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**Agenda Item 4: Review of issues related to the Air Navigation Plan**

**4.1 Amendments to the CAR/SAM Regional Air Navigation Plan**

**AMENDMENTS TO THE CAR/SAM REGIONAL AIR NAVIGATION PLAN IN 2007**

(Presented by the Secretariat)

**SUMMARY**

This paper contains the amendments to the Air Navigation Plan for the Caribbean and South American Regions, in its Volumes I – Basic ANP and II – FASID, introduced up until 2007.

**References:**

- Amendment No. 3 to the CAR/SAM ANP – Volume I – Basic, approved on 7 December 2007;
- Final report of the 5<sup>th</sup> meeting of the GREPECAS Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup (AGA/AOP/SG/5), Montevideo, Uruguay, 20 to 24 November 2006; and
- Final report of the 14<sup>th</sup> meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14), San Jose, Costa Rica, 16 to 20 April 2007.

**1. Introduction**

1.1 Regional plans are revised whenever there is evidence that they no longer respond to existing and foreseen international civil aviation requirements and whenever permitted by the nature of a given modification. Consequently, any State/Territory (or group of States/Territories) of a region wishing to make a change to a basic air navigation plan approved by said region, shall submit to the General Secretariat, through the regional office accredited in said State/Territory, an appropriate, duly documented amendment to the plan, including the reasons that led the State/Territory to conclude that said amendment was necessary. Amendments may involve additions, modifications, and deletions.

1.2 The duly documented proposal is circulated among provider and user States of the region that are considered to be affected, urging them to make relevant comments. Consideration is also given to the States/Territories from outside the region and international organisations that might be invited to attend relevant ICAO meetings and which might be interested in the proposal.

1.3 At the AGA/AOP/SG/5 meeting, some SAM States requested a series of changes and updates to the Air Navigation Plan, submitting working papers and information papers with arguments supporting their respective requests.

2. **Requested and approved amendments**

2.1 Approved amendments are presented in the **Appendix**, as shown below:

Appendix: Amendment No. 3 to the Basic Air Navigation Plan – CAR/SAM, approved on 7 December 2007.

2.2 Regarding the amendments requested to be made to the CAR/SAM Regional Air Navigation Plan, the Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14) formulated the following conclusion:

CONCLUSION 14/33 - AMENDMENTS TO THE CAR/SAM REGIONAL AIR NAVIGATION PLAN

That Brazil submit its request to the ICAO South American Regional Office, with the necessary supplementary data, according to the requirements of the CAR/SAM Air Navigation Plan, Volume II – FASID, Table AOP-1, so that the corresponding proposal of amendment may be circulated.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the approved amendment described in the Appendix;
- b) urge the representation of Brazil to continue with the process of amendment in its proposal submitted at the AGA/AOP/SG/5 meeting, by submitting the required supplementary data; and
- c) consider and recommend any appropriate action.

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## APPENDIX

### AMENDMENT NO. 3 TO THE CAR/SAM AIR NAVIGATION PLAN (ANP) – VOLUME I – BASIC – AGA/AOP, APPROVED ON 12 DECEMBER 2007

**Item:** Amendment No. 3 to the CAR/SAM Air Navigation Plan (ANP) – Volume I - Basic

a) **Plan:** Amendment No. 3 to the CAR/SAM Air Navigation Plan, Volume I, “Basic ANP” (Doc 8733)

b) **Proposal of Amendment:**

**Insert the following substitute pages:** Table of Contents, pages O-S-iii and O-S-v, Introduction, pages O-11 to O-15, Appendix, pages III-A-1 and III-A-3 to III-A-10, Appendix A, pages V-A-3 to V-A-52, Charts, pages ATS 1, ATS 2, ATS 6A, ATS 6B, ATS 6C, ATS 7A, ATS 7B, and ATS 7C, Part VI, pages VI-S-1 to VI-S-4, Chart, page SAR 1 and Appendix, page A-S-1 of the Basic ANP, Volume I. The amendments to the Air Navigation Plan are listed below:

#### 1. ATS

- i) Amendment to the requirements for routes UL312, UL780, and UL795 (SAM 01/1)
- ii) Amendment to the requirements for routes UL315, UL415, UL417, UL655, and UL776 (SAM 02/2)
- iii) Amendment to the requirements for routes UL216, UL304, UL337, UL423, UL471, UL674, and UL793 (SAM 02/4)
- iv) Amendment to the requirements for routes A573, UA300, UA301, UA302, UA304, UA311, UA318, UA425, UA573, UB677, UL301, UL310, UM400, UM402, UM415, UM419, UM525, UM529, UM540, UM544, UM548, UM654, UM671, UM788, UM792, UM799, UN741, UN857, UN866, and UN873 (SAM 03/3)
- v) Amendment to the requirements for routes G675, UA308, UA309, UA312, UA314, UA315, UA565, UB602, UB688, UB695, UB696, UL201, UG741, UL304, UL320, and UL795 (SAM 04/1)
- vi) Amendment to the requirements for routes A303, A315, A890, G550, G629, G679, L302, L525, M789, R506, R560, R563, UA303, UA315, UA890, UG629, UL211, UL322, UL550, UL599, UM414, UM415, UM538, UM542, UM659, UM782, UM787, UM789, UM796, UR506, UR560, and UR563 (SAM 04/4)
- vii) Amendment to the requirements for routes A305, G435, G675, L341, L347, L465, M424, M778, M628, UA303, UA305, UA358, UB686, UG628, UL210, UL341, UL347, UL404, UL465, UL474, UL540, UL550, UL650, UM424, UM778, and UR628 (SAM 05/3)
- viii) Amendment to the requirements for routes A568, UA315, UA316, UA568, UL210, UL216, UL304, UL322, UM409, UM417, UM423, UM548, UM656, UM664, UR640, and deletion of the requirements concerning routes UB679 and UB680 (SAM 06/1)
- ix) Amendment to the requirements concerning the lateral boundaries shared by the Miami Oceanic and Houston Oceanic FIRs (NACC 06/1)

- x) Amendment to the requirements for routes L212, UL212 and UL337 (NACC 06/2)

## 2. MET

- i) Amendment to the text of Part VI originated by WAFSOPSG/1, GREPECAS/10, and the Secretariat (SAM 04/2)
  - ii) Substitution of the text of Part VI originated by WAFSOPSG/2 and GREPECAS/13 (SAM 06/2).
- c) The Caribbean and South American basic air navigation plan contains air traffic management (ATM) planning principles, operational requirements, and basic planning criteria, developed by the CAR/SAM Regions.
- ci) The facilities to be provided by the States in order to meet ANP requirements are described in the CAR/SAM FASID. During the transition and until the future communication, navigation and surveillance/air traffic management (CNS/ATM) systems are fully implemented, the current requirements will be gradually replaced by the new CNS/ATM requirements. It is also expected that some CNS/ATM elements will be subject to amendments, as necessary, based on the experience gained during their implementation.
- cii) The air traffic management systems foreseen for the CAR/SAM Regions consist of various sub-elements: airspace management (ASM), ATS services, air traffic flow management (AFTM) and ATM aspects of flight operations.
- ciii) The purpose of airspace management (ASM) is to maximise the use of available airspace within a given airspace structure, through dynamic time sharing, and occasionally, the segregation of airspace among the various user categories, based on the needs during a given period of time.
- civ) Air traffic services will continue to be the main ATM element in the CAR/SAM Regions, and they contain several sub-elements: Alert services, flight information services (FIS) and ATC.
- cv) Air traffic flow management is aimed at ensuring an optimum air traffic flow to or through given areas during periods in which demand exceeds or is expected to exceed available ATC capacity.
- cvi) Regional evolution and ATM implementation will be gradual, and the design of the new system should facilitate the implementation of a series of well-planned and feasible improvements involving a favourable cost-benefit ratio. The ATM system should address user needs while meeting safety, capacity, efficiency, regularity, and environmental protection requirements.
- d) **Target implementation date:** States/Organisations shall implement this amendment as soon as possible following the final approval of the proposal.