ANI/WG/3 — IP/11 18/03/16

# Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3) Mexico City, Mexico, 4 to 6 April 2016

Agenda Item 4:

Follow-up, Performance Evaluation and Monitoring of the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Targets

4.3 Progress Report by States of Adopted Aviation System Block Upgrades (ASBU) B0 Modules

HAITI ATM PLANNING: TOWARDS THE ADOPTION OF ASBU METHODOLOGY

(Presented by Haiti)

#### **EXECUTIVE SUMMARY**

Following the recommendations of the AN/12 Conference to align air navigation implementation plans contained within the ICAO-ATM operational concept with the ASBU methodology, Haiti undertook to elaborate an air navigation master plan reflecting a structured approach to meet local and regional needs considering the associated business cases. The objective is to define the guidelines and action plans to follow for the modernization and harmonization of the air navigation system in Haiti, taking into account the prevailing existing situation of the air navigation service provision.

Strategic	Safety							
Objectives:	Air Navigation Capacity and Efficiency							
	Environmental Protection							
References:	<ul> <li>ICAO Doc 9750: Global Air Navigation Plan 2013-2028</li> <li>NAM/CAR Regional Performance Based Air Navigation Implementation Plan V3.1 April 2014</li> <li>ICAO Doc 9971 ATM flows Manual</li> <li>ICAO Doc 9613 PBN Manual</li> </ul>							

#### 1. Introduction

1.1 Last year, the Civil Aviation Authority of Haiti decided to launch a structured study to elaborate on the path to follow regarding implementation plans within the ATM field and hired a firm with the mission to provide adequate guidance to fulfil compliance with ASBU methodology by establishing business cases for short and long terms. The terms of reference related to ICAO

recommendations and specifically the Regional Performance Based Air Navigation Implementation Plan. Roadmaps were to be adapted to ICAO ASBU modules implementation timelines as described within the ICAO Doc 9750: Global Air Navigation Plan 2013-2028. The proposed resulted architecture is based on the existing situation taking into account specific technical and human constraints.

### 2. Development

- 2.1 The elaboration of this master plan provided an excellent opportunity to make a onestop planning at the same time flexible and scalable while providing modules as a series of measurable operational performance improvements
- A thorough review took place to identify the relevance of each concept based on the current situation and perspective of the air traffic. Each ASBU module was considered separately and analysed in the local and regional context generating recommendations in regard to respective application and taking into account all related issues such as air/ground systems, air/ground procedures, air/ground regulatory requirements and business case formulation,
- 2.3 Some modules were considered well advanced particularly in regard to the first phase of PBN implementation with the publication of required terminal approach procedures for both airports. Additionally, short term objectives were clearly identified and recommended as primary actions to initiate the ASBU methodology alignment. The firm indicated also some initial actions to be taken in the perspective of longer term objectives.
- 2.4 The following tables reflect the action plans to implement the different concepts identified and applicable for the system as well as required supplementary actions to comply with ICAO recommendations.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Espace														
ESP01														
ESP02														
ESP03														
ESP04														
ESP05														
Service du	contrôle													
ATS01														
ATS02														
ATS03														
ATS04														
ATS05														
ATS06														
ATS07														
Technique			•											
TEC01														
TEC02														
TEC03														
TEC04														
TEC05														
Gestion/Or	ganisatio	n												
ORG01	Ī													
Ressources	Humaine	es												
RH01														
RH02														
RH03														
RH04														
RH05														
Autres														
AUT01														
AUT02														
AUT03														
AUT04														

		OFNAC PLAN	PACTIONS	
Secteurs	Court Terme	Moyen Terme	Long Terme	Remarques
ESPACE	2015   2016   2017   2018 - RNP (SIDs - STARS) - SECTORISATION - ALIGNEMENT DE LA BASE DE DOWNEES	- MONTEE / DESCENTE SANS PALIERS	23 2024 2025 2026 2027 2028 - ROUTES ATS FLEXIBLES	- IMPLEMENTATION PROGRESSIVE
SERVICE DU CONTRÔLE	- DEFINITION ET VALIDATION DU NOUVEAU CONCEPT OPERATIONNEL - AUJSTEMENT DES PROCEDURES AU NOUVEAU SYSTEME - REVISION DES LETTRES D'ACCORD AVEC LES CENTRES ADJACENTS, FAAN, JE SERVICE METEO - A-CDM	- PROCEDURES ATS ADAPTEES AUX MONTEES/DESCENTES SANS PALIERS - COORDINATION AUTOMATISEE	- LIAISONS DE DONNEES AIR/SOL - INTEGRATION DES DONNEES AIR	-PROCEDURES ATS IMPLEMENTEES GRADUELLEMENT ET ADAPTEES AUX CAPACITE DES SYSTEMES
DYENS TECHNIQUE	- SYSTEME ATM - SURVEILLANCE TERRESTRE - ALIGNEMENT DES PROCEDURES	- GESTION DE L'OBSOLESCENCE - ATN	- REMPLACEMENT DU SYSTEME ATM - A-SMGCS	- CAPACITE TECHNIQUE IMPLEMENTEE ET MAINTENUE A JOUR JUSQU'À SON REMPLACEMENT
GESTION ORGANISATION		- SEPARATION DES FONCTIONS REGULATION ET PROVISION DE SERVICES		
RESSOURCES HUMAINES	- PLAN DE GESTION DES RESSOURCES HUMAINES - FORMATION RADAR DES CONTROLEURS - RECRUTEMENT D'INGENIEURS ET DE TECHNICIENS - ATTRIBUTION DES LICENCES	- CAPACITES DE FORMATION DES CONTROLEURS		
AUTRES	- PLANS DE SECOURS - GESTION DE L'INFORMATION AERONAUTIQUE - SAR - DONNEES METEO	- CERTIFICATION QUALITE POUR L'INFORMATIO AERONAUTIQUE - AIP ELECTRONIQUE	N	- CONFORMITE AVEC L'OACI POUR L'INFORMATION AERONAUTIQUE ET IMPLEMENTATION DE PLANS DE SECOURS
ABSUs OBJECTIFS GLOBAUX	- BO-APTA (SID & STAR) - BO-DATM (BASE DE DONNEES) - BO-AMET (ATIS) - BO-ADMET (ATIS) - BO-ADM (A-CDM) - BO-DAIM (GESTION DE L'INFORMATION AERONAUTIQUE) - BO-SUR (ADS-B & MILAT) - BO-SNET (FILETS DE SAUVEGARDE)	- 80-FICE (COORDINATION AUTOMATISEE) - 80-CCO (MONTEE SANS PALIERS) - 80-CDO (DESCENTE SANS PALIERS)	- B0-FRTO (ROUTES FLEXIBLES) - B0-TBO (ADS-B IN) - B0-SURF (A-SMGCS)	
ABSUS NON APPLICABLES	FUTUR. - RPAS: CE CONCEPT DEVRA ETRE IM - RTAS: L'OFRAC N'ENVISAGE PAS DE	EMENTE DANS LA REGION CARAIBES. LE RESEAU PLEMENTE SI DES DEMANDES POUR FAIRE EVOLI	MEVA III POURRAIT ETRE LE SUPPORT PHYSIQUE APPROP JIER DES DROWES DANS L'ESPACE AERIEN HAÎTIEN SONT T DOROME DE CAP HAÎTIEN DEPUIS PORT-AU-PRINCE.	

## 3. Conclusion

3.1 The meeting is invited to take note of the information and provide any comments as necessary.