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North American, Central American and Caribbean Office

WORKING PAPER

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Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/07)
Washington, D. C., United States, 19 – 21 September 2017

Agenda Item 5: **NAM/CAR Regional Safety/Air Navigation/Aviation Security Implementation Matters**
5.2   Effectiveness of air navigation implementation mechanisms

**NAM/CAR REGIONAL PERFORMANCE BASED AIR NAVIGATION IMPLEMENTATION PLAN (RPBANIP)
NEW DRAFT VERSION 4.0**

(Presented by ANI/WG ASBU TF)

EXECUTIVE SUMMARY
This working paper shows the progress achieved in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and recommends actions and a structure for the Aviation System Block Upgrade (ASBU) Task Force (TF) of the NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG) to improve the timely and efficient implementation of this new version. The RPBANIP is in the updating process to guide States and International Organizations based on global agreed operational objectives and also outlines implementation issues involving, in the near-term, the Performance-Based Navigation (PBN), System Wide Information Management (SWIM), Remoted Piloted Aircrafts System (RPAS) and ASBU for planning and implementation.

Action:	The suggested action is presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5) Final Report Port of Spain, Trinidad and Tobago, 22-26 May 2017 • NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) Ver.3.1 • ICAO Aviation System Block Upgrade (ASBU) Manual (Unedited Draft) • ICAO Global Air Navigation Plan (GANP) 2016-2030 — 5th Edition (Doc 9750)

1.   Introduction

1.1   To ensure that safety and air navigation continue their improvement, the ICAO NACC Regional Office has developed actions to improve the progress in the NAM/CAR region based on the ICAO Global Air Navigation Plan (GANP). This will allow States and stakeholders to note the improvement of safety, the sustained growth, the increased efficiency, and responsible environmental management in the region.

1.2   During the NACC/WG/5 meeting, the updates in the new 5th edition of the GANP and the objectives and purposes of the current RPBANIP were recalled. Similarly, the States were urged to continue using the NAM/CAR RPBANIP for drafting their own national air navigation plans.

1.3   Also, it is important to note that the GANP, 5th Edition, ASBU, Air Navigation (AN) targets, electronic ANP (e-ANP), the ICAO NAM/CAR RPBANIP and Air Navigation Report Form (ANRF) are all of them interrelated.

2.   Discussion

2.1   ICAO NACC Office in coordination with the ANI/WG ASBU TF made the following recommendations related to the RPBANIP to the NACC/WG/5 meeting:

- Recommended that the States/Territories be supported to prepare the State ANP based on RPBANIP and GANP/ASBU
- Provided the ICAO NACC Block 0 Implementation status summary table that should be feed backed to the RPBANIP.
- Support the ASBU B1 module introduction in the regional planning.
- Work on the update of the RPBANIP with ICAO.

2.2   Also, the States´ ANP shall provide the baseline to identify the regional needs, this was considered in order to turn into the baseline to progressively update the RPBANIP in a collaborative context; having the ANRFs as a tool to measure the progress of the plans in the form of impact of the implementations or deviations from the plan.

2.3   The ICAO NACC Regional Office developed a webpage under its own website for all States/ANS Providers and relevant users, to provide a reference of the agreed regional performance-based metrics and indicators of the RPBANIP.

2.4   It is important that the GANP 2016 – 2030, 5th Edition, makes reference to the GREPECAS progressive identification of a set of regional performance metrics and mentions the fundamental role of the States supporting the regional performance metrics, outlining that the ANRFs will be the basis for performance monitoring relating to applicable ASBU elements implementation at the national and regional levels.

2.5   The NACC/WG/5 meeting recalled that the ASBU TF was approved for the update of the RPBANIP as well as to support its evaluation and monitoring and to inform on the achievements of the RPBANIP AN targets, to analyse the targets, status and formulation criteria and propose changes as needed, and also review and update the RPBANIP in accordance to the approved ToRs and work programme of this TF.

2.6   Taking into account that the NACC/WG/5 meeting was informed of several proposed updates and changes expected in the new RPBANIP version, including the ANRF templates, alignment to the changes made from 5th Edition of the GANP/ASBU Block 0 Elements, RPAS-UAS, SWIM, etc. the Secretariat consolidates the work to be done with the update to the RPBANIP as a priority. Considering the approval of the ASBU TF, the NACC/WG/5 meeting formulated the following decision:

DECISION
NACC/WG/5/24   *UPDATE OF RPBANIP*

> *That, in order to update the RPBANIP with the 5th Edition of the GANP, the introduction of the ASBU B1 modules and several of the improvements defined by the States, the ASBU Task Force, in coordination with the ICAO NACC Regional Office draft an update of the RPBANIP by* ***30 August 2017****.*

2.7   In this regard, the ASBU TF is drafting the revised RBPANIP, which will be available at ICAO website for the RPBANIP ver. 4.0 that will be established after the Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/07).

2.8   The final draft of the RPBANIP ver. 4.0 updated will be presented to the ANI/WG 4 Meeting scheduled to be held in July 2018. Similarly, the RPBANIP final new version will be presented to the NACC/DCA 8 meeting.

3.   Suggested Action

3.1   The Meeting is invited to:

   a)   Take note of the planning for updating the RPBANIP, and the further ANI/WG work and action plans based on the RPBANIP and the progress;

   b)   Instruct your designated ASBU TF Point of Contacts (PoCs) to support the ASBU TF activities; and

   c)   suggest any action as deemed necessary

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