



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

**Twenty-fifth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/25)**

St. John's, Antigua and Barbuda, 3–5 December 2013

E/CAR/DCA/25 — WP/17

12/11/13

**Agenda Item 5:**

**Air Navigation Matters**

**5.5 NAM/CAR RPBANIP version 3.0: ASBU oriented update of the Regional Implementation Plan**

**NEW UPDATE OF THE NAM/CAR REGIONAL PERFORMANCE BASED AIR NAVIGATION IMPLEMENTATION PLAN (RPBANIP) ALIGNED WITH ICAO AVIATION SYSTEM BLOCK UPGRADES (ASBU)**

(Presented by the Secretariat)

**SUMMARY**

This working paper shows the current status of the update to the NAM/CAR Regional Performance Based Air Navigation Plan (NAM/CAR RPBANIP) in its version 3.0, in line with the ICAO Aviation System Block Upgrades (ASBU) methodology.

**References:**

- Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) Punta Cana, Dominican Republic, 8-12 September 2008
- RPBANIP, Version 3.0
- ICAO Regional NAM/CAR Workshop on the Aviation System Block Upgrades (ASBU) Methodology Framework: Planning, Implementation and Monitoring, Mexico City, Mexico, 22 to 26 July 2013.
- First NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/1), Mexico City, Mexico, 29 July to 1 August 2013
- ICAO State Letter EMX0929, NAM/CAR Regional Performance-based Air navigation Implementation Plan (NAM/CAR RPBANIP) version 3.0 dated 12 November 2013

**Strategic Objectives**

*This working paper is related to Strategic Objectives:*

- A. Safety – Enhance global civil aviation safety*
- C. Environmental Protection and Sustainable Development of Air Transport*

## 1. Introduction

1.1 In order to harmonize air navigation system/services implementation in the NAM/CAR Regions, the NACC/DCA/3 approved the *NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)*, and agreed that the RPBANIP would be the valid reference for all air navigation implementation activities for the NAM and CAR Regions, reflecting such coordination in each State/Territory National Plan.

1.2 Since 2008, the RPBANIP has been the reference for all the action plans and implementation tasks of the NAM/CAR Implementation Working Groups. All Working Groups reported annually the progress and operational achievements made.

## 2. Discussion

2.1 The RPBANIP was updated in its third edition as reviewed and analysed by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) in July 2013, which aligned the activities and strategies of the RPBANIP with the ICAO ASBU methodology.

2.2 The revised updated draft of the NAM/CAR RPBANIP resulted from the ICAO Regional NAM/CAR Workshop on the Aviation System Block Upgrades (ASBU) Methodology Framework: Planning, Implementation and Monitoring, held in July 2013, where the principal changes were:

- a) New structure of section;
- b) 5-year term plan;
- c) ASBU B0 modules selected, and the corresponding Air Navigation Report Forms (ANRFs) included;
- d) 8 Regional Performance Objectives (RPOs) upgraded and a Search and Rescue (SAR) RPO included; and
- e) Detailed glossary included

2.3 In the First NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/1), ICAO commented that this document remained to be upgraded with comments from the ASBU workshop, as well as other necessary supporting information. Therefore, the ANI/WG adopted Decision 1/13 - *Review Update of Draft NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)*.

2.4 With the new comments received, ICAO submitted the final version of the RPBANIP Version 3, under cover of State Letter EMX0929, for further comments by 15 December 2013. The relevant additions included:

- a) Expansion of operation scenarios that justify the plan (traffic forecast, homogeneous areas, etc.);
- b) Updates to RPOs and ANRFs;
- c) Explanation on categorization/prioritization of ASBU B0 modules:

PIA	Module Description	Module	Priority
PIA 1	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)	B0-15 RSEQ	2
	Optimization of Approach Procedures including vertical guidance	B0-65 APTA	1
	Increased Runway Throughput through optimized Wake Turbulence Separation	B0-70 WAKE	2

PIA	Module Description	Module	Priority
	Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	B0-75 SURF	2
	Improved Airport Operations through Airport-CDM	B0-80 ACDM	1
PIA 2	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	B0-25 FICE	1
	Service Improvement through Digital Aeronautical Information Management	B0-30 DATM	1
	Meteorological information supporting enhanced operational efficiency and safety	B0-105 AMET	1
PIA 3	Improved Operations through Enhanced En-Route Trajectories	B0-10 FRTO	1
	Improved Flow Performance through Planning based on a Network-Wide view	B0-35 NOPS	1
	Initial capability for ground surveillance	B0-84 ASUR	1
	Air Traffic Situational Awareness(ATSA)	B0-85 ASEP	2
	Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B	B0-86 OPFL	2
	ACAS Improvements	B0-101 ACAS	2
	Increased Effectiveness of Ground-Based Safety Nets	B0-102 SNET	2
PIA 4	Improved Flexibility and Efficiency in Descent Profiles (CDO)	B0-05 CDO	2
	Improved Safety and Efficiency through the initial application of Data Link En-Route	B0-40 TBO	2
	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)	B0-20 CCO	2

- d) Cross reference information between RPOs and ASBU B0 modules. Initially for the 5-year term of the RPBANIP, 15 ASBU B0 modules were adopted as described in the following Table. The ASBU B0 modules ASEP, OFPL and WAKE will be included in future reviews of the Plan based on the maturity of the tasks and the regional priorities.

ASBU RPO	PIA1 Airport Operations					PIA2 SWIM			PIA3 Global Collaborative ATM						PIA4 Trajectory-based Operations			
	B015 RSEQ	B065 APTA	B070 WAKE	B075 SURF	B080 ACDM	B025 FICE	B030 DAIM	B0105 AMET	B010 FRTO	B035 NOPS	B084 ASUR	B085 ASEP	B086 OPFL	B0101 ACAS	B102 SNET	B005 CDO	B020 CCO	B040 TBO
PBN Implementation		X							X							X	X	
FUA									X									
DCB	X									X								
ATM Situational Awareness	X			X							X			X				X
Improve SAR																		
Improve Cap/Efficiency Aerodrome Operations				X	X													
COM					X	X								X				X
AIM							X											
MET								X										

2.5 A review and agreement on Air Navigation/Safety NAM/CAR targets - initial approval of the air navigation targets will be carried out in January 2014 by the Air Navigation and Safety Directors Meeting. A final review of the RPBANIP version 3.0 will be carried out by the Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/4) in March 2014. The final endorsement of the RPBANIP version 3.0 will be conducted in April 2014 by the Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5).

**3. Suggested Action**

3.1 The Meeting is invited to:

- a) take note of the revision process for the RPBANIP Version 3.0 and future revision dates by Air Navigation and Safety Directors and the NACC/WG/4 Meetings;
- b) analyse and submit comments to the final draft version 3.0 of the RPBANIP by 15 December 2013;
- c) ensure the participation of the E/CAR Administrations to the Air Navigation and Safety Directors and the NACC/WG/4 Meetings; and
- d) suggest any action as deemed necessary.

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