

Agenda Item 2: Global Air Navigation Plan (GANP), seventh edition

2.1 Under WP/02, the Basic Constituent Elements (BBBs) were exposed in accordance with the new version of the Global Air Navigation Plan (GANP) Seventh Edition, its relationship with the Universal Safety Oversight Audit Program (USOAP).) of ICAO and the need for its mandatory implementation in all ICAO Member States.

2.2 It was also explained that each area can adopt the data collection strategy that it deems appropriate. In this sense, the areas of:

- MET: They have already adopted a strategy based on a software tool and it will be carried out through the NACC/WG/MET/TF.
- AGA: The data will be obtained through the work of the NACC/WG/TF through direct consultation with the States.
- AIM: obtain the information through a direct survey of the States.

2.3 It was also defined that the "Optimization" and "Search and Rescue" Task Forces will define their strategy and complete the information according to the date [to be defined].

2.4 It was agreed that the SAR Implementation Support Task Force will define its strategy at its next annual meeting, which will take place from June 6 to 8, 2023 and will request States to submit the required information before September 30, 2023 .

2.5 The Meeting agreed that the evaluation of the constituent elements will provide important and essential information to know the status of regional implementation in the air navigation area, therefore, the following decision was made:

DECISION	
NACC/WG/RAP/02/01	Evaluation of the Basic Building Blocks (BBB)
<p>What:</p> <p>The Meeting decides:</p> <p>a) carry out the evaluation of the BBBs in the short term;</p> <p>b) The TFs will consider the template presented in WP/02 to consolidate the State reports seeking to preserve uniformity or indicating the necessary modifications;</p> <p>c) gather short-term information for the data to be presented during the Eleventh Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/11).</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: The evaluation of the BBBs is the first step to evaluate the implementation of the bases that the aviation system requires for its growth, identifying the regional operation of the mandatory services by area.</p>	

When: NACC/WG/08	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	CAR States, NACC/WG Task Forces, ICAO NACC Regional Office

2.6 Under WP/03, information was provided on the elements of the Aviation System Block Upgrades (ASBU) and how they can help define the CAR regional priorities and regional objectives for the CAR Region and its operability in adjacent States.

2.7 The Block Improvement Elements were evaluated at their different levels of maturity and the Meeting agreed to carry out a regional evaluation of the ASBU elements that have a "ready to implement" maturity status.

2.8 The ICAO NACC Regional Office will provide the format that will be used to make the evaluation according to the enablers required by each element.

2.9 Under this note, it was also defined that the improvement elements per block constitute an important step in the development of the regional aviation system and that their correct implementation constitutes an important step for the development of the aviation of the States and regional development. Therefore, the Meeting made the following decision:

DECISION	
NACC/WG/RAP/02/02	Regional Assessment of Aviation System Block Upgrade (ASBU) Elements
<p>What:</p> <p>Having the status of implementation of the Elements of Aviation System Block Improvements (ASBU) is an important step to define improvement actions in the short, medium and long term, so it is necessary:</p> <p>a) Complete the analysis of ASBU elements at the regional level in their state of maturity "Ready to implement";</p> <p>b) The adoption by each Task Group of the elements that must be handled by each Group (Operational, Information and Technology);</p> <p>c) Complete the evaluation no later than June 10, 2023.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: Having the status of implementation of the ASBU elements in the CAR region is important information necessary for decision-making at the regional level.</p>	
When: 10 June 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	CAR States, NACC/WG Task Forces, ICAO NACC Regional Office

2.10 The Meeting identified the need to have specialized personnel in Communications, Navigation and Surveillance (CNS) with experience in the area of air navigation to complete the evaluation of the elements of the technology common thread of the ASBU elements in this area. In this sense, the meeting decided:

DECISION	
NACC/WG/RAP/02/03	Creation of an Ad-hoc Group to carry out an analysis of the ASBU elements of the navigation area
What: That it is necessary to have experts in the area of air navigation to help develop the evaluation of modules xy and y of the ASBU, in this sense the NACC Office will coordinate the creation of this AD-Hoc Group in the short term to carry out the work not only of the evaluation of the ASBU elements but of other aspects of interest to the States.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
Why: The area of navigation technology is an important element of air navigation services that must be attended to in the same way as the other areas.	
When: Creation of the group by 30 April 2023	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	CAR States, ICAO NACC Regional Office

2.11 WP/04 provided an assessment of the Key Performance Indicators (KPIs) under the new GANP, Seventh Edition that was approved in October 2022 at the 41st ICAO Assembly. The note presented an analysis, recommendations and suggested actions that will help establish the regional and national measurement mechanisms of CAR States.

