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Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/06)
Nassau, Bahamas, 10-12 May 2016

Agenda Item 4: Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy
      4.2.4   Informe del Grupo de Trabajo sobre implementación de Navegación Aérea para las Regiones NAM/CAR (NAM/CAR ANI/WG)

ASBU Implementation on the NACC Region

(Presented by ANI/WG ASBU Ad Hoc Group)

EXECUTIVE SUMMARY
During the Third Meeting of the Working Group on the Implementation of Air Navigation for the NAM/CAR(ANI/WG/3) Regions in Mexico City last April, it was conducted the assessment of the progress of the implementation of the Regional Goals of Air Navigation in the Port of Spain Declaration and the Regional Performance Based Air Navigation Implementation Plan (RPBANIP).   Such evaluation showed underreporting of States and the need to change the current metrics, based on the minimum standardization of the modules to be implemented in the region; therefor it is proposed the creation of a process for the follow up of the implementations, through the newly established Ad Hoc Group ASBU of the ANI/WG.   At the same time, it is necessary that all States shall notify ASBU modules to be implemented, as well as to designate the Point of Contact to be responsible for the follow up of these implementations, in order to optimize project monitoring.

Action:	The suggested actions are presented in Section 4.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection
References:	• Third Meeting of the Working Group on Implementation for Air Navigation, Mexico, NAM/CAR(ANI/WG/3) Regions, April 4 to 6, 2016 • State Letter Ref: NACC59843 – State Implementation of Air Navigation Goals NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP), March 7, 2016 • State Letter Ref: AN13/54-15/77 - Proposed fifth edition of the Global Air Navigation Plan (GANP, Doc 9750), December 1, 2015

1.   Introduction

1.1   In reviewing the progress of the implementation of the Regional Goals for Air Navigation in the Declaration of Port of Spain and RPBANIP, only results from five States that made the requested reports were obtained, out of the 23 who signed the Declaration, making it difficult to make an objective assessment of the regional progress as planned.

1.2   Having linked the projected in the RPBANIP with modules of ASBU´s Block 0, as stated by the GANP, a new dilemma on prioritization and harmonization of the region is presented, facing the initiative "No Country Left Behind or (NCLB) ".

1.3   As a result, it has brought to the upfront the need to create more effective and straightforward mechanisms for monitoring and allowing a harmonized regional implementation progress.

2 Discussion

2.1   When we see the results table (in Appendix A), on the metrics raised at first glance it becomes clear that we are in full compliance or free course to meet the objectives outlined in the Declaration of Port of Spain. However, a deeper look makes us think about the objectivity of the same, as the realities of each state in the region are very different, due to the uniqueness that represent the operational needs of each one and the various levels of individual development.

2.2   If we think of the flexibility proposed by the ASBU, where each state will implement the modules that suit their operational needs, the sense of "harmonization" becomes a "nonsense". This is so because there cannot be harmony where there is no synchrony, which is precisely what poses the NCLB initiative of joint development, leaving clearly evidenced several things: first, States do not have the same level of progress and development; second, the need for more developed states to support those most in need; and finally, the need to establish minimum parameters for implementation, to achieve the much desired harmonization.

2.3   As such, the best way to give continuity to the regional implementation plans is to have metrics that reflect the qualitative development of the regions, rather than the quantitative development; giving space to each state to grow according to the rhythm of their needs, while still implementing the minimum guidelines chosen as priorities within the region; but above all, according to the impact generated by such implementation in a particular state and, in turn, in the region.

2.4   In this sense, the ideal is to have a set of indicators to guide the region on the right path to effective implementation and timely identification of needs, rather than focus on very ambitious goals, so we can go from the specificity of each State to the generality of the region.

2.5   Another aspect to note, for the effective monitoring of progress in the region is the need for each State to submit to the Regional Office those elements or modules of the ASBU to be implemented and at the same time, designate their Points of Contacts, who will be responsible for reporting and monitoring these projects and fulfilling the Air Navigation Reporting Forms (ANRF); so as to facilitate ICAO Office direct communication with these personnel and ensure timely follow-up of the objectives through proper management of the project implementation.

2.6   In the month of August, is scheduled to be taught a workshop on the Implementation of ASBU in the region, which will present a proposal of the management process of the implementation of ASBU in the States and the monitoring process by the Regional Office; that will become the ideal forum for each State to send its representatives and, together, reach for the best ways to implement and monitor RPBANIP and NCLB in our region.

3 Conclusions

3.1   The change is an inevitable part of growing and improving our daily lives, so it is essential that, having exhausted a cycle in the race for our development, to refocus towards the best practices. That is precisely the proposal of this Paper, since we appear to be on track to meet the goals of the Declaration of Port of Spain, we should be looking forward to the next step.

3.2   Undeniably our region can be proud of the efforts put in growth and overcome the challenges we face, given our peculiarities; with particular emphasis on achieving our common goal: maintaining a system of aviation safe and efficient, advancing hand to hand with technology and professionalism.

4.   Suggested actions

4.1   The meeting is invited to:

a) Take note of the work carried out in the ANI/WG;
b) Notify the elements or ASBU modules to be implemented by each State
c) Designate their PoC's for monitoring NCLB and RPBANIP through the ASBU;
d) Support participation in the ASBU Workshop to be taught in the month of August
e) Approve any other action deemed appropriate by the Meeting

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APPENDIX A
Air Navigation Goals of the Declaration of Port of Spain

B0 ASBU Modules	Elements	Goals	Progress by December 2015
B0-65/APTA: Optimization of Approach Procedures Including Vertical Guidance	APV with Baro VNAV	80% of instrument runways to have APV with Baro VNAV implemented by December 2016 – Service Providers and users	65.2%
B0-25/FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	AIDC Implementation	50% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with a neighbouring ACC by December 2016	81.82% (NAM/CAR) 42.86% (CAR)

B0-35/NOPS: Improved Flow Performance through Planning Based on a Network-Wide View	Air Traffic Flow Management	100% of FIRs within which all ACCs have ATFM measures available by Dec. 2018	Not available- under Development
B0-30/DAIM: Service Improvement through Digital Aeronautical Information Management	• QMS – AIM • e.TOD Implementation • AIXM 5.1 Implementation • e-AIP Implementation • Digital NOTAM	100% of Aeronautical Information Services (AIS) to implement AIM Roadmap – Phase I required elements by December 2016	79.49%
PBN related RPBANIP - environmental target	Result form PBN- IFSET	Reduce Regional CO2 emissions by 40,000 tons per year through PBN implementation by December 2016	Not available- under review in PBN implementation

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