



Project

Alignment of the CAR/SAM Regional Air Navigation Plan and the 6th version of the GANP

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Purpose of the Presentation

- ✈ Provide information on the CAR/SAM Regional Air Navigation Plan alignment with the 6th version of the GANP project
- ✈ Raise awareness of the need to provide the State perspective for regional air navigation planning
- ✈ Promote the application of the performance-based approach in the planning processes for the implementation of air navigation systems and their modernization in the CAR and SAM regions
- ✈ Gather information on the appropriate approach to measure the performance of the ATM system in the CAR Region
- ✈ Encourage the ATFM Task Force to issue recommendations for the measurement of ATM system performance in the CAR Region



Background

Sixth version of the GANP

- ✈ The Global Air Navigation Plan (Doc 9750) is the ICAO's highest air navigation strategic document and the plan to drive the evolution of the global air navigation system, in line with the Global Air Traffic Management Operational Concept (GATMOC, Doc 9854) and the Manual on Air Traffic Management System Requirements (Doc 9882).
- ✈ The GANP drives the evolution of the global air navigation system to meet the ever growing expectations of the aviation community.
- ✈ The purpose of the GANP is to equitably accommodate all airspace users operations in a safe, secure and cost-effective manner while reducing the aviation environmental impact. To this end, the GANP provides a series of operational improvements to increase capacity, efficiency, predictability, flexibility while ensuring interoperability of systems and harmonization of procedures.
- ✈ Planning and Implementation Regional Groups (PIRGs) serve as a regional cooperation forum where regional priorities are established and regional air navigation plans and related work programs are developed and maintained, based on the GANP and relevant provisions of the ICAO.



Background

Air Navigation Planning for the CAR/SAM Regions

- ✈ GREPECAS has as part of its mandate, the preparation and maintenance of the Air Navigation Plan (ANP) of the CAR and SAM Regions
- ✈ The ANP represents the bridge between the global provisions of the ICAO SARPs and the GANP, on the one hand, and the national plans of States and their updated implementation, on the other.
- ✈ ANPs have been developed to state, in detail, the facilities, services and procedures required for international air navigation within a specific region or regions.
- ✈ The ICAO Council decided that the ANP will be comprised of three volumes:
 - ✈ Volume I: contains stable elements of the plan whose modification requires the approval of the ICAO Council, such as the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services in accordance with article 28 of the Convention
 - ✈ Volume II: lists all the facilities necessary for operations in accordance with regional air navigation agreements, specific requirements among others. These requirements are reviewed and approved by GREPECAS
 - ✈ Volume III: contains dynamic / flexible elements that provide guidance to States, for planning the implementation of improvements in air navigation systems / services



Definition of the Project for alignment of the CAR/SAM Regional Air Navigation Plan and the 6th version of the GANP

Scope

- ✈ In accordance with the 6th. Version of the GANP, this project will formulate Volume III of the CAR / SAM ANP, guaranteeing the application of the performance-based approach in the planning processes for the implementation of interoperable air navigation systems and facilities and their modernization.
- ✈ The Vols. I and II of the CAR / SAM ANP will be reviewed and the RPBANIP and SAMPBIP Regional Plans will be integrated into the CAR / SAM ANP Volume III, to have a regional planning instrument that harmonizes the plans: global, regional, sub-regional and national.



Definition of the Project

Objectives

- ✈ Review and update the CAR/SAM ANP Volume I
 - ✈ Example: Update the definition of the FIRs/UIRs limits in the CAR/SAM Region
- ✈ Review and update the CAR/SAM ANP Volume II
 - ✈ Example: Conceptual standardization of the basic building blocks BBBs.
- ✈ Draft the CAR/SAM ANP Vol. III, collaboratively, involving States / Territories, International Organizations and Industry, which allows planning a seamless airspace in the CAR and SAM regions



Deliverables

- ✦ The CAR / SAM ANP in its three volumes aligned with the 6th. Version of the GANP and project report. The expected main product is the Volume III document available to GREPECAS Member States/Territories and the international community.
- ✦ During the process, the CAR / SAM States / Territories receive guidance on the performance-based approach (PBA) and contribute to the determination of performance ambitions at the regional level, for their incorporation at the national level (top-down approach).
- ✦ During the process, the CAR/SAM States/Territories define or review their needs, addressing their operational challenges (bottom-up approach).
- ✦ The Regional Offices, with the support of the implementation groups, identify the operational needs at the regional level.
- ✦ Involvement of the industry to enrich the regional analysis.
- ✦ The CAR / SAM ANP will include regional agreements on performance expectations and will serve as a tool that shows the different elements to be implemented to achieve these expectations.