2.12 KPIs are quantitative means of measuring current/past performance, expected future performance, and actual progress in achieving performance objectives. For Air Navigation Services, they provide information to be reviewed by States on the performance of the service and support decision-making for operational improvements.

2.13 Regional performance objectives help the aviation community to identify relevant and timely improvements (operational improvements) to the air navigation system of a given region. Additionally, at the national level, States can set performance targets for their different operating environments using the list of KPIs, taking into account regional performance requirements.

2.14 Under this note, it was also mentioned that the modules System-Wide Information Management (SWIM), Digital Aeronautical Information Management (DAIM), Enhanced Meteorological Information (AMET), Flight and Flow Information for the Cooperative Environment (FICE) are information enablers and do not have related KPIs.

2.15 All the modules of the technology thread are also enablers of information, Communications Infrastructure (COMI), ATS communication (COMS), Alternative Surveillance (ASUR) and Navigation Systems (NAVS). They also do not have related KPIs.
All KPIs are related to operational aviation and airport services, supported by information and technology.

DECISION NACC/WG/RAP/02/04	
<p>What:</p> <p>That it is necessary to obtain reliable data to carry out the measurement of regional performance and that the data must comply with certification of origin, validity and certification of the information, in this sense the meeting decided:</p> <p>a) That each Task Group that is part of the NACC/WG carry out an analysis of the information available in the States and in the region to evaluate its use as data for a KPI.</p> <p>b) That the ATFM and AO Task Forces evaluate the KPIs related to the air traffic area and analyze the possibility that the data available in ATFM be used initially to start measuring the KPIs.</p> <p>c) That according to the information obtained in the two previous items, the NACC/WG will define the KPIs that can be used regionally to measure the region's performance.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p>Why: KPIs are key foundations that provide information about actions taken, results systems implemented, etc. An action allows objective measurement of performance over the course of the time for a specific goal.</p>	
<p>When: Creation of the group by 30 April 2023</p>	<p>Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>CAR States, ICAO NACC Regional Office</p>

Agenda Item 3: Correlation between the Implementation of Air Navigation and the Global Aviation Safety Plan (GASP)

3.1 Under WP/24, a brief comment was made on the request made by the 41st ICAO Assembly for States to work jointly on air navigation implementation activities through the Global Air Navigation Plan (GANP) and integrate the safety requirements through the Global Aviation Safety Plan (GASP).

3.2 P/03 explained the Basic Building Blocks (BBB) framework in detail.

3.3 Under this item on the agenda, the discussion on the Relationship between the Implementation of Air Navigation and the GASP was addressed, but the results and recommendations to be followed by the GTE/GREPECAS and the Regional Group on Aviation Safety will be awaited. Pan America (RASP-GA).

Agenda Item 4: Development of the Electronic Air Navigation Plan (e-ANP) Vol. III: regional objectives and metrics

4.1 Working Paper 05 follows up on the Decision of the Seventh Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/07) and requests the evaluation of the actions required by the different NACC/WG Task Forces to comply with the requirements of Vol. III of the CAR/SAM ANP.

4.2 The ICAO NACC and SAM Regional Offices carried out a series of orientation activities related to the project mentioned in section 2.3 of this WP, with the aim of raise awareness of the importance of the CAR/SAM ANP and provide initial concepts. that support the work for the establishment and implementation of a regional performance measurement system for the ANS in the CAR/SAM Regions.

4.3 For the development of the e-ANP Volume III, the GREPECAS Secretariat in the period 2019 - 2022 has carried out activities with the States/Territories and Organizations to disseminate the Template proposed by ICAO and reinforce the concepts of performance-based planning, in order to build Volume III of the CAR/SAM Regional Air Navigation Plan (e-ANP CAR/SAM). In this process the following was observed:

1. The implementation of the Basic Building Blocks (BBB), as stated in the GANP and GASP, needs to be strengthened in several States and according to what was presented in working paper 2 of this meeting.
2. Difficulty in standardizing criteria regarding performance-based planning.
3. Marked difference in the capacities of the States to collect, maintain and integrate input data, and for the management of KPI indicators itself, as indicated in WP04 of this meeting.
4. Different interpretations on the application of the proposed template, and different focus on priorities for key performance areas (KPAs).
5. Need to review and update Volumes I and II.

