



ICAO

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

Summary of Discussions – Second Implementation of Volume III of the CAR/SAM Regions Air Navigation Plan (ANP) Workshop (CAR/SAM/ANP-VOLIII/2) Mexico City, Mexico, 13 to 15 February 2024

Summary of Discussions

Participants The Workshop was attended by 26 delegates from 9 States/Territories and 2 International Organization from the NAM/CAR Regions. The list of participants is shown in **Attachment**.

1. References

- ICAO Global Air Navigation Plan (GANP), 7th edition
- ICAO Global Aviation Safety Plan (GASP) 2023-2025
- ICAO Doc 9883, *Manual on Global Performance of the Air Navigation System*
- CAR/SAM Air Navigation Plan
 - Procedure for updating and amending CAR/SAM Air Navigation Plan Volume III
- GREPECAS Procedures Manual
- Final report of the GREPECAS/21 Meeting, Santo Domingo, Dominican Republic, 13 to 17 November 2023
- State Letter Ref. *E.OSG-NACC91302*, dated 9 November 2021, Points of Contact (PoCs) – Formulation and Management of Volume III of the CAR/SAM Air Navigation Plan
- Final report of the Eighth North American, Central American and Caribbean Working Group Meeting (NACC/WG/8), ICAO NACC Regional Office, Mexico City, Mexico, 29 August to 1 September 2023

2. Objectives

2.1 Continue and maintain the orientation process for the Points of Contact (PoCs) of States/Territories and International Organizations of the CAR Region, on the implementation of the CAR/SAM ANP Volume III.

2.3 Provide feedback to GREPECAS and NACC/WG on the work progress for the implementation of the performance-based planning framework for the CAR/SAM Regions.

2.4 Specific objectives:

- a) address the challenges identified in the GREPECAS/21 working sessions for the effective implementation of the CAR/SAM ANP Volume III; and

- b) follow up on the management process of performance indicators approved in Table PMP III-3 – List of Key Performance Indicators (KPI) by Performance Objective and Performance Area of the CAR/SAM Regions.

KPA & Focus area	Performance objectives	KPIs	Remarks	
Efficiency Flight time & distance	Apply en-route speed reduction if traffic is already airborne	KPI 08	Additional time in terminal airspace	
	Avoid taxi-out additional time resulting from adverse conditions	KPI 02		
	Avoid taxi-in additional time resulting from adverse conditions	KPI 13		
	Overcome route selection inefficiencies associated with route network design	KPI 04	Filed flight plan en-route extension	
	Facilitate direct routing of portions of the flight (if this does not cause network problems)	KPI 05	Actual en-route extension	
Capacity Capacity, throughput & utilization	Improve what's needed to reduce longitudinal separation minima	KPI 06	En-route airspace capacity	
	Overcome capacity limitations attributable to route network design	KPI 06		
	Take advantage of increased navigation precision (airspace with PBN operations) to implement route networks and airspace structures with smaller lateral and vertical safety buffers	KPI 06		
	Increase airport peak arrival capacity	KPI 09	Airport peak capacity (ASBU element impact non defined in GANP 6)	
	Equip additional RWY ends with instrument approaches	KPI 10	Airport peak throughput	
	Reduce approach minima (ceiling & visibility)	KPI 10		
	Increase airport arrival rate	KPI 10		
	Apply merging & synchronization of arrival flows	KPI 10		
Predictability (Punctuality)	Increase the number (%) of flights adhering to the planned take-off time	KPI 01	Departure punctuality	ASBU element impact non defined in GANP 6
	Increase the number (%) of scheduled flights adhering to the scheduled ON-block time	KPI 14	Arrival punctuality	
	Reduce gate-to-gate flight time variability of frequent scheduled flights	KPI 15	Flight time variability	

3. Introduction

3.1 The Second Implementation of Volume III of the CAR/SAM Regions Air Navigation Plan (ANP) Workshop (CAR/SAM/ANP-VOLIII/2) followed up on the previous activities carried out by the ICAO NACC and SAM Regional Offices, responding to the activities derived from CONCLUSION GREPECAS/21/04 - *ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN*. The workshop was developed through 7 modules and several exercises. The modules are detailed in Section 5.

3.2 This workshop contributed to the efforts to improve air navigation planning and implementation system lead by GREPECAS, supporting the implementation of a performance-based

planning framework, emphasize the importance of air transport for the economic development of the States.

