HAITI AIR NAVIGATION PLAN

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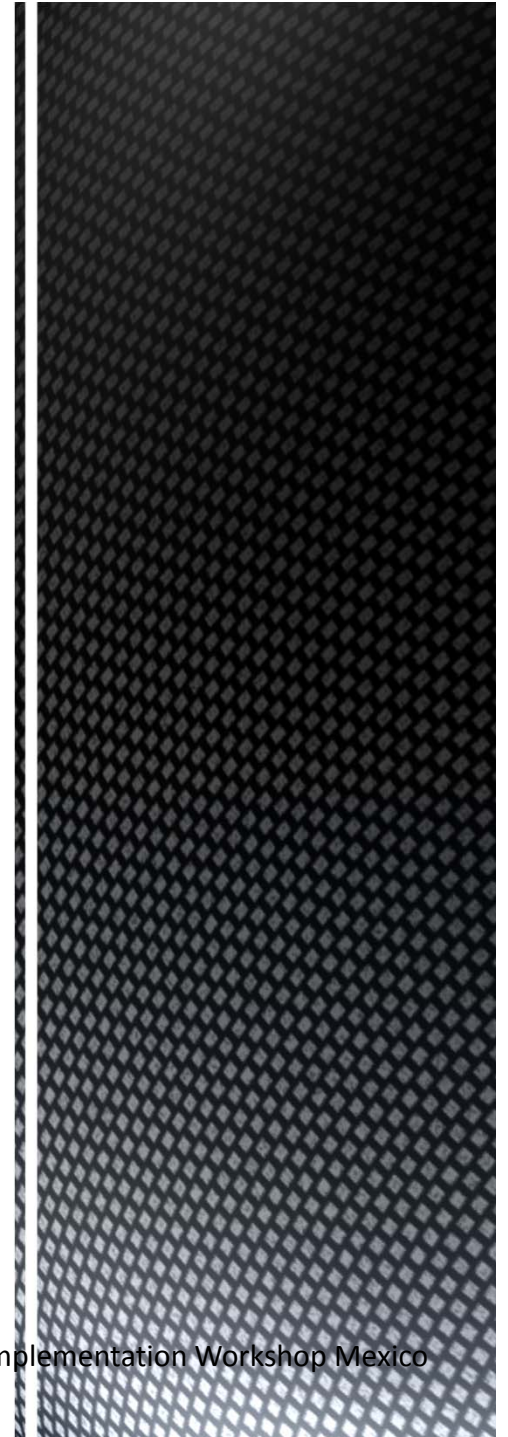
SUMMARY

1. **Expectations from the Workshop: Better harmonization with the GANP and CAR/SAM eANP**
2. **Objectives of the Air Navigation Plan**
3. **Framework of the AN National Plan**
   - **Basis of the AN development plan**
   - **Considerations**
   - **Fundamentals**
   - **Implementation methodology**
   - **Structuration of the document**
3. **Alignment with ASBU Modules**
4. **Prioritization of activities**
5. **Challenges to proceed National Plan focusing on ASBUs and AN**

EXPECTATIONS/WS

- A better understanding of the new ANP format aligned with ASBU
- Regional harmonization on the presentation of ANP contents
- Better synchronization for better decision making
  - interoperability
  - Compatibility
  - Technology awareness
  - Appropriate timing

- Regional planning practices
- Standard air navigation reporting format

Objectives

- Provide required guidance to define the operational path
- Define actions to be undertaken for the modernization of air navigation services within the Haitian FIR
- Align national planning along with regional planning
- Adopt ASBU methodology

FRAMEWORK OF THE AIR NAVIGATION PLAN

- Basis of the AN development plan
- Considerations
- Fundamentals
- Implementation methodology
- Structuration of the document

- Current prevailing situation as the starting point
- Resource availability
- Traffic forecast for the airports
- ICAO recommendations
- Regional planning

Basis of the Haitian ANP development

- The future system architecture should accomodate the needs for both short and long terms.
- The new technologies are based on available systems not requiring specific developments
- The implementation of new systems should allow to reinforce capacity building and improve aeronautical safety
- Training should be sequenced in a way to allow for smooth transition to the new systems
- The strategy for the system architecture is based on current standards, technology availability and interoperability with adjacent FIRS and airspace users.

