



ICAO

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North American, Central American and Caribbean Office

INFORMATION PAPER

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**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.2 Air Navigation Implementation Matters**

NORTH AMERICAN (NAM) AIR NAVIGATION PLAN (ANP) DEVELOPMENT

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Information Paper provides a follow-up to the work for developing the North American (NAM) Regional Air Navigation Plan (RANP) specifically for its new Volume II and the maintenance activities for the valid version to be used and referenced.

Strategic Objectives:

- Strategic Objective 1 – Safety
- Strategic Objective 2 – Air Navigation Capacity and Efficiency
- Strategic Objective 5 – Environmental Protection

References:

- Doc 9634 – North American (NAM) Air Navigation Plan

1. Introduction

1.1 The regional RANPs represent the bridge between, from one side, the global provisions in the ICAO Standards and Recommended Practices (SARPs) and the Global Air Navigation Plan (GANP), and from the other side, the States' national plans and current implementation.

1.2 The RANPs have so far been developed to set forth, in detail, the facilities, services and procedures required for international air navigation within a specified region(s) and they also contained planning and guidance material.

2. Discussion

2.1 The North American (NAM) Air Navigation Plan ICAO Document 9634 was approved by the Council in October 2017 in accordance with the established procedure. See NAM RANP Vol I: <https://www.icao.int/NACC/Documents/eANP/PFANACC%20I%201705-AOP-CNS-ATM-MET-SAR-AIMFinal.pdf>

2.2 The RANP Volume II contains dynamic plan elements material related to the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services and the current to medium term mandatory regional requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements involving the relevant Planning and Implementation Regional Group (PIRG).

2.3 The amendment of the Volume II elements does not require approval by the Council. The specific procedures for the amendment of NAM RANP in three Volumes as approved by the Council is shown in Appendix A of the ICAO Document 9634.

2.4 The elements of the existing planning system and the planning principles, operational requirements and planning criteria as developed for the NAM Region are kept under constant review by Canada and United States in accordance with their schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO NACC Regional Office.

3. Status of the NAM RANP Volume II

3.1 Since 2021, Canada and United States have been very active in preparing the necessary template and exchanging information to compile the Volume II, several meetings and exchanges between States and ICAO have taken place to progress on the finalization of the document.

3.2 ICAO recently informed Canada and United States about additional information necessary to complete the template, consisting in the agreed regional requirements for effective planning and implementation of Aerodromes Operations (AOP) facilities and services, and an exemption to properly address the complexity associated with the volume and frequency of change in the Air Traffic Service Routes between States.

3.3 In this sense, the necessary approval process will be reinitiated as soon as the described actions could be completed by the involved no later than July 2023.

4. Conclusion

4.1 Canada and United States have worked towards completing their Regional North American (NAM) ANP. Following their commitment of complying with this requirement, the RANP Volume I was completed in 2017 and the Volume II is ongoing to be completed by July 2023, once the missing data is provided. ICAO will conduct a Proposal for Amendment (PfA) Process for the Volume II approval as part of the ICAO process.