4. Workshop Activities

4.1 The workshop webpage is:

<https://www.icao.int/NACC/Pages/meetings-2024-anpv3.aspx>

5. Modules

5.1 Module 0: Introduction to the workshop

5.1.1 This module informed the general objectives of the workshop, its content, and the work methodology for the workshop activities. The NACC team that supported the workshop and participants were introduced.

5.2 Module 1: ICAO Global Air Navigation Planning

5.2.1 This Module briefed on the ICAO global air navigation planning mechanism, the seventh edition of the GANP and its updating initiatives.

5.3 Module 2: CAR/SAM Air Navigation Services Regional Planning

5.3.1 This module provided information to help participants recognize the regional planning mechanisms of the CAR/SAM Regions, in accordance with the guidelines established by CAR/SAM Planning and Implementation Regional Group (GREPECAS), the content of the three volumes of the CAR/SAM Air Navigation Plan (ANP), as well as the approved procedures for updating it. The presentation emphasized the importance of the requirements of the work teams and contributions of the States for regional planning.

5.4 Module 3: Table PMP III-1 – Strengths, weakness, opportunities, and threats in the CAR/SAM Regions

5.4.1 This module presented the content of Table PMP III-1, understanding its importance within the context of six-step planning.

5.5 Module 4: Status of CAR/SAM ANP Vol. III

5.5.1 This module updated the participants on the status of Volume III of the Air Navigation Plan of the CAR/SAM Regions and the current GREPECAS conclusions on the Plan. Participants recalled 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 was analysed and preliminary actions were proposed to address the difficulties identified and follow the recommendations made.

5.6 Module 5: Update on Activities Led by the NACC/WG for the Development of the e-ANP Volume III

5.6.1 This module updated participants on the activities led by the NACC/WG for the development and update of the CAR/SAM e-ANP Volumes I, II and III, explaining the regional strategy to support States in their air navigation planning process: Evaluation of the Basic Building Blocks (BBBs), Evaluation of its Aviation System Block Upgrade (ASBU) elements, Identification and measurement of Key Performance Indicators (KPI) and Development of National Air Navigation Plans of the States. It explained the NACC/WG framework, and the relationship of each Task Force supporting the implementation of the Regional Air Navigation Plan (RANP) and the National Air Navigation Plans.

5.7 Module 6: Performance Based Approach

5.7.1 This module reviewed the performance-based planning principles and explained the six steps method included in the ICAO Doc 9883 - *Manual on Global Performance of the Air Navigation System* and endorsed by the GANP. The experience for the implementation of the performance metrics system of the Argentinian Air Navigation Company (EANA) - Argentina Air Navigation Service Provider-was also discussed as a regional good practice.

5.7.2 Participants noted that Performance monitoring requires a measurement strategy. Data collection, processing, storage, and reporting activities supporting the identified regional/national/local performance metrics are fundamental to the success of performance-based approaches.

6 Discussions

Industry expectations for CAR/SAM Airspace Air Navigation Services (ANS) provision

6.1 Under P/01, IATA presented the priorities that should be considered by States in the development of the CAR/SAM ANP/Volume III. IATA stated that the current integrated format of the Global, Regional and National Air Navigation Plans is an opportunity of developing a strategic planning for both NACC and SAM Regions, considering the Key Performance Areas and Key Performance Indicators to provide real benefits for Airspace Users, Air Navigation Services Providers (ANSPs), Airports, and, ultimately, for the passengers. In addition, the new CAR/SAM ANP would consolidate a harmonized planning to NACC and SAM Regions.

6.2 Regarding strengths and weaknesses mentioned in the version 0 of the CAR/SAM ANP/Volume III, IATA highlighted that the consolidated NACC and SAM implementation groups, as well the support provided by the ICAO Regional Cooperation Projects may be considered important strengths to the implementation of Air Navigation Services (ANS) projects. Concerning weaknesses, IATA emphasized that limited human talent management and difficulty in institutional communication, collaboration and alignment between CAR/SAM Regions should be considered as a priority to be mitigated or solved.

6.3 To assure harmonization and interoperability, IATA proposed that the following ASBU elements should be included in the CAR/SAM ANP Volume III, as well as should be considered “mandatory” for all States:

- FRTO B0/1, B0/2, B0/4 (Enabler) and B1/1
- NOPS B0/1, B0/2 and B/03
- APTA B0/1, B0/2, B0/4, B0/5, B0/7, B0/8, B1/1, B1/2, B1/4, and B1/5

6.4 IATA also highlighted that the implementation of these ASBUs should consider their enablers. Finally, IATA proposed that the deployment of CAR/SAM ANP/Volume III Strategic Planning, GREPECAS projects and NACC and SAM implementation groups actions be carried out through Concept of Operations (CONOPS), Road Maps and Implementation Guide Material.