Expected Benefits

- ✈ Optimize the use of existing infrastructure
- ✈ Implementation of the operational concept of air traffic management (ATM)
- ✈ Integrated, harmonized and inter-functional CAR / SAM regional ATM system
- ✈ Air navigation planning in the CAR / SAM regions based on a performance-based approach and the identification of national and regional needs, aligned with the global interoperable vision of the system to achieve specific goals and a homogeneous operational infrastructure.
- ✈ Improved Air Navigation Planning Tools
- ✈ Better prediction capabilities and improve the capacity and efficiency of air operations
- ✈ Establish implementation goals for improvement for the CAR and SAM States for the next five years, and their follow-up through the use of key performance indicators



ICAO CAPACITY & EFFICIENCY



Port-of-Spain Declaration

- The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5), held in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014, convened by the ICAO North American, Central American and Caribbean Regional Office, and with the participation of high-level officials representing 22 States and 9 international organizations/industry;
- Considering that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that such uniformity will facilitate and improve air navigation;
- Noting the objectives to be achieved through the Global Aviation Safety Plan and Global Air Navigation Plan, recently approved by the ICAO 38th Session of the Assembly;
- Taking into account the paramount role that civil aviation performs in socio-economic and trade development for regional integration;
- Aware that air transport growth will continue in the region, and that all-encompassing worldwide events will be developed in upcoming years requiring additional efforts to further improve aviation safety, efficiency and security indicators;
- Aware that air transport growth poses additional challenges for both airports and air navigation infrastructure;
- Aware that management of regional processes for implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;
- Recognizing that the NAM/CAR Regions have successfully implemented regional technical cooperation mechanisms adopting a joint approach to problem resolution of common interest;



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State / Estado	Signature / Firma
Bahamas	
Barbados	
Belize / Belice	
Bermuda	
Canada / Canadá	
Costa Rica	
Cuba	
Curacao / Curazao	
Dominican Republic / República Dominicana	
El Salvador	
France / Francia <i>for French Antilles / Antillas Francesas, Guadeloupe/Guadalupe, Martinique / Martinica, Saint Barthélemy / San Bartolomé and / y Saint Martin / San Martín</i>	
Guatemala	
Haiti / Haiti	



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State / Estado	Signature / Firma
Honduras	
Jamaica	
Mexico / México	
Nicaragua	
Sint Maarten	
Trinidad and Tobago / Trinidad y Tabago	
Turks and Caicos Islands / Islas Turcas y Caicos	
United Kingdom / Reino Unido <i>for Anguilla / British Virgin Islands / Islas Vírgenes Británicas, Cayman Islands / Islas Caimán and / y Montserrat</i>	
United States / Estados Unidos	
ECCAA <i>for Antigua and Barbuda / Antigua y Barbuda, Grenada, Saint Kitts and Nevis / San Kitts y Nevis, Saint Lucia/Santa Lucía and / y Saint Vincent and the Grenadines / San Vicente y las Granadinas</i>	

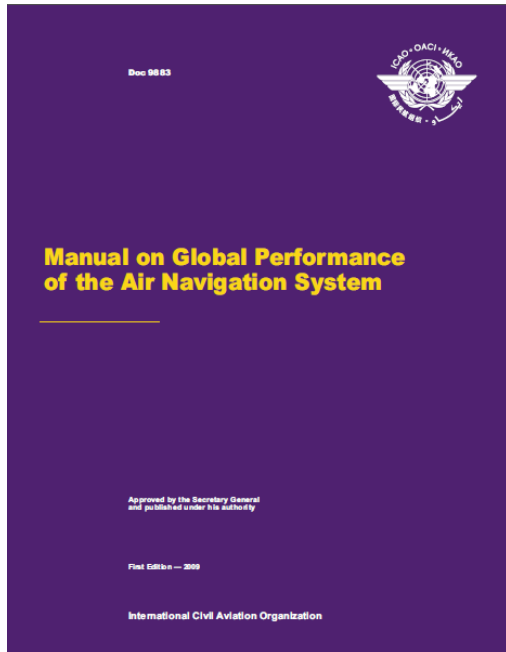


Derived actions for the ATFM Task Force

- ✈ To be part of the process, at State and Regional level
- ✈ Reorganization of the GREPECAS Projects
 - ✈ Demand and capacity balance.
 - ✈ Flexible use of airspace.
- ✈ Redirect the work program of the ATFM Task Force to respond to new regional expectations



PERFORMANCE MANAGEMENT PROCESS



Principles:

- Strong focus on desired/required results
- Reliance on facts and data for decision making
- Collaborative justified decision-making



*“Focus on the **problem**, not the solution”*



Six steps Method

- ✈ STEP 1: Scope, Context & General Ambitions and expectations
- ✈ STEP 2: SWOT Analysis/ set objectives
- ✈ STEP 3: Set of targets/ Calculation of needs
- ✈ STEP 4: Optimum solution identification
- ✈ STEP 5: Optimum solution deployment
- ✈ STEP 6: Results assessment



