



ICAO

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

INFORMATION PAPER

ANI/WG/3 — IP/11  
18/03/16

**Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)**  
Mexico City, Mexico, 4 to 6 April 2016

- Agenda Item 4:**           **Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets**
- 4.3**       **Progress Report by States of Adopted Aviation System Block Upgrades (ASBU) B0 Modules**

**HAITI ATM PLANNING: TOWARDS THE ADOPTION OF ASBU METHODOLOGY**

(Presented by Haiti)

<b>EXECUTIVE SUMMARY</b>	
<p>Following the recommendations of the AN/12 Conference to align air navigation implementation plans contained within the ICAO-ATM operational concept with the ASBU methodology, Haiti undertook to elaborate an air navigation master plan reflecting a structured approach to meet local and regional needs considering the associated business cases. The objective is to define the guidelines and action plans to follow for the modernization and harmonization of the air navigation system in Haiti, taking into account the prevailing existing situation of the air navigation service provision.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Doc 9750: Global Air Navigation Plan 2013-2028</li><li>• NAM/CAR Regional Performance Based Air Navigation Implementation Plan V3.1 April 2014</li><li>• ICAO Doc 9971 ATM flows Manual</li><li>• ICAO Doc 9613 PBN Manual</li></ul>

**1. Introduction**

1.1           Last year, the Civil Aviation Authority of Haiti decided to launch a structured study to elaborate on the path to follow regarding implementation plans within the ATM field and hired a firm with the mission to provide adequate guidance to fulfil compliance with ASBU methodology by establishing business cases for short and long terms. The terms of reference related to ICAO



OFNAC PLAN D' ACTIONS													
Secteurs	Court Terme				Moyen Terme				Long Terme				Remarques
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	
<b>ESPACE</b>	- RNP (SIDs - STARS) - SECTORISATION - ALIGNEMENT DE LA BASE DE DONNEES				- MONTEE / DESCENTE SANS PALIERS				- ROUTES ATS FLEXIBLES				- IMPLEMENTATION PROGRESSIVE
<b>SERVICE DU CONTRÔLE</b>	- DEFINITION ET VALIDATION DU NOUVEAU CONCEPT OPERATIONNEL - AJUSTEMENT DES PROCEDURES AU NOUVEAU SYSTEME - REVISION DES LETTRES D'ACCORD AVEC LES CENTRES ADJACENTS, l'AAI, le SERVICE METEO - A-CDM				- PROCEDURES ATS ADAPTEES AUX MONTEES/DESCENTES SANS PALIERS - COORDINATION AUTOMATISEE				- LIAISONS DE DONNEES AIR/SOL - INTEGRATION DES DONNEES AIR				- PROCEDURES ATS IMPLEMENTEES GRADUELLEMENT ET ADAPTEES AUX CAPACITE DES SYSTEMES
<b>MOYENS TECHNIQUES</b>	- SYSTEME ATM - SURVEILLANCE TERRESTRE - ALIGNEMENT DES PROCEDURES TECHNIQUES - ATIS - AIM - AMHS				- GESTION DE L'OBSOLESCENCE - ATN				- REMPLACEMENT DU SYSTEME ATM - A-SMGCS				- CAPACITE TECHNIQUE IMPLEMENTEE ET MAINTENUE A JOUR JUSQU'À SON REMPLACEMENT
<b>GESTION ORGANISATION</b>					- SEPARATION DES FONCTIONS REGULATION ET PROVISION DE SERVICES								
<b>RESSOURCES HUMAINES</b>	- PLAN DE GESTION DES RESSOURCES HUMAINES - FORMATION RADAR DES CONTROLEURS - RECRUTEMENT D'INGENIEURS ET DE TECHNICIENS - ATTRIBUTION DES LICENCES				- CAPACITES DE FORMATION DES CONTROLEURS								
<b>AUTRES</b>	- PLANS DE SECOURS - GESTION DE L'INFORMATION AERONAUTIQUE - SAR - DONNEES METEO				- CERTIFICATION QUALITE POUR L'INFORMATION AERONAUTIQUE - AIP ELECTRONIQUE				- GESTION DE L'INFORMATION AERONAUTIQUE - TBO (ADS-B IN) - BO-SURF (A-SMGCS)				- CONFORMITE AVEC L'OACI POUR L'INFORMATION AERONAUTIQUE ET IMPLEMENTATION DE PLANS DE SECOURS
<b>ABSUs OBJECTIFS GLOBAUX</b>	- BO-APTA (SID & STAR) - BO-DATM (BASE DE DONNEES) - BO-AMET (ATIS) - BO-ACDM (A-CDM) - BO- FICE (SYSTEME ATM) - BO-DATM (GESTION DE L'INFORMATION AERONAUTIQUE) - BO-SUR (ADS-B & MLAT) - BO-SNET (FILETS DE SAUVEGARDE)				- BO-FICE (COORDINATION AUTOMATISEE) - BO-CCO (MONTEE SANS PALIERS) - BO-CDO (DESCENTE SANS PALIERS)				- BO-FRTO (ROUTES FLEXIBLES) - BO-TBO (ADS-B IN) - BO-SURF (A-SMGCS)				
<b>ABSUs NON APPLICABLES</b>	<p>- NOPS: CE CONCEPT N'EST PAS IMPLEMENTE DANS LA REGION CARAIRES</p> <p>- SWIM: CE CONCEPT N'EST PAS IMPLEMENTE DANS LA REGION CARAIRES. LE RESEAU MEVA III POURRAIT ETRE LE SUPPORT PHYSIQUE APPROPRIEE POUR DEVELOPPER CE CONCEPT DANS LE FUTUR.</p> <p>- RPAS: CE CONCEPT DEVRA ETRE IMPLEMENTE SI DES DEMANDES POUR FAIRE EVOLUER DES DRONES DANS L'ESPACE AERIEN HAÏTIEN SONT TRANSMISES A L'OFNAC.</p> <p>- RTAS: L'OFNAC N'ENVISAGE PAS DE FOURNIR LES SERVICES DU CONTRÔLE SUR L'AERODROME DE CAP HATTIEN DEPUIS PORT-AU-PRINCE.</p> <p>- WAKE, ASEP, ACAS: CES CONCEPTS SONT PPLICABLES AUX SYSTEMES EMBARQUES.</p>												

### 3. Conclusion

3.1 The meeting is invited to take note of the information and provide any comments as necessary.