Module 4 - Status of CAR/SAM ANP Volume III

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Second CAR Workshop for the Implementation of CAR/SAM ANP Volume III (CAR/SAM/ANP-VOLIII/2)
ICAO NACC Regional Office, 13-15 February 2024.

OBJECTIVE

- At the end of this module, participants will be updated on the status of Volume III of the Air Navigation Plan of the CAR/SAM Regions and will know the current GREPECAS conclusions on the Plan.

- Participants will learn about the results of the Working Session for the development of RASG-PA and GREPECAS KPIs carried out at GREPECAS/21.

- Additionally, the results of the Working Session for the effective implementation of Volume III carried out during GREPECAS/21 will be analyzed and preliminary actions will be proposed to address the difficulties identified and follow the recommendations made.
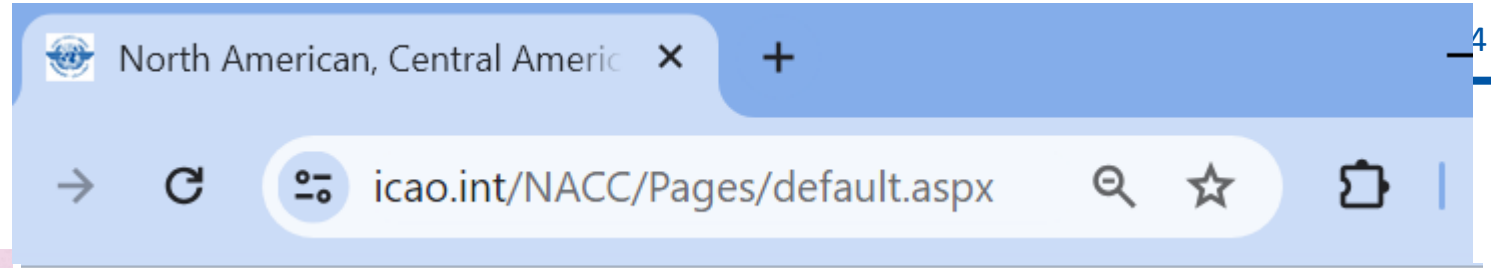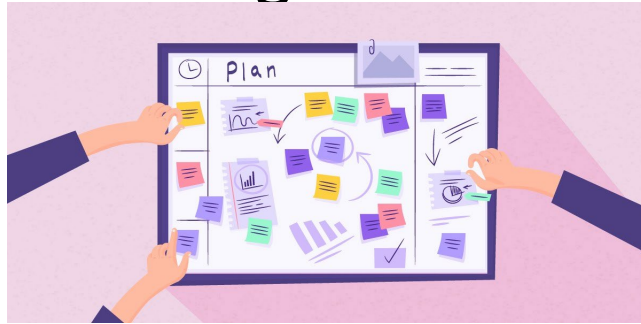
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CAR/SAM Regions
Air Navigation Plan

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## North American, Central American and Caribbean (NACC) Office

The NACC Regional Office was established in Mexico City in 1957 and is accredited to, and responsible for, working very closely with a diverse mix of 22 Contracting States and 19 Territories.

Our member States range from the largest States to States with less complex systems. This results in very challenging aeronautical issues that require a global perspective.

State/Territory/International Organization compliance with the SARPs can also be challenging not only for the staff of the Mexico City Office, but those entities that must abide by and implement them.

We, in collaboration with the user community and our States and Territories, meet these challenges with a goal to provide the highest level of aviation safety, security and efficiency and promote an environment for continued growth of international civil aviation in North America, Central America and the Caribbean. The NACC Office Regional Director, with the support of the Secretary General, the President of the Council, and other Headquarters leaders, is firmly committed to the success of the regional and global aviation goals of each of our member States and their representative agencies, regional mechanisms, and government and non-government organizations.