Add discussion

DECISION	
NACC/WG/RAP/02/05	SUPPORT THE DEVELOPMENT OF THE e-ANP VOL. III
<p>What:</p> <p>That,</p> <p>That, the need was identified for the rapporteurs that are members of the NACC/WG to work actively in this process of developing the e-ANP Volume III and for them the meeting committed to:</p> <p>a) support the updating of the e-ANP Volume I and II in the short term;</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>

b) it is required to implement work teams to develop data collection activities and management of GANP KPIs as a basis to populate the data of the Planning Tables of Vol. III, with the assistance of the Secretariat;)	
Why: The development of the e-ANP is an important task that must be developed in the short term to support the States of the CAR region in their planning process.	
When: To present the draft document at the next NACC/WG meeting.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG

The meeting discussed the need to have a regional project that leads regional planning activities and support to experts in the region, to carry out the correct evaluation of the systems and their scope.

CANSO provided information on the Comprehensive Air Traffic System (CATS) Global Council, and the meeting agreed to link the activities of the NACC WG with the work of the CATS Global Agreement. The NACC WG will use the CATS as a reference to develop the NACC regions air navigation roadmap for implementation and improvement strategy.

In this sense, the meeting agreed:

CONCLUSION/DECISION NACC/WG/RAP/02/XX	
CREATION OF THE ARIES PROJECT FOR AIR NAVIGATION CREATION OF THE ROADMAP FOR IMPLEMENTATION AND IMPROVEMENT STRATEGY IN THE CAR REGION.	
What: That having data and a roadmap for regional strategic planning is important, in this sense the meeting agreed to create the ARIES Project in order to have a regional project that supports the planning project: a) Complete the regional implementation status assessment process through the BBBs and ASBUs. b) Define the regional objectives through the analysis of previously obtained information. c) Define the regional KPIs and how they are measured. d) Integrate the industry and organizations in the process. e) Work on the development of ARIES.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
Why:	

Aries will support the development of the e-ANP Volume III, at the same time that the data obtained will support the strategic planning process of the region until 2045.	
When: Present the defined project with its deliverables at the next NACC/WG meeting in August 2023.	Status: <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
Who: <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NACC/WG, CANSO

Agenda Item 5: **Update of the Action Plans of the Task Groups of the NACC/WG, of the NACC/WG Action Plan and of the regional activities in the Development of the Projects of the CAR/SAM Regional Planning and Implementation Group (GREPECAS)**

5.1

The meeting identified the need for:

Provide a presentation to the DGCA's which shows

The work flow process from the TF to the NACC WG to the DGCA's Meeting

1. Responsibilities of the Point of Contact
2. Responsibilities of a TF Member
3. Responsibilities of DGCA/CEO/Government etc.
4. Each Conclusion/Decision presented to the DGCA's should include:
5. Benefits
6. Risks/ Risk mitigation
7. Resources required (Human, Equipment, Training, Financial etc.)

The meeting proposes a change in the information that is provided to the Directors and at the same time providing them with information that allows them to have the information of benefit, risk and, above all, the information of the necessary human and financial resources when making decisions. To run an activity.

CONCLUSION/DECISION ACRONYM/XX	
Promote a new format for the NACC/WG meeting of decisions and conclusions	
<p>That:</p> <p>That, when actions to be executed as a result of the meetings held by the Group are approved, it is necessary that the information provided in the conclusion/decision reflect data such as: benefit to the States for executing the activity, associated risks and, above all, the financial and necessary to execute the proposed actions, in this sense the meeting decided:</p> <ol style="list-style-type: none"> a) a) That the Secretariat will work on a new format that will be used in the next NACC/WG meetings. b) b) That the conclusions/decisions taken in the future reflect this information; c) c) That future information provided by the NACC/WG to the Directors' meeting integrate this information; 	<p>Impact esperado:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Politico / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Ambient <input checked="" type="checkbox"/> Technical/Operational

d) d) That the Secretary will share this information during the Directors' meeting.	
Why: In order to carry out correctly, in a timely manner, the activities that are planned within the NACC/WG Task Group, it is necessary to have the resources to carry them out.	
When: NACC/WG/08	Status: <input type="checkbox"/> valid / <input type="checkbox"/> I Invalidated / <input type="checkbox"/> complete
Who: <input type="checkbox"/> Estates <input checked="" type="checkbox"/> ICAOI <input type="checkbox"/> Others:	ICAO NACC

Its necessary to:

