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North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/4 — WP/07
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**Fourth North American, Central American and Caribbean Working Group Meeting
(NACC/WG/4)**

Ottawa, Canada, 24 to 28 March 2014

**Agenda Item 3: Follow-up on the NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan (NAM/CAR RPBANIP) Progress**
**3.2 NAM/CAR Regional Performance-Based Air Navigation
Implementation Plan: update, review and progress**

**NAM/CAR REGIONAL PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION
PLAN (NAM/CAR RPBANIP) VERSION 3.0**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>This paper shows the status of the update to the NAM/CAR RPBANIP, Version 3.0, in line with the ICAO Aviation System Block Upgrade (ASBU) methodology, with the inclusion of all the NAM/CAR States comments received and the Port of Spain Declaration targets. The RPBANIP serves as the basis for air navigation implementation matters in the NAM/CAR Regions, reflecting regional priorities and milestones.</p>	
Action:	The suggested action is presented in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3) Punta Cana, Dominican Republic, 8-12 September 2008• NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0• ICAO Regional NAM/CAR Workshop on the Aviation System Block Upgrade (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 04 November 2013• Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN), Mexico City, Mexico, 18 to 19 February 2014

Introduction

1.1 In order to harmonize air navigation system/services implementation in the NAM/CAR Regions, the Civil Aviation Directors approved the *NAM/CAR RPBANIP* at the NACC/DCA/3 Meeting and agreed that the RPBANIP would be the reference for all air navigation implementation activities, reflected in each State/Territory National Plan.

1.2 Since 2008, the RPBANIP has been the reference for all NAM/CAR implementation working group action plans and implementation tasks. All working groups annually reported on the progress and operational achievements accomplished.

2. RPBANIP Update and Approval

2.1 The RPBANIP was updated as a third edition and reviewed and analyzed by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) in July 2013. The RPBANIP was aligned with the GANP, the ICAO ASBU methodology and regional priorities were reviewed. The updated NAM/CAR RPBANIP draft that resulted from the ICAO Regional NAM/CAR Workshop on ASBU Methodology held in July 2013 consisted of the following key changes:

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

2.2 For the ANI/WG/1, ICAO commented that even though the RPBANIP was updated with comments from the ASBU Workshop, other necessary information was missing. Therefore, the ANI/WG adopted Decision 1/13 - *Review Update of Draft NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)* in order to obtain the missing information.

2.3 The RPBANIP, Version 3, includes the adoption of the ICAO Air Navigation Reporting Forms (ANRFs) from the ASBU concept for air navigation implementation monitoring and progress reporting where implementation targets and milestones have been agreed for the NAM/CAR Regions.

2.4 ICAO submitted the revised version of the RPBANIP, Version 3, under cover of State Letter EMX0929. The relevant additions included were:

- a) Expansion of operation scenarios that justify the RPBANIP (traffic forecast, homogeneous areas, etc.)
- b) RPO and ANRF updates
- c) Explanation of categorization/prioritization of ASBU B0 modules (see following chart)

2.5 The RPBANIP was also reviewed with the Resolutions of the 38th Session of the ICAO Assembly, particularly the resolution A38-2 ICAO global planning for safety and air navigation, calling upon:

- Calls upon States and invites other stakeholders to cooperate in the development and implementation of regional, subregional and national plans based on the frameworks of the GASP and GANP
- Calls upon States, PIRGs, and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs;
- Calls upon States to take into consideration the GANP guidelines as an efficient operational measure for environmental protection;
- Calls upon States, PIRGs, and the aviation industry to provide timely information to ICAO, and to each other, regarding the implementation status of the GANP, including the lessons learned from the implementation of its provisions

CAR/DCA/OPSAN Meeting Results

2.6 The Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN) was briefed on the Air Navigation targets agreed by the ANI/WG and 5 key targets were included in the Port of Spain Declaration, to be approved by the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) in April 2014. From the CAR/DCA/OPSAN Meeting the Aerodrome certification target was adjusted for a 48% by 2016 and the environmental target of CO₂ reduction was requested to be included in the RPBANIP.

2.7 Comments and observations to the RPBANIP revised version were received by several States, and they were incorporated to the final 3.0 version. The final 3.0 version is available in the following link: <http://www.icao.int/NACC/Pages/regional-groups.aspx>. This final revised version of the RPBANIP is to be approved by the Civil Aviation Directors in their NACC/DCA/5 Meeting. In this regard, the following draft conclusions are proposed:

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CONCLUSION NACC/WG/4/x

APPROVAL OF THE RPBANIP VERSION 3.0

That, considering that the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP), is the basis for air navigation implementation in the NAM/CAR Regions, where regional targets and milestones have been agreed and regional air navigation priorities are reflected, the Civil Aviation Directors approved the RPBANIP version 3.0

DRAFT**CONCLUSION NACC/WG/4/x****UPDATE OF NATIONAL AIR NAVIGATION
IMPLEMENTATION PLANS IN ACCORDANCE TO THE
RPBANIP VERSION 3.0**

That, for the effective and timely development and implementation of air navigation in the NAM/CAR regions ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety and capacity and efficiency, the States/Territories and International Organizations of the NAM/CAR Regions:

- a) review and update their national Air Navigation Implementation Plans in accordance to their national needs and RPBANIP regional framework; and
- b) inform and submit ICAO these national plans by **December 2014**.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) review the RPBANIP version 3.0 as presented in the mentioned link;
- b) approve the Draft conclusions proposed in paragraph 2.7; and
- c) conduct any action as deem necessary.