6.5 In general terms, expectations of the global aviation community are defined in 11 Key Performance Areas (KPA), that GANP considers all these areas through the performance ambitions, that are equally important, as they are interrelated and cannot be considered in isolation, it is important also to mention that some areas are more visible to aviation community than others.

6.6 IATA presentation provided the proposal for the following short- and medium-term goals for the CAR/SAM Regions:

Short term (2023/2024)

- Implement Users Preferred Routes (UPRs) catalogue.
- Create a process to expedite publication of UPRs.
- Develop a Regional Guidance Material for implementing Strategic Direct Routing (SDR) and UPR, including operational/technical requirements.
- Develop a Regional Free-Route-Airspace (FRA) Concept of Operations (CONOPS), including operational/technical requirements.
- Initiate FRA trial in at least 1 CAR/SAM State.
- Include UPR, SDR and FRA in the CAR/SAM Air Navigation Plan, through GREPECAS and corresponding NACC and SAM Implementation Groups.

Medium term (2025-2027)

- Implement SDR in 80%+ of SAM Flight Information Regions (FIRs).
- Implement SDR cross-border in at least 4 adjacent SAM FIRs.
- Implement FRA in 20%+ of CAR/SAM FIRs.

States’ interventions

6.7 Cuba made its Spanish translation of the CAR/SAM ANP Volume III available to States.

6.8 As cross border data exchange matures, new opportunities are becoming available. Several ANSPs have joined with the United States Federal Aviation Administration (FAA) in data exchange, including Canada (NavCanda), Mexico (SENEAM), Central America countries (COCESNA) and Trinidad and Tobago (Piarco). During the CAR/SAM workshop FAA reviewed the degree to which this data is archived with sufficient detail for producing Key Performance Indicators (KPIs) consistent with ICAO

recommendations. This initial review showed full Airborne Trajectories between CAR/SAM airports participating in the data exchange. An exploration was also made with Flight Plan data to examine airspace throughput. As more ANSPs exchange data, this data set will become more complete. As a next step, FAA proposes a broader evaluation of using this data to support the Performance Based Approach outlined in the GANP. This would include what is required of other States to provide data as well as the data exchange mechanisms that would be required to make the data available to the Region.

6.9 México - SENEAM has been extracting data from the Eurocat X (2004) - Topsky (2015) for almost 20 years, however, these data had only been used for statistics purposes, so in 2021 by reviewing the GANP ASBU, some of these data were used to record the advances in two projects that began implementation by then, particularly the Free Route Operations (FRT0). Part of the data has been turned into flight distance savings, as reduced NM. With the FAA support those numbers have been turned into CO2 emissions reductions. Beginning 2024 some Taxi out - Taxi in times have also been extracted in some airports, with the aim of implementing this KPI in all the major airports, as minute reductions. SENEAM extracts the data from four separate data bases, which implies an additional effort to consolidate such databases, however, in the round table with the FAA – Vern Payne / Midori Tanino, being SENEAM a data provider for the FAA, they are in the possibility of consolidating the information and turning it into simple data to be turned into KPIs. These same data will help SENEAM detect the KPAs to focus and save time in the advance of the ANP.

Clarifications of the ANS Planning Process

6.10 Some States expressed that the CAR/SAM ANP Vol III is not an Air Navigation Plan, but a Performance Management Plan with a performance management process. Regarding the participants' concerns for the celerity of the process for the completion of the plan, considering the published Volume III a template but not as a plan yet, ICAO explained that the CAR/SAM ANP Vol. III approved by GREPECAS is a guide to support air navigation planning at national and regional levels, and at the same time a plan in the process being constructed together with the States. For this planning, the definition of concrete proposals for investments for ANS improvements must be carried out jointly by the States in the Region. The ANP Volume III should be considered as a guide to States and the aviation community for the timely application of the performance management process and identification of relevant operational aspects. This could translate into improvements to the CAR/SAM Region's air navigation system, including some within the ASBU Framework.

6.11 ICAO highlighted that the information contained in Vol. III is related to three main aspects:

- a) planning: objectives, priorities, goals and planned needs at the regional level;
- b) monitoring and reporting: to track performance and implementation of agreed objectives. It is the basis for air navigation reporting purposes and performance dashboards; regional reports; and

- c) guidance: provide regional guidance material for the implementation of procedures in a harmonized manner.

6.12 GREPECAS is responsible for managing and periