of the Region
- Table AOP I-1 — International aerodromes required in the Region
- 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)

Homogeneous areas and/or major traffic flows

1.3 The homogeneous ATM areas and major traffic flows/routing areas identified are given in:

- Table GEN II-1 — Homogeneous areas and major traffic flows identified in the Region

Time Horizon

1.4 Volume III of the CAR/SAM ANP provides short term (5 years) and medium term (10 years) implementation planning.

Traffic forecast

1.5 A uniform strategy has been adopted by ICAO for the purpose of preparing traffic forecasts and other planning parameters in support of the regional planning process.

- **(include traffic forecast for the Region from ATB)**

1.6 In the CAR/SAM Region, in addition to the ICAO forecast, the following forecast from **(source)** is used for planning purposes. **(if applicable)**

Political (high level) ambitions

1.7 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.

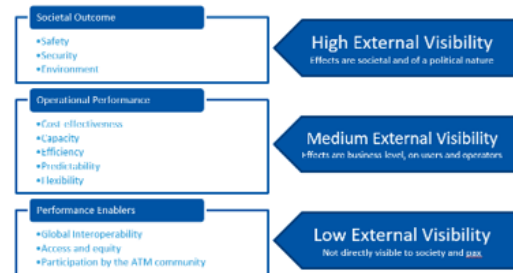


Figure 2 The 11 KPAs of the GANP

1.8 The regional air navigation plan public's perception of safe air travel is key to the prosperity of the aviation sector, which is why, safety is critical when planning the implementation of air navigation operational improvements. To determine if these improvements can be implemented in a safe manner, a safety risk assessment provides information to identify hazards that may arise from, for example:

- any planned modifications in airspace usage;
- the introduction of new technologies or procedures; or
- the decommissioning of older navigational aids.

1.9 A safety risk assessment also enables the assessment of potential consequences. Based on the results of a safety risk assessment, mitigation strategies may be implemented to ensure that an acceptable level of safety performance is maintained. Any operational improvement should be implemented only on the basis of a documented safety risk assessment.

1.10 Fatalities resulting from acts of unlawful interference also affect the public's perception of aviation safety. The cumulative improvements to aviation security globally enhance the safety, facilitation and operational aspects of the international civil aviation system.

1.11 Some safety and environment considerations can be found in Volume I.

1.12 After political consultation the following set of performance ambitions have been prioritized within the **(NAME)** Region, **(DECLARATION)** refers.

- **(include the set of ambitions in a set of KPAs) TBD**

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

General

2.1 The purpose of Step 2 is to develop a detailed understanding of the performance behaviour of the system (this includes producing a list of opportunities and issues), and to decide which specific performance aspects are essential for meeting the general expectations. The essential performance aspects are those which need to be actively managed (and perhaps improved) by setting performance objectives.

SWOT analysis

2.2 A SWOT analysis allows the development of an inventory of present and future opportunities and issues (weaknesses, threats) that may require performance management attention.

2.3 A SWOT analysis, requires the identification of:

- Strengths: internal attributes of a system or an organization that can help in the realization of ambitions or in meeting expectations.

STATE	FIR/UIR	UTA/CTA/TMA	Remarks
1	2	3	4
United Kingdom (Montserrat)			
Argentina	Comodoro Rivadavia FIR	Comodoro Rivadavia North CTA	
		Comodoro Rivadavia South CTA	
		Comodoro Rivadavia TMA	
		Rio Gallegos TMA	
	Córdoba FIR	Ushuaia TMA	
		Córdoba North CTA	
		Córdoba South CTA	
		Córdoba TMA	
	Ezeiza FIR	Salta TMA	
		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)	Curaçao FIR	Curaçao Lower Terminal Control Area (TMA)	
Curaçao (Kingdom of the Netherlands)		Curaçao Upper Terminal Control Area (TMA)	
Netherlands (Bonaire)		Juliana Terminal Control Area (TMA)	
		Beatrix Control Zone (CTR) Aruba	
		Flamingo Aerodrome Control zone (CTR)	
		Bonaire	
		Hato Control Zone (CTR)	
		Curaçao	
		Juliana Control Zone (CTR)	
		St. Maarten	

Table PMP III-1 – Strengths, weakness, opportunities and threads in the CAR/SAM Region

EXPLANATION OF THE TABLE

Item

- 1 Strengths: internal attributes of a system or an organization that can help in the realization of ambitions or in meeting expectations.
- 2 Weaknesses: internal attributes of a system or an organization that are a detriment to realizing ambitions or meeting expectations.
- 3 Opportunities: are external conditions that help in the realization of ambitions or in meeting expectations.
- 4 Threats: external conditions that are a detriment or harmful to realizing ambitions or meeting expectations.
- 5 Relationship of the SWOT attributes and conditions with the eleven Key performance area - KPAs.

