



ICAO

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WORKING PAPER

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

DEVELOPMENT OF THE NATIONAL AIR NAVIGATION PLANS (NANP) OF THE CAR STATES

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper summarizes the regional ICAO NACC Office project to support CAR States in the development of their air navigation plans.	
Action:	Suggested actions are listed in section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Strategic Objective 1 - Safety• Strategic Objective 2 - Air Navigation Capacity and Efficiency• Strategic Objective 4 - Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Seventh North American, Central American and Caribbean Working Group Meeting (NACC/WG/7) - ICAO NACC Regional Office, Mexico City, Mexico, 29 August 29 01 September, 2022.• Second Meeting of Rapporteurs of the North American, Central American and Caribbean Working Group, Mexico City, Mexico, 28 to 31 March 2023

1. Introduction

1.1. Considering the responsibilities of States as ICAO members, it is their responsibility to develop their national air navigation plans ensuring the provision of essential air navigation services for international civil aviation and the modernization of their air navigation system based on local performance and operational needs, taking into account regional requirements.

1.2. National planning in coordination with relevant stakeholders is under the responsibility of the States; in that sense, air navigation plans are a national strategy, aligned with regional and global objectives. Air navigation plans should serve as a reference document for national investment in air navigation infrastructure.

1.3. Taking into account the regional and specific needs of CAR States, the ICAO NACC Office in conjunction with the regional implementation arm, the North America, Central America and Caribbean Working Group (NACC/WG), has developed a regional strategy to support States in the development of their air navigation plans.

1.4. During the 41st Session of the ICAO Assembly held in October 2022, the Seventh Edition of the GANP, was approved, and the importance of the global framework and regional and national plans to support ICAO's strategic objectives was recognized. (see: <https://www4.icao.int/ganportal/>).

1.5. The GANP is the strategic vision for the development of ANS, and, similarly, the ASBU is the tool for developing and prioritizing the technical and operational work of the ICAO program. It is necessary that States, international organizations, industry and all stakeholders use the GANP to plan and implement activities, establish priorities, goals and indicators consistent with globally harmonized objectives, taking operational needs into account.

2. Regional strategy for the development of air navigation plans.

2.1 For the development of Air Navigation Plans, States must first establish their current status of implementation of air navigation services in order to establish a starting point to achieve this development. The CAR Strategy consists of developing this assessment through Basic Building Blocks (BBBs) and ASBU Block elements.

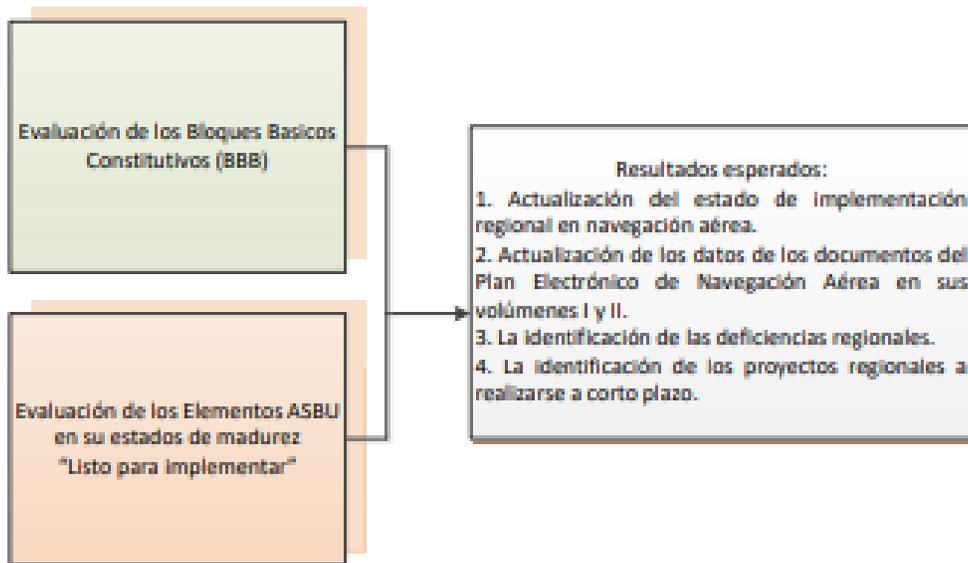
2.2 The BBBs outline the foundation of any robust air navigation system, and identify the essential services that must be provided to international civil aviation in accordance with ICAO standards. These essential services are defined in the areas of Aerodromes (AGA), Air Traffic Management (ATM), Search and Rescue (SAR), Meteorology (MET) and Aeronautical Information Management (AIM). In addition to the essential services, the BBB framework identifies the end users of these services, as well as the assets (Communications, Navigation and Surveillance [CNS] infrastructure) necessary to provide them.