GLOBAL FRAMEWORK

REGIONAL FRAMEWORK

LOCAL FRAMEWORK

STEP 1:
SCOPE,
CONTEXT
AND
AMBITIONS

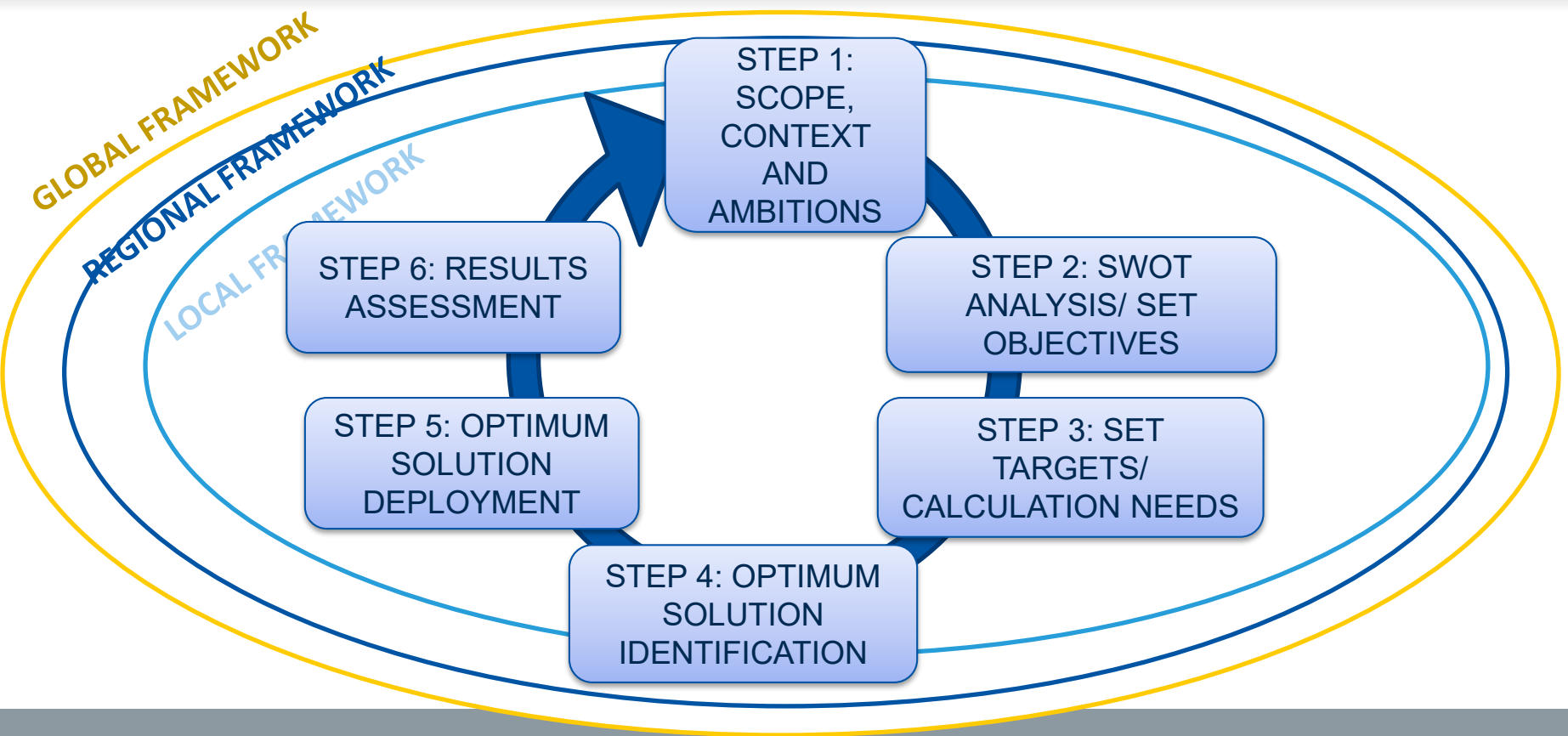
STEP 2: SWOT
ANALYSIS/
SET
OBJECTIVES

STEP 3: SET
TARGETS/
CALCULATION
NEEDS

STEP 4: OPTIMUM
SOLUTION
IDENTIFICATION

STEP 5: OPTIMUM
SOLUTION
DEPLOYMENT

STEP 6: RESULTS
ASSESSMENT





Suggested Actions

The Meeting is invited to:

- ✈ Decide on the type of interaction of the ATFM Task Force in this process;
- ✈ Issue recommendations on ATM general ambitions/expectations in the CAR Region;
- ✈ Recommend mechanisms for the establishment of the framework for measuring the performance of the ATM System in the CAR Region;
- ✈ Recommend additional actions deemed necessary.



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THANK YOU!