(1) STRENGTHS	Remarks
<ul style="list-style-type: none"> • National Plans aligned with global plans and supporting regional <u>implementation</u> • Industry maturity and operating models (airlines, airports) • Potential human resources available • Robust regional infrastructure, implementation experience and harmonized services • Regional Integration and Harmonization with Horizontal Cooperation Mechanisms 	
(2) WEAKNESS	Remarks
<ul style="list-style-type: none"> • Gaps in plan implementation (ANS, CNS, Technology, Training, budgets) • Limited human talent management policies (hiring, training and retention of sufficient and competent human resources) • Difficulty in institutional communication, collaboration and alignment between CAR and SAM. • Different levels of maturity in the implementation of ANS and airport management models. • Weak alignment and little communication between global plans (GANP, GASP, GASEP). • Language and cultural barriers between regions. Lack of timely publication of ICAO Documents in all official languages 	<ul style="list-style-type: none"> •

(5) Relationship of the SWOT attributes and conditions with the eleven Key performance areas

11 Key Performance Areas	STRENGTHS	WEAKNESS	OPPORTUNITIES	THREATS
Capacity	<ul style="list-style-type: none"> ○ Robust regional infrastructure, implementation experience and harmonized services ○ 	<ul style="list-style-type: none"> ○ Gaps in plan implementation (ANS, CNS, Technology, Training, budgets) ○ Limited human talent management policies (hiring, training and retention of sufficient and competent human resources) ○ 	<ul style="list-style-type: none"> ○ Greater collaboration in Technology, ICAO Technical Cooperation, innovation-research-development (I+R+D), multilateral financing, training/joint virtual meetings. ○ Trend towards the automation of processes and services with a focus on innovation, <u>sustainability</u> and harmonization ○ The low transitory demand allows improving activities, focusing on innovation and better preparation to generate resilience (administration, procedures, ATM, etc.). ○ Timely availability of ICAO technical documentation in the official languages. New GANP - ASBU four layers and indicators. ○ Put civil aviation as a development engine on the State and Regional agenda. 	<ul style="list-style-type: none"> ○ Negative impact on aviation due to political, <u>environmental</u> or economic changes (fuel, etc.) ○ New disruptions that may negatively affect aviation (natural disasters, climate change, outbreaks, war/conflict, <u>cyber attacks</u>, economic downturn)

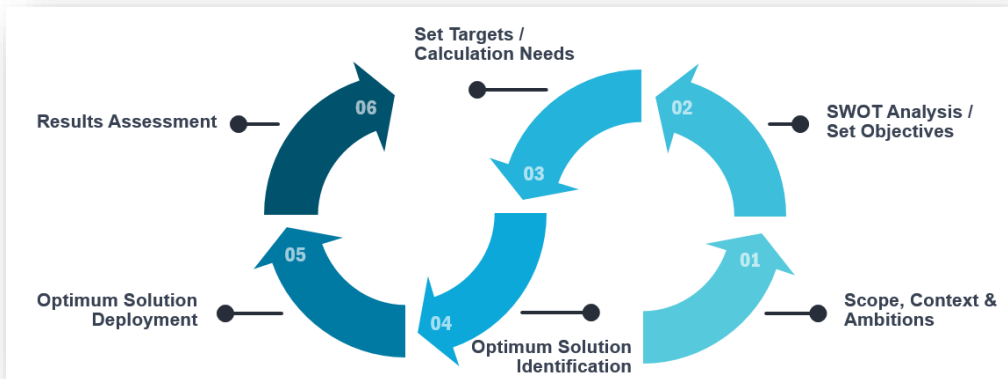


Table PMP III-2 – List of performance objectives by KPA for the CAR/SAM Region

EXPLANATION OF THE TABLE

Column

- (1) ICAO defined 11 Key Performance Areas. *Include the list of KPAs and its definition.*
- (2) Focus Areas. These focus areas have been selected from the catalogue of performance objectives.
- (3) Performance Objectives. These objectives have been selected from the catalogue of performance objectives.
- (4) Remarks

(1) KPA s	(2) Focus Areas	(3) Performance Objectives	(4) Remarks
Efficiency	Flight time & distance	Apply <u>en</u> -route speed reduction if traffic is already airborne	
Efficiency	Flight time & distance	Avoid taxi-out additional time resulting from adverse conditions	
Efficiency	Flight time & distance	Avoid taxi-in additional time resulting from adverse conditions	
Efficiency	Flight time & distance	Overcome route selection inefficiencies associated with route network design	
Efficiency	Flight time & distance	Facilitate direct routing of portions of the flight (if this does not cause network problems)	
Capacity	Capacity, throughput & utilization	Improve what's needed to reduce longitudinal separation minima	<i>PBN implementation in progress. PBCS when required</i>

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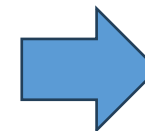
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TO THE VOL III.....



GRACIAS