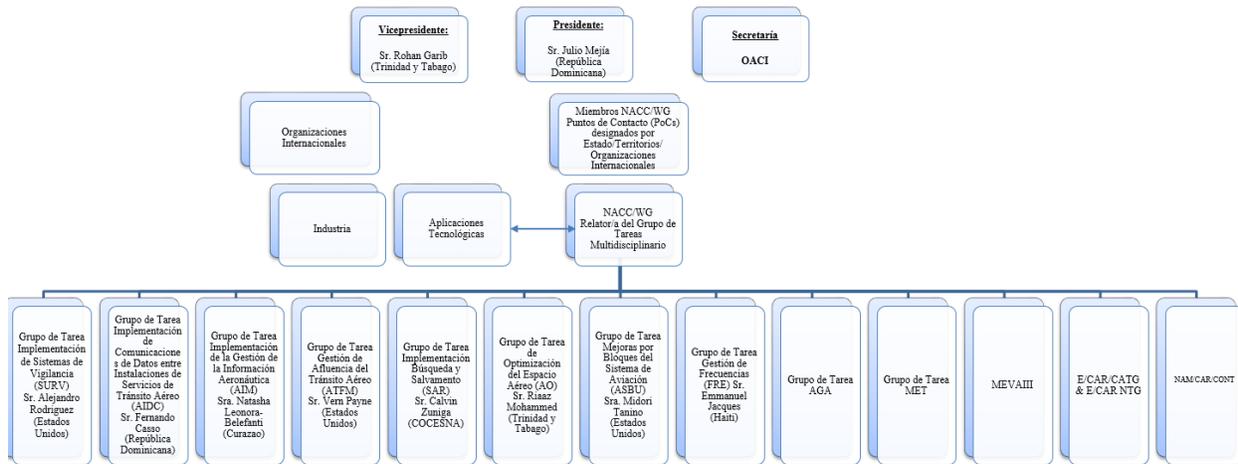
-  Review TORs for NACC WG
-  Define/Amend responsibilities of:
 -  Secretariat
 -  Rapporteurs
 -  Points of Contact (POC)
 -  Task Force Members
-  POC – Person designated by the State/Organization with the authorization/responsibility to coordinate information between the ICAO NACC Office and the relevant personnel in their State/Organization.
-  TF Member – Subject Matter Expert (SME) assigned to a TF for a specific purpose or time.

The different Task Groups have the right people to join these Groups, in this sense each Group rapporteur will make a profile of the people who should be integrated into the Groups. In addition, the ICAO NACC office will coordinate with the States the integration of these personnel.

Approval of the new structure of the NACC/WG.

The Secretary communicated to the rapporteurs of the different Task Groups the working mechanism and report to the Air Navigation Commission.

In this sense, the ACC/WG is the implementation arm of GREPECAS and reports directly to this PIRG and to the Directors of the NAM/CAR region. In this sense, a change in the structure is proposed as follows:



Action Plan for the restructuring of the NACC/WG:

Activity	Responsible	Date
Change the Terms of Reference for the groups that will be part of the NACC/WG.	NACC/WG Contingency Task Force Eastern Caribbean States Task Forces	March 2023 June 2023
Changing the group structure on the NACC ICAO website	ICAO NACC Office	June 2023
It introduces the new structure	Civil Aviation Directors Meeting (NACC/DCA/11)	June 2023

In this sense, the meeting decided:

CONCLUSION/DECISION	
ACRONYM/XX	Change of the structure of the NACC/WG
<p>That:</p> <p>That, with the objective of having a work that is more integrated in the management of air navigation activities, the meeting accepts the new structure of the NACC/WG and requests the Secretariat to carry out the corresponding management with the MEVA/TMG and Contingency Groups, to be presented with the information and benefits of integration to have your approval to</p>	<p>Impact esperado:</p> <p><input checked="" type="checkbox"/> Politico / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Ambiental</p> <p><input checked="" type="checkbox"/> technical/Operational</p>

join the NACC/WG. The Secretariat would be in charge of updating the terms of reference of the NACC/WG.	
Why: Carrying out coordinated and integrated work between the different air navigation areas is essential to work more efficiently.	
When: NACC/WG/08	Status: <input type="checkbox"/> valid / <input type="checkbox"/> Invalidated / <input type="checkbox"/> complete
Who: <input type="checkbox"/> Estates <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Others:	ICAO NACC

Other pending activities to be included in the report:

1. 1. Each Rapporteur will send the terms of reference of their updated Task Force to be included in the report of this meeting.
2. 2. Each Task Group will integrate into its action plan the activities delegated by GREPECAS/20 in its work plan and will submit it to the NACC Office for its integration into the report of this meeting.
3. 3. The ATFM TF will provide the necessary ADS-B data requirements for the evaluation of the KPIs to be integrated into the development requirements of the surveillance data-monitoring tool developed by COCESNA/CUBA and the SURV TF. .
4. 4. The optimization task group will provide concrete information about the weaknesses found in the CNS infrastructure so that the Groups under this area make the respective analysis.
5. 5. The Secretary will propose a project to be developed under the MCAAP for the development of a study for the survey of the CNS infrastructure of the region.