Considerations

- Temptatives to align plan with ASBU cycles
- Regular planification review
- Most achievements due in the short term
- The need to fill performance gaps
- Considerations on Stakeholder needs
- Prioritization of actions

Fundamentals

- Address   institutional framework aspect
- Invest in ANS infrastructure
    - New building
    - Equipment and systems
- Human aspect
    - Reliable availability of human resources
    - Consider immediate training
- Prioritization of activities
- Risk management

Implementation methodology

- Using CAR/SAM ANP model to format presentation
- Based on air navigation components AGA, CNS, ATM AIM MET SAR
- Aligned with ASBU modules
  - ASBU modules selection
  - Timeline determination
- Development of action plans

STRUCTURATION OF THE DOCUMENT

ALIGNMENT WITH ASBU MODULES

- High level analysis to support decision making
- ASBU modules selection
  - Based on traffic configuration
  - Availability of resources
  - Cost-benefit analysis
- Operational environment
- Technical environment
- Expected results

AGA: ASBU MODULES

...ational ...onment AGA	Concepts						
	AMAN DMAN	A-CDM	Meteo	A-CWP	Safety net	Runway Capacity	Surface radar A-SMGCS
...MODULES		**B0-A-CDM**	B0-AMET		B0-SNET		B0-SURF
...P		X	X		X		
...H		X	X		X		

CNS: ASBU MODULES

Operational onnement	Concepts			
	Ground systems Interoperability	Ground Surveillance	Safety net	Air-ground datalink
	X	X	X	

ATM: ASBU MODULES

...ational ...onnement ...ute	Concepts									
	Ground systems Interoperability	CCO/CDO	RNAV/PBN	AMAN/DMAN	AIM	Meteo	ENROUTE Tracks	Ground Surveillance	Safety net	Air-ground datalink
MODULES	B0-FICE	B0-CCO / B0-CDO	B0-APTA		B0-DAIM	B0-AMET		B0-ASUR	B0-SNET	B0-TBO
	X	X	X		X	X		X	X	

COMPLIANCE WITH THE GANP

ABSU	OFNAC Action	Conformity
BO-APTA	SID and STAR procedures	✓
BO-DATM	aeronautical information management data, computerized databases	✓
BO-AMET	ATIS	✓
BO-A-CDM	Improved coordination with AAN and airlines	✓
BO-FICE	Traffic management system	✓
BO-ASUR	Ground surveillance	✓
BO-SNET	Safety net tools	✓
BO-CCO and BO-CDO	Procedures of continuous up and down – mid-term	✓
BO-FRTO	Flexible routes – long term	✓
BO-TBO	Data links – long term	✓
BO-SURF	Ground control – long term	✓

PRIORITIZATION OF ACTIVITIES

- Space management   P1
  - Sectorisation
  - databases
- Air navigation services   P1
  - Operational concept
- ATM Systems   P1
  - Bidding process

- Human Resources   p1
  - HR plan
  - Recruitment
  - training
- SAR Implementation   P1
- Meteorological data   P1
- Aeronautical Information   P1
- Infrastructure   p1

CHALLENGES

- Budget
- Bidding process
- Human resources
- Respect of timelines and planning targets
- Project management
- Infrastructure

EXPECTED OUTPUTS

- Performance indicators
    - Capacity
    - Flight efficiency
    - Flight safety
    - Predictability
    - Environmental protection

- Air traffic growth within the FIR and on international airports

CONCLUSION

* Sucessful implementation linked to regional harmonization
* ASBU scheme to be a powerful tool
* The need to continue harmonizing planning for better decision making at a national level
* Closed follow-up through NCLB strategy for a safer and more efficient ATM in the region