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Agenda Item 3: Actions for the development of the Air Navigation Plans of the States and the CAR/SAM Plan and progress in regional performance dashboards

PROGRESS REPORT ON THE IMPLEMENTATION OF THE CAR/SAM RANP VOLUME III

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents a progress report for the actions to support the implementation of the CAR/SAM Regional Air Navigation Plan Volume III and request the approval of the Key Performance Indicators (KPI) to be measured by the Air Navigation Services Providers (ANSPs) of the CAR Region.	
Action:	Suggested actions are included in Section 6
Strategic Objectives:	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Global Air Navigation Plan (GANP) Doc 9750• Caribbean and South America (CAR/SAM) Regional Air Navigation Plan (RANP)• Final Report of the Third GREPECAS–RASG-PA Joint Meeting / Twenty-first Meeting of the Caribbean and South American Regions Planning and Implementation Group (GREPECAS/21). Santo Domingo, Dominican Republic, 14 to 17 November 2023• Summary of Discussions of the Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Volume III (CAR/SAM/ANP-VOLIII/2). Mexico City, Mexico, 13 to 15 February 2024

1. Introduction

1.1 Air Navigation planning in the CAR/SAM Regions has traditionally been achieved, at regional and national levels, based on the agreements for specific improvement elements (either technology or operational procedures), and the follow-up for progress on implementation.

1.2 Even though this mechanism has driven the main improvements for the CAR and SAM Regions Air Navigation Services (ANS), several well-proved management principles, have not being introduced to the ANS regional planning framework, like cost-benefit, analysis and continuous improvement, among others.

1.3 Furthermore, the aeronautical community's growing expectations in terms of capacity, efficiency, reduction of impact on the environment and, above all, safety, require the establishment of key performance ambitions reflected in the ICAO Global Air Navigation Plan (GANP).

2. Background

2.1 During the Third GREPECAS–RASG-PA Joint Meeting (RASGPA/GREPECAS/3) held in Santo Domingo, Dominican Republic, on 14 November 2023, a Working Session for the Effective Implementation of the CAR/SAM ANP Vol. III was conducted to prepare guidelines for a work plan so that GREPECAS can address the challenges of effectively implementing Vol. III of the ANP CAR SAM.

2.2 The GREPECAS/21 Meeting concluded on a positive note, as a result of this working session, the Meeting approved Conclusion GREPECAS/21/04 with actions to coordinate the activities for the implementation of the CAR/SAM RANP Vol. III, paving the way for a promising future in air navigation planning and implementation.

3. Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Volume III

3.1 The ICAO NACC Regional Office organized the Second CAR Workshop to implement the CAR/SAM Air Navigation Plan Vol. III (CAR/SAM/ANP-VOLIII/2), held in Mexico City, Mexico, from 13 to 15 February 2024. One of the workshops' s objectives was to continue with the management process of performance indicators approved in Table PMP III-3 – List of KPI by Performance Objective and Performance Area of the CAR/SAM Regions.

3.2 During the exercises carried out in the workshop, it was possible to identify that most States are still not measuring the KPIs presented in Table PMP-III-3 of Volume III. For priority reasons some States are only measuring safety-related performance indicators, such as loss of separation and Large Height Deviations (LHDs), and Some States are only measuring KPI09 at their main international airports as part of the steps for Air Traffic Flow Management (ATFM) implementation.

3.3 Participants in the workshop made the following recommendations to the NACC/WG:

- I. The NACC/WG (Task forces and Plenary) should coordinate with the SAM Regional Implementation Group, which is addressing the Key Performance Areas (KPAs), Focus Areas, and Performance Objectives listed in the Table PMP III-2. They should also raise awareness regarding the CAR/SAM ANP Volume III to ensure the performance objectives are included into their work programme.

- II. The NACC/WG should evaluate the proposal made by United States. This evaluation presents an opportunity for States to potentially participate in a regional data exchange strategy, a viable means to support the Performance-Based Approach (PBA) outlined in the GANP. This potential for collaboration should inspire optimism about the future.
- III. The NACC/WG needs to clarify the role the Task Forces will play in updating the ANP Vol. III
- IV. The NACC/WG Aerodromes and Ground Aids (AGA) Task Force should analyse which international airports have a regional strategic impact to meet the regional ANS objectives. Participants requested the NACC/WG to clarify how these activities support the ANP Vol. III. I will also examine if this type of analysis is unique to this Task Force or if there were other NACC/WG Task Forces that should identify items in their work programme that have the same regional strategic Impact.

4. Follow-up Workshop on the preparation of Vol. III of the Regional Air Navigation Plan (RANP) for the SAM Region

4.1 The ICAO SAM Regional Office organised the Follow-up Workshop to prepare Vol. III of the CAR/SAM Regional Air Navigation Plan (RANP), was held virtually from 24 to 26 April 2024. The objective of this Workshop was to continue to assist in the preparation of Vol. III of the RANP CAR/SAM, including the analysis of the new KPIs in safety, by the GANP 7th edition, as well as to facilitate your multidisciplinary planning team in the input of data for the Volume III Tables.

4.2 This workshop included several working sessions to explain in detail the approach of the SAM Region approach to identifying KPIs and its priority for data collection. Brazil provided a very informative session on its data collection mechanisms, explaining its objective for each of the KPIs it was measuring and the data collection platform implemented, not only for Brazil but for the SAM Region.

4.3 The Workshop, which saw a significant and active participation of CAR Region States and ANSPs and was well received. Although the SAM approach prioritizes performance measurement from the perspective of airport operations, several CAR Region participants considered performance measurement for en-route operations to be a priority, due to the very nature of the provision of ANS in the CAR Region.

5. Conclusions

5.1 Taking as a reference the results of the Second CAR Workshop for the Implementation of the CAR/SAM Air Navigation Plan Vol. III and the Follow-up Workshop on the preparation of Vol. III of the Regional Air Navigation Plan (RANP) for the SAM Region, the NACC/WG should give priority to the measurement of the following KPIs:

Capacity	Efficiency	Safety
KPI 06 En-route airspace capacity KPI 09 Airport peak capacity	KPI 01 Departure punctuality KPI 05 Actual en-route extension KPI 08 Additional time in terminal airspace	KPI 23 Variant 3

6. Suggested actions

6.1 The Meeting is invited to:

- a) note the information provided in this working paper;
- b) take action to address the recommendations in section 3.3;
- c) request the active participation of the Airspace Optimization Task Force and the ATFM Task Force in including into their Work Programmes the activities required to support the measurement of the KPIs detailed in Section 5.1;
- d) request the AGA Task Force to determine which international airports have a regional strategic impact on meeting the regional ANS objectives; and,
- e) suggest any other actions deemed necessary.