Christopher Barks
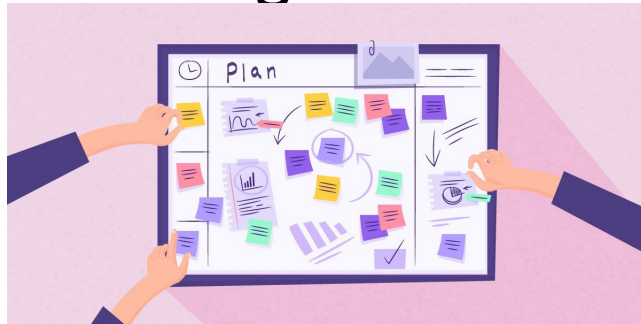
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eANP

Electronic Regional Air Navigation Plan (eANP)

The regional ANPs 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.
The ANPs 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.

Following the Twelfth Air Navigation Conference (AN-Conf/12) Recommendation 6/1 — Regional performance framework – planning methodologies and tools to align the ANSPs with the fourth edition of the Global Air Navigation Plan (GANP) (Doc 9750), ICAO conducted since 2013 and 2014 several activities through the ad-hoc of the eANP Working Group resulting in the adoption of regional ANP template in 22 April 2014, that included changes to the regional ANPs with a new structure, format and content. Furthermore Recommendation 1/2 - Implementation of the AN-Conf/12, as well as the new developments related to the performance based approach, the Aviation System Block Upgrades (ASBUs) methodology, it was agreed that the new ANP should also include elements related to the monitoring of the status of implementation, at least related to the ASBU modules.

CAR/SAM Air Navigation Plan (ANPs) Vol. I Approved: 13 April 2016	EN
NAM eANP VOL I, October 2017	EN
CAR/SAM Air Navigation Plan (ANPs) Vol. II Approved: April 2020	EN
CAR/SAM Air Navigation Plan, Vol. III, ver 0.1: November 2023	EN

CAR/SAM ANP Vol. III Status

2014

Approval by the ICAO Council of the new format of the R/ANP, including Vol. III

2019

PPRC/05 asked States to support the Secretariat to have Vol. III of the CAR/SAM ANP ready no later than the third quarter of 2020

2020

The GREPECAS Secretariat (NACC and SAM Offices) developed a project to align the CAR/SAM ANP with the 6th edition of the GANP

2022

GREPECAS/20 approved the initial version (version 0) of Vol. III of the CAR/SAM ANP and the procedures to amend it

2023

GREPECAS/21 approved the proposed amendment to Vol. III of the CAR/SAM ANP

Conclusion GREPECAS/21/04 addressed the challenges identified in the working session

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GREPECAS Valid Conclusions

CONCLUSION GREPECAS/21/04	ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN
What: That, a) States/Territories to prioritize resources for the permanent activity of work teams in each State, responsible for the management of Volume III of the CAR/SAM RANP and the respective KPIs; b) States and the industry to ensure the participation and CDM processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvements; c) the State Air Navigation Planning Authority and data providers/sources coordinate data collection and management of KPIs to be inserted in the Planning Tables of Vol. III d) ICAO NACC and SAM Regional Offices strengthen the assistance concerning Vol. III, including dissemination of the relevance of the CAR/SAM ANP to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State; and e) ICAO facilitate that the CAR/SAM States evaluate the impact of the CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new airspace concepts being implemented in the NAM Region.	**Expected impact:** ☐ Political / Global ☒ Inter-regional ☒ Economics ☒ Environmental ☒ Technical/Operational
Why: To advance in the development of Volume III of the CAR/SAM Regional Air Navigation Plan with the participation of all States and stakeholders, and to move towards the definitive implementation of the six-step approach to performance-based planning stipulated in the GANP, and to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State.	
When: Immediately	**Status:** ☒ Valid / ☐ Invalid / ☐ Completed
Who: a) States/Territories b) States and the Industry	

Working session for the Analysis of the ANS indicators included in the GASP and the Safety Indicators included in the GANP

Working session for the Analysis of the ANS indicators included in the GASP and the Safety Indicators included in the GANP

a) Clarification of needs: The indicators developed by each group do not completely reflect the needs of the other.
Required Action: Each group should identify the indicators it requires from the other area.

b) Specialization and responsibilities: There is a consensus that operational safety indicators should be measured by the RASG-PA, and air navigation indicators should be measured by GREPECAS.
Required action: Based on the list of indicators prepared by group (See section a), the other group will compile and share the information necessary to feed each of the indicators according to their area of specialty.

c) Indicators and metrics harmonization: It is crucial to harmonize the metrics used in the indicators of both plans to avoid duplication of efforts, improve efficiency in data collection.
Required Action: **Indicators should conform to the common taxonomy recognized in each specialty area.**

d) Data consolidation: Instead of exchanging data, both groups should consider consolidating information in a common database that feeds a dashboard.
Required Action: Both Secretariats should jointly analyze the feasibility of establishing a common database that is accessible to both groups.

e) Limitations related to data collection: Some States lack adequate capacity and processes for data collection and management.
Required Action: During the preparation of the list of indicators, those indicators for which data are available should initially be considered. *Required Action*: It is essential to promote the SSP implementation process.

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Working Session for the Effective Implementation of the CAR/SAM ANP Vol. III

Identified problems during the process:

– Lack of understanding of the relevance of the CAR/SAM ANP Regional Plan as a regional planning instrument.

– Lack of cooperation between the State air navigation planning body and the data providers that are necessary for the formulation of KPIs.

– Insufficient resources, knowledge and/or technology to manage simple indicators and complex indicators (example: KPI17 and KPI19 require automation).

– Need to improve the cost-benefit analysis in the decision-making process for implementing improvement elements in the air navigation area.

– Reorientate regional planning to introduce the six-step method as a reference for GREPECAS, so that it can be verified that the agreed improvement elements for air navigation provide the expected results. Identify the tools necessary for the NACC and SAM Offices to appropriately assist with this objective.

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Working Session for the Effective Implementation of the CAR/SAM ANP Vol. III

Results:

a) The groups unanimously underlined the importance of the Regional Air Navigation Plan, with its three volumes, as a strategic instrument for the planning of air navigation in the CAR/SAM Regions.

b) The Regional Plan focuses on safe, and efficient air navigation with adequate capacity, so that the growth of the Industry is promoted, leading to strengthening the air connectivity among States and regions for the State socio-economic development.

c) Volume III ANP recognizes the benefits of having a tool that deploys the performance-based planning methodology and facilitates the adoption of the global air navigation plan, in accordance with ICAO guidance.

d) The need to establish effective communication and decision-making processes in collaboration with the Industry and all stakeholders was identified, in order to understand the needs of users to address the optimization of air navigation in the regions. _This collaborative process should be prioritized from the earliest stages of planning and maintained through the next stages until implementation._

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Working Session for the Effective Implementation of the CAR/SAM ANP Vol. III

Results:

e) The importance of facilitating the work of the States and Territories involved in planning through more flexible and easy-to-understand processes was established, considering that currently the CAR/SAM Regions are implementing elements of the GANP (Airport Accessibility (APTA), Free Route Operations (FRTO), Network Operations (NOPS)) and in the same dynamic tasks are assumed to calculate performance indicators at the baseline level. At the same time, it was identified that administrations have difficulties in nominating planners to work on these tasks on a dedicated basis. Actions were recommended for changes in organizational culture.

f) The importance of data and its processing to obtain indicators was highlighted. To this end, the need for collaboration between stakeholders to share data was highlighted. At the same time, data sharing between States and regions is required.

g) The need to consider the positive impact of the implementation of improvements resulting from CAR/SAM planning on the implementation of the North American (NAM) Region and other adjacent regions was identified. Specific coordination is required for this harmonization.

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GREPECAS Valid Conclusions

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Proposed Actions

What actions can we propose to address the challenges identified as a result of the working sessions?