



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

AO/TF/5/ATFM/TF/7/CIIFRA/9 — WP/10

07/02/25

**Fifth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG)
Airspace Optimization Task Force, Seventh Meeting of the Air Traffic Flow Management
Implementation Task Force and Ninth Meeting of the CANSO IATA ICAO Free Route Airspace Team
(AO/TF/5/ATFM/TF/7/CIIFRA/9)**

Orlando, United States, 03 to 07 March 2025

Agenda Item 4: ICAO NACC/WG Airspace Optimization (AO/TF) Updates

NEED TO UPDATE VOLUME III OF THE REGIONAL AIR NAVIGATION PLAN

(Presented by Cuba)

| EXECUTIVE SUMMARY | |
|---|--|
| Need to update Volume III of the Regional Air Navigation Plan and its impact on the planning of activities of the region and the States to achieve actions conducive to the effectiveness and efficiency of the implementation of the elements of the ASBU that contribute to the optimization of their airspace. | |
| Action: | Update Volume III of the CAR/SAM Air Navigation Plan by the NACC Regional Office with the support of States and organizations so that, based on regional strategies on issues related to Airspace Optimization and Flow Management, the scenarios of greatest needs and possibilities can be conditioned to implement the elements of the ASBU conducive to creating the conditions to facilitate navigation and optimize the trajectories, according to the possibilities of the ANSPs and the needs of the AO. |
| Strategic Objectives: | <ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency |
| References: | <ul style="list-style-type: none">• Annex 11 — Air Traffic Services.• Doc 9750, Global Air Navigation Plan.• Doc 9854, Operational Concept of Global Air Traffic Management.• Doc 9882, Manual on Air Traffic Management System Requirements.• Doc 9883, Manual on Global Performance of the Air Navigation System• Air navigation. |

1. Introduction

1.1 Regional ANPs represent the bridge between, on the one hand, the global provisions of the ICAO Standards and Recommended Practices (SARPs) and the Global Air Navigation Plan (GANP), and on the other hand, the national plans of States and current implementation. Volume III of the Regional Air Navigation Plan for the CAR/SAM Regions should address regional and subregional needs aligned with global objectives, which have not yet been appropriately updated.

1.2 With the strengths, weaknesses, opportunities and threats in the region; a baseline of performance, goals and needs; as well as the selected ASBU elements / Operational improvements for the region and the implementation status of the selected ASBU operational improvements would put us in better conditions to realign the strategies and activities to be fulfilled, in which we can readjust a regional planning so that at the national level we collaborate with what at this level is necessary to implement for the achievement of the common goal.

2 Analysis

2.1 The CAR/SAM ANP, in its current state of updating, fails to define the planning and implementation of air navigation systems within one or more specific regions, in accordance with the agreed global and regional planning framework. It has not yet been developed to meet the needs of specific areas not covered by global provisions.

2.2 It is necessary to take appropriate measures, as soon as possible, so that the development and maintenance of the CAR/SAM ANP is used as a deposit document for the assignment of responsibilities to States and the provision of air navigation facilities and services within a specific area in accordance with Article 28 of the Convention on International Civil Aviation (Doc 7300). in this case for the elements corresponding to the planning and implementation of the FRA, among others.

2.3 With what is mentioned in 1.2 of this paper, it would be possible to focus on the regional areas in which the FRA or other elements of ASBU can be put into practice, with analyses and studies in which the States, ANSPs, organizations involved and the TFs related to the common threads of informational, operational and infrastructure needs participate, among others, for an implementation according to the baseline and the performance needs of the region, in a shorter period with actions defined in a plan with well-defined tasks and the corresponding actors.

2.4 Finally, with the updating and improvement of regional planning, the States, ANSPs and organisations would be able to achieve in a shorter period, based on the needs of the operators as the main clients and the ANSPs as the guarantors, that their results are implemented and consolidated, being able to evaluate their compliance through a programme proposed in AO/TF/4/ATFM/TF/6/CIIFRA/8 — WP/04 of 04/09/24 at the meeting of Havana.

3 Conclusion

3.1 In light of the above, the Meeting is invited to prepare and publish a schedule renewing the actions necessary for the updating of the Regional Air Navigation Plan CAR/SAM so that progress can be made in meeting the proposed objectives in matters related to the optimization of the region's airspace.

— END —