



ICAO

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

WORKING PAPER

NACC/DCA/10 — WP/16  
11/04/22

**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

**Agenda Item 5: NAM/CAR Regional Safety/Air Navigation Implementation  
5.3 Air Navigation Implementation Matters**

**IMPACT ON CUBA'S CIVIL AVIATION RESULTING FROM THE UPDATES TO THE GLOBAL AIR  
NAVIGATION PLAN (GANP)**

(Presented by Cuba)

<b>EXECUTIVE SUMMARY</b>	
The new GANP, version 6, approved at the 40th session of the ICAO Assembly in 2019 led to change the way we plan as it introduces new information to take into account for the current and future implementation of air navigation, Air Navigation Services projects Planning, Coordination between the different States and improve the air navigation National plan. This paper analyses the impact on air navigation organization in the specific case of Cuba.	
<b>Action:</b>	Under paragraph 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• GANP <a href="https://www4.icao.int/ganpportal/">https://www4.icao.int/ganpportal/</a></li><li>• 2020-2022 Global Aviation Safety Plan (Doc 10004)</li><li>• NAM/CAR Regional Aviation Safety Plan (NACC-RASP)</li></ul>

**1. Introduction**

1.1 The GANP (Doc 9750) is ICAO's most important strategic document to foster 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).

1.2 Air navigation services face important challenges to attain automation, homogeneity and development goals in the region focused on common goals for the development of the States and their aviation systems.

## 2. Cuba Civil Aviation Activities

2.1 The effects of the COVID 19 pandemic continue negatively affecting the activities; nonetheless, the region and Cuba have been able to continue progress with enhancement initiatives for a safe air navigation.

2.2 With regard to the implementation of the airspace optimization initiatives, work was carried out by Cuba on internal coordination with all the airspace users, with all the relevant proposals based on the principle of benefits for safety and national security as a State engaged with the de enhancement process.

2.3 The implementation of a regionally-harmonised Air Traffic Flow Management (ATFM) required the establishment of robust Collaborative Decision Making (CDM) practices between the Cuban Air Navigation Services Provider (ANSP) (ECNA), other adjacent ANSP and other stakeholders. It is worth mentioning the systemic support of CANSO (Cadena), and basically the authorities of the Miami, Houston and Merida Flight Information Regions (FIRs).

2.4 The signature of Search and Rescue (SAR) collaboration agreements is one of the points where progress was considerably achieved, pending the signature of the agreement with Jamaica. The complications derived from interactions with different government entities and the lack of understanding of the scope of SAR operations are the main identified difficulties. It was possible to count with the support of the ICAO NACC Regional Office to consolidate some regional actions.

2.5 Despite the efforts concerning the implementation of data communication interphases between Air Traffic Services Inter-facility Data Communication (AIDC) with neighbouring FIRs, the ones with Jamaica and Port-au-Prince are still pending.

2.6 Cuba is devoted to updating the National Air Navigation Plan in order to align it with the sixth edition of the GANP/ASBU.

2.7 Through High level conferences of the Systemic Assistance Programme (SAP) Cuba has appreciated the efforts of the ICAO NACC Regional Office in its strategy to involve all the stakeholders in the regional development, defining common goals, in line with ICAO and international aviation organizations activities, urging the aviation industry to attain objectives in a quicker manner.

**3. Suggested Actions**

3.1 The Meeting is invited to:

- a) assess the information of this paper; and
- b) the ICAO NACC Regional Office is urged to closely monitor with the States concerning the coordination actions of the air navigation services to achieve more efficiency when achieving the safety targets.

— END —