



ICAO

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North American, Central American and Caribbean Office

**WORKING PAPER**

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**Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14)**  
Kingston, Jamaica, 11 to 13 May 2015

**Agenda Item 4: Air Navigation Matters**

- 4.2 Review of the Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP) and the Aviation System Block Upgrades (ASBU) Methodology**  
**4.2.3 MEVA Telecommunications Network**

**IMPLEMENTATION IN CUBA OF THE NAM/CAR REGIONAL PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION PLAN (RPBANIP) AND BLOCK 0 OF THE AVIATION SYSTEM BLOCK UPGRADE (ASBU) METHODOLOGY**

(Presented by Cuba)

<b>EXECUTIVE SUMMARY</b>	
This working paper aims to inform the regional community on the Cuban experience to comply with the metrics and goals related with the implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and Block 0 of Aviation System Block Upgrade (ASBU) Methodology.	
<b>Action:</b>	Show the Cuban experience in the RPBANIP and ASBU methodology implementation and consider paragraph 4 section b) and c) of this working paper.
<b>Strategic Objectives:</b>	<ul style="list-style-type: none"><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<b>References:</b>	<ul style="list-style-type: none"><li>• Doc 9750 — <i>Global Air Navigation Plan</i></li><li>• Regional Performance-Based Air Navigation Implementation Plan v.3.1, April 2014</li><li>• IACC President instructions on the Aviation System Block Upgrade (ASBU) implementation in Cuba aviation</li><li>• Activity plan of the National Implementation group of Aviation System Block Upgrade (ASBU) in Cuba civil aviation (2014)</li><li>• Cuba National Performance-Based Air Navigation Implementation Plan v.1.0</li></ul>

## **1. Introduction**

1.1 With the support and approval in the 12<sup>th</sup> Air Navigation Conference and the 38<sup>th</sup> GANP Assembly and its ASBU Methodology, the strategic guidance is provided and measurable operational improvements for the next 25 years are defined, as well as the key principles of civil aviation policy to help ICAO Regions and States with the preparation and implementation of their regional and national air navigation plans.

1.2 The RPBANIP with the definition of its Regional Performance Objectives (RPOs) and the 15 Block 0 ASBU Methodology adopted modules leads the way to follow for the strategic management and the regional aviation system harmonization.

1.3 Cuba Performance-Based Air Navigation Implementation Plan defines the National Performance Objectives (NPOs) and the 14 modules of Block 0 ASBU Methodology adopted by the State.

## **2. RPBANIP and Block 0 ASBU Methodology Implementation**

### ***Training***

2.1 The first developed action to carry out this implementation was the training for the staff appointed to guide the implementation. In 2012, Cuba participated in the ICAO Regional Workshop on Preparations for the AN-CONF/12 - Aviation System Block Upgrades (ASBU) methodology from 27 February to 2 March 2012, held in Mexico City, Mexico.

2.2 In 2013, Cuba participated in the ICAO Regional Workshop on the Aviation System Block Upgrades (ASBU) Framework: Planning, Implementation and Monitoring from 22 to 26 July in Mexico City, Mexico, and the First National ASBU Workshop was organised by the Cuban Civil Aviation Institute (IACC) in December, for managers, staff and the Cuban Aviation Corporation S.A. (CACSA) and its companies. During the Thirteenth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR/DCA/13) in May 2013, Cuba presented IP/22 where the organization of a Block 0 ASBU Course Project was announced, inviting colleagues appointed by aviation authorities to participate.

2.3 In 2014, two TRAINAIR Plus ASBU courses were organized by the Aviation Training Centre for aviation operators, for airport and national air navigation service providers and Venezuela specialists. IACC also developed an ASBU Workshop in Nicaragua.

2.4 In 18 May 2015 a TRAINAIR Plus Course on ASBU will take place in the CAA, sponsored by ICAO, the invitation was sent in 19 March 2015 through letter *Ref. EMX0289*.

### ***Development of implementation guiding documents***

2.5 In compliance with an IACC agreement of January 2014, IACC President Indications for the ASBU Methodology implementation in Cuba civil aviation were issued in 11 February 2014, aiming to appoint the ASBU National Implementation Group, to invite to participate and carry out the necessary coordination with the Defence and Communication Ministries and to schedule the corresponding meetings.

2.6 ASBU Methodology National Implementation Group Activity Plan was developed in the Cuba civil aviation, approved in April 2014, after a process of consulting and interest conciliation among all participants.

2.7 Taking as a reference the RPBANIP v.3.1, the Performance-Based Air Navigation Implementation Plan for Cuba v.1.0 was developed, where the NPOs and the 14 ASBU Methodology modules are established, adopted with its metrics and objectives to achieve.

### ***Implementation Follow-up***

2.8 In the first National Implementation Group held in 26 February 2014, agreements on principles and organization for the adopted RPBANIP effective implementation and ASBU Methodology, as follows:

- a) Definition of adoption of all RPBANIP RPOs, such as NPO and 14 Block 0 ASBU Methodology modules
- b) The organization of specialists appointed in 7 National Implementation Subgroups
- c) Develop military/civil coordination meetings as part of the Air Traffic Management (ATM) subgroup work meetings
- d) Subgroup rapporteur appointment

2.9 IACC monthly monitors and controls at the National Implementation Group the compliance progress of metrics and goals approved by the National Performance-Based Air Navigation Implementation Plan for Cuba v.1.0.

## **3. Conclusion**

3.1 The organization and experience achieved in the RPBANIP and ASBU Methodology has allowed the identification of defiance and challenges which should be faced, in order to contribute to develop a coordinated and seamless regional air navigation services system, which allows an air traffic demand growth.

## **4. Suggested Actions**

4.1 The Meeting is invited to:

- a) take note on the information presented in this working paper;
- b) promote the RPBANIP RPOs and the 15 adopted ASBU Methodology modules baseline elements implementation, among the States; and
- c) recommend other actions deemed necessary for the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and Block 0 of Aviation System Block Upgrade (ASBU) Methodology.