



ICAO

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

NACC/WG/5 — IP/10
17/05/17

Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)
Port of Spain, Trinidad and Tobago, 22-26 May 2017

Agenda Item 3: Implementation on Air Navigation Matters
3.3 ANI/WG Progress on AIM, ATM and CNS

NEED TO HAVE A GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) IMPLEMENTATION GROUP

(Presented by Cuba)

EXECUTIVE SUMMARY	
The note presents a proposal of a Global Navigation Satellite System (GNSS) implementation group.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• ICAO Annex 10 — Aeronautical Telecommunications• ASBU Document

1. Introduction

1.1 For some years, ICAO has been engaged in the task of perfecting Global Navigation Satellite Systems (GNSS), with the approval of different amendments to Annex 10, which seek this objective.

1.2 The implementation of the PBN procedures achieves an effective application of the use of GNSS and lays the foundations for a gradual deactivation of terrestrial radioaids.

1.3 With the development of the aviation System block methodology (ASBU), a series of modules were started to be implemented based on the use of the GNSS for its implementation.

2. Development

2.1 A significant group of States has implemented numerous non-precision approximation procedures using GNSS and are able to have precision approximation procedures needed using GNSS, in order to replace radioaid in many cases obsolete and costly maintenance and exploitation.

2.3 However, this important step is limited by the fact that it does not have the constant real-time monitoring of the state of the satellite constellations that contribute to GNSS in its area of responsibility.

2.2 Not having this monitoring does not allow approval of the approximation procedures that are the responsibility of the States, nor issue the corresponding NOTAM to the interruptions of these services.

2.3 For all of the foregoing, it is necessary to initiate the steps required to enable States to have an adequate monitoring service.

3. Recommendation

3.1 A proposal would be the achievement of a regional GNSS monitoring system to ensure the availability and reliability of this service instead of each state managing separately with the various existing suppliers, which would give much greater guarantee for the safety of air operations in our region.

3.2 Taking as an example the achievement of the MEVA network, we could integrate all stakeholders in a technical management group that under the auspices of ICAO, achieve an effective and rational implementation, taking into account the different possibilities and needs of each state.