2.3 The BBBs are essential services that the States must have in operation on a mandatory basis, since they reflect the implementation of ICAO Standards, and the lack of operation of any of them is considered a deficiency, and the assessment of the BBBs will supply important and indispensable information to know the status of regional implementation in the field of air navigation.

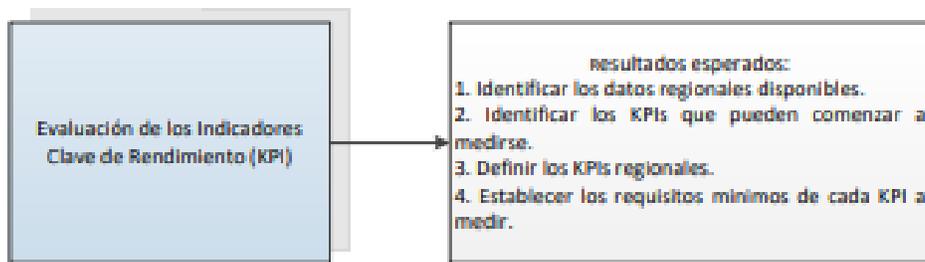
2.4 The analysis of the ASBU elements will help identify weaknesses, projects to be prioritized and short, medium and long-term goals. Block-based improvement elements are an important step in the development of regional aviation systems, and their proper implementation is an important step in the development of the States' aviation and regional development.

2.5 In this sense, a regional and State-by-State work plan has been developed comprising the following activities:

- Evaluating BBBs in the short term;
- Evaluating ASBU elements.



2.6 Once this work has been completed with each of the States, work will be done to develop the Key Performance Indicators (KPIs) for each State:



2.7 The development of State's Air Navigation Plans is based on an individual work plan, integrating BBBs, the evaluation of ASBU elements, the identification of KPIs and taking regional objectives into account. This work has begun with the Central American States and COCESNA, but the expectation is to develop an individual work plan with each State to support them in the process of developing/updating their air navigation plans.

2.8 The air navigation plans developed by the CAR States between 2028 and 2019 are available at the following web link:

https://www.icao.int/NACC/Pages/ES/namcar-eANPV1_ES.aspx

2.9 However, it is necessary for each State to develop its National Air Navigation Plan (NANP) that has not yet been developed and it is necessary to update the air navigation plans that were previously developed, considering the current needs of the States, as well as the regional objectives and in line with the new version of the Global Air Navigation Plan (GANP).

2.10 For the development of this work, States must create a multidisciplinary group, committed to completing the State's project actions, as well identifying the different aviation system stakeholders of their States.

2.11 The NACC/WG has led an area-by-area air navigation strategy to achieve the proper ANS implementation status in the CAR region by September 2023.

3. Related activities

3.1 A series of seminars have been held to address this task, both regionally and individually with the CAR States.

3.2 In addition, air navigation plans have been developed in previous years for some CAR States, which will be updated in this new process:

<https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx>

3.3 All the works are related to those requested by GREPECAS through conclusion GREPECAS/20/07, *APPROVAL OF THE INITIAL VERSION (VERSION 0) OF VOLUME III OF THE CAR/SAM ANP, AND FOLLOWING ACTIONS FOR THE MANAGEMENT AND DEVELOPMENT OF PERFORMANCE-BASED PLANN* in addition to the planning of the development of air navigation plans following the 6-step analysis.

4. Suggested actions:

4.1 CAR States are invited to:

- a) Appoint a Multidisciplinary Group and a PoC to work with the NACC Office in the development of its air navigation plans;
- b) Support the evaluation activities of the BBB's of each of its States, as well as the ASBU elements;
- c) Other activities as required.

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