

International Civil Aviation Organization North American, Central American and Caribbean Office

INFORMATION PAPER

CAR/DCA/OPSAN — IP/06 14/01/14

Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN) Mexico City, México, 18 to 19 February 2014

Agenda Item 4:

Regional Performance Indicators and Metrics for Implementation of Improvements in Safety and Air Navigation

4.10 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0

REVISED NAM/CAR REGIONAL PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION PLAN (NAM/CAR RPBANIP) VERSION 3.0

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This information paper shows the status of the update to the NAM/CAR RPBANIP, Version 3.0, in line with the ICAO Aviation System Block Upgrade (ASBU) methodology. The RPBANIP serves as the basis for air navigation implementation matters in the NAM/CAR Regions, reflecting regional priorities and milestones.

Strategic	• Safety
Objectives:	Air Navigation Capacity and Efficiency
	Environmental Protection
References:	 Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) Punta Cana, Dominican Republic, 8-12 September 2008 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0 ICAO Regional NAM/CAR Workshop on the Aviation System Block Upgrade (ASBU) Methodology Framework: Planning, Implementation and Monitoring, Mexico City, Mexico, 22 to 26 July 2013 First NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/1), Mexico City, Mexico, 29 July to 1 August 2013 ICAO State Letter EMX0929, NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0 dated 04 November 2013

1. Introduction

1.1 In order to harmonize air navigation system/services implementation in the NAM/CAR Regions, the Civil Aviation Directors approved the *NAM/CAR RPBANIP* at the NACC/DCA/3 Meeting and agreed that the RPBANIP would be the reference for all air navigation implementation activities, reflected in each State/Territory National Plan.

1.2 Since 2008, the RPBANIP has been the reference for all NAM/CAR implementation working group action plans and implementation tasks. All working groups annually reported on the progress and operational achievements accomplished.

2. **RPBANIP Update and Approval**

2.1 The RPBANIP was updated as a third edition and reviewed and analyzed by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) in July 2013. The RPBANIP was aligned with the ICAO ASBU methodology and regional priorities were reviewed. The updated NAM/CAR RPBANIP draft that resulted from the ICAO Regional NAM/CAR Workshop on ASBU Methodology held in July 2013 consisted of the following key changes:

- a) New structure of sections
- b) A 5-year term plan
- c) ASBU B0 modules selected and the corresponding Air Navigation Report Forms (ANRFs) added
- d) Eight upgraded Regional Performance Objectives (RPOs) and a Search and Rescue (SAR) RPO added
- e) Detailed glossary added

2.2 For the ANI/WG/1, ICAO commented that even though the RPBANIP was updated with comments from the ASBU Workshop, other necessary information was missing. Therefore, the ANI/WG adopted Decision 1/13 - *Review Update of Draft NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)* in order to obtain the missing information.

2.3 The RPBANIP, Version 3, includes the adoption of the ICAO Air Navigation Reporting Forms (ANRFs) from the ASBU concept for air navigation implementation monitoring and progress reporting where implementation targets and milestones have been agreed for the NAM/CAR Regions.

2.4 ICAO submitted the final version of the RPBANIP, Version 3, under cover of State Letter EMX0929. The relevant additions included were:

- a) Expansion of operation scenarios that justify the RPBANIP (traffic forecast, homogeneous areas, etc.)
- b) RPO and ANRF updates
- c) Explanation of categorization/prioritization of ASBU B0 modules (see following chart)

PIA	Module Description	Module	Priority			
PIA 1	Improve Traffic Flow through Runway Sequencing (AMAN/DMAN)	B0-15	2			
	improve frame fish anough framma bequeneng (fish in (Drift in ()	RSEQ				
	Optimization of Approach Procedures including Vertical Guidance	B0-65	1			
		APTA				
	Increased Runway Throughput through Optimized Wake Turbulence	B0-70	2			
	Separation	WAKE				
	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	B0-75	2			
		SURF				
	Improved Airport Operations through Airport-CDM	B0-80	1			
		ACDM				
PIA 2	Increased Interoperability, Efficiency and Capacity through Ground-Ground	B0-25	1			
	Integration	FICE				
	Service Improvement through Digital Aeronautical Information	B0-30	1			
	Management	DATM				
	Meteorological Information Supporting Enhanced Operational Efficiency	B0-105	1			
	and Safety	AMET				
PIA 3	Improved Operations through Enhanced En-Route Trajectories	B0-10	1			
	Improved Operations through Enhanced En-Koute Trajectories	FRTO				
	Improved Flow Performance through Planning Based on a Network-Wide	B0-35	1			
	View	NOPS				
	Initial Countility for Count formal lines	B0-84	1			
	Initial Capability for Ground Surveillance	ASUR				
		B0-85	2			
	Air Traffic Situational Awareness(ATSA)	ASEP				
	Improved Access to Optimum Flight Levels through Climb/Descent	B0-86	2			
	Procedures using ADS-B	OPFL				
		B0-101	2			
	ACAS Improvements	ACAS				
		B0-102	2			
	Increased Effectiveness of Ground-Based Safety Nets	SNET	-			
PIA 4		B0-05	2			
	Improved Flexibility and Efficiency in Continuous Descent Profiles (CDOs)	CDO	-			
	Improved Safety and Efficiency through the Initial Application of En-	B0-40	2			
	Route Data Link	TBO	-			
	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb	B0-20	2			
	Operations (CCOs)	CCO	-			

d) Cross reference information between RPOs and ASBU B0 modules. Initially for the 5-year term of the RPBANIP, 15 ASBU B0 modules were adopted as described in the following Table. The ASBU B0 modules ASEP, OFPL and WAKE will be included in future reviews of the RPBANIP based on the maturity of the tasks and regional priorities.

ASBU	PIA1 Airport Operations					PIA2 SWIM			PIA3 Global Collaborative ATM							PIA4 Trajectory-based Operations		
	B015 RSE Q	В0 65 АРТ А	B070 WAK E	B07 5 SUR F	B0 80 ACD M	B02 5 FICE	B030 DAI M	8010 5 AMET	B010 FRT O	B035 NOP S	B084 ASU R	B08 5 ASE P	B08 6 OPF L	B010 1 ACAS	B10 2 SNE T	B00 5 CDO	В02 0 ССО	В04 0 ТВО
PBN Implementatio n		×							x							x	x	
FUA									х									
DCB	х									х								
ATM Situational Awareness	x			x							x				x			x
Improve SAR																		
Improve Cap/Efficiency Aerodrome Operations				x	х													
COM					Х	Х								Х				Х
AIM							Х											
MET								Х										

3. Conclusion

The RPBANIP is the basis for air navigation implementation in the NAM/CAR Regions where regional targets and milestones have been agreed and regional air navigation priorities are reflected. The RPBANIP, version 3.0, will receive final review during the NACC/WG/04 Meeting and be approved by the NAM/CAR Directors of Civil Aviation at the NACC/DCA/05 Meeting.

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