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Online, 17 to 19 August 2022

Agenda Item 3: ECAR States - Air Navigation Implementation matters
3.3 National Air Navigation Plans

DEVELOPMENT OF THE AIR NAVIGATION PLANS OF EASTER CARIBBEAN STATES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The development of national air navigation plans by States is a strategic national planning tool that allows the integration of all parties involved, the identification of national and regional needs and the assurance of the adequate growth of the aviation system in a controlled and efficient manner.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none">• Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6) On-line, 25 to 27 August 2021 https://www.icao.int/NACC/Pages/meetings-2021-naccwg6.aspx

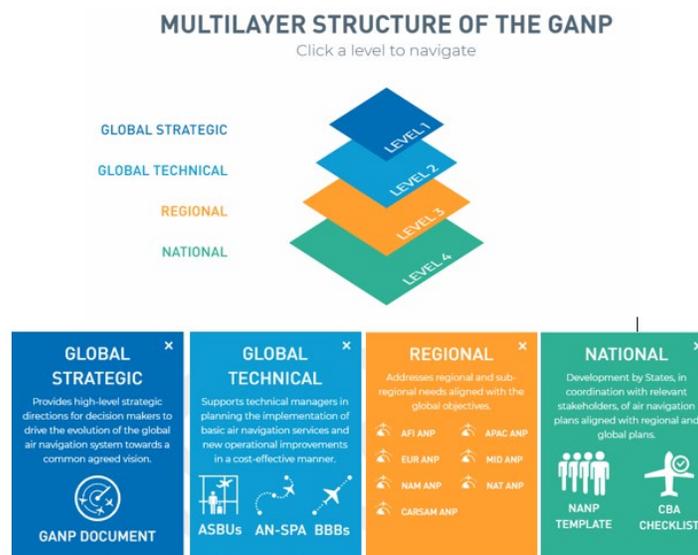
1. Introduction

1.1 Air Navigation system. A system that supports the safe and orderly development of international civil aviation through the collaborative integration of humans, information, technology, facilities, and services. In technical scope, the system comprises aerodrome operations, air traffic management, meteorology, aeronautical information, and search and rescue services supported by air, ground and space-based communications, navigation, and surveillance capabilities. In operational scope, the system encompasses en-route to en-route operations to integrate airport operations and flights turn around. Finally, in community scope, the system is comprised of all stakeholders involved in the provision of or requiring the use of air navigation resources.

1.2 Aviation is an integral part of society, connecting people and transporting goods worldwide, as well as an important driver of economic growth and sustainable development, improving the standard of living of people around the world through the safe and reliable operation of over 120,000 flights every day. Moreover, forecasts confirm a robust air traffic growth within the next 20 years due to positive economic, political, and societal changes.

1.3 The Global Air Navigation Plan (GANP) is an important planning tool for setting global priorities to drive the evolution of the global air navigation system and ensure that the vision of an integrated, harmonized, globally interoperable, and seamless system becomes a reality.

1.4 All four levels of the GANP are available for consultation interactively at <https://www4.icao.int/ganportal/>



Relationship with other documents.

1.5 The Global Air Traffic Management Operational Concept (GATMOC) (ICAO Doc 9854) presents the common vision of an integrated, sustainable, harmonized, and globally interoperable ATM system. The GATMOC companion manuals, which include inter alia, the Manual on Air Traffic Management System Requirements (ICAO Doc 9882) and the Manual on Global Performance of the Air Navigation System (ICAO Doc 9883), will continue through their evolution to provide the sound conceptual basis and focus towards an integrated, sustainable, harmonized and globally interoperable air navigation system.

Relationship with other global plans

1.6 In addition to the GANP, ICAO has two global plans for safety and security: the Global Aviation Safety Plan (GASP) (Doc 10004) and the Global Aviation Security Plan (GASeP).

Safety case

1.7 Safety is critical when planning the implementation of air navigation operational improvements. To determine if these improvements can be implemented in a safe manner, a safety risk assessment provides information to identify hazards that may arise from, for example:

- a) any planned modifications in airspace usage,
- b) the introduction of new technologies or procedures, or
- c) as a result of the decommissioning of older navigational aids.

2. Analysis

2.1 Air Navigation Service Providers (ANSP) are responsible for the planning, organization and efficient management of the air navigation system to achieve its optimum performance. Within the context of the GANP, ANSP refer to all stakeholders involved in the provision of air navigation services in the areas of aerodrome operations, air traffic management, meteorology, aeronautical information, and search and rescue. Although these services are mostly provided by specific entities, sometimes their provision can be delegated to other members of the aviation community.

2.2 Eastern Caribbean States, National Air Navigation Plans:

States	
Antigua and Barbuda	https://www.icao.int/NACC/Documents/RegionalGroups/ANIWG/ASBU/NANP-AntiguaandBarbuda-190911.pdf
Barbados	https://www.icao.int/NACC/Documents/RegionalGroups/ANIWG/ASBU/NANP-Barbados-181108.pdf
Dominica	No Data
Grenada	No Data
Jamaica	No Data
Saint Kitts and Nevis	No Data
Saint Lucia	https://www.icao.int/NACC/Documents/RegionalGroups/ANIWG/ASBU/NANP-SaintLucia-171003.pdf
Saint Vincent and the Grenadines	https://www.icao.int/NACC/Documents/RegionalGroups/ANIWG/ASBU/NANP-SaintVincentandGrenadines-181109.pdf
Sint Maarten	No Data
Trinidad and Tobago	https://www.icao.int/NACC/Documents/RegionalGroups/ANIWG/ASBU/NANP-TrinidadandTobago-181108.pdf
Territories	
Netherlands for Bonaire, Sint Eustatius and Saba Islands	No Data
French Antilles	No Data
United Kingdom for Anguilla; British Virgin Islands; Montserrat	No Data

2.3 It is important that States work to develop their Air Navigation Plan and actions must have to be taken into account before starting this process, such as:

- 1) development of a State Basic Building Blocks (BBB) evaluation: as an outcome of this Evaluation, the State would find priorities to carry them out;
- 2) to identify the implementation of ASBU elements on Block 0 and Block 1, especially if all elements are operating; and
- 3) to integrate national and regional needs to develop a National Air Navigation Plan (NANP).

2.4 It is recommended that States develop their national air navigation plans using these regional planning mechanisms to enable them to identify the priorities, resources, and enablers necessary to achieve the development of their States, integrating regional and global objectives,

3. Suggested actions

3.1 The meeting is invited to:

- a) evaluate the information provided in this Working Paper;
- b) support the NANP development; and
- c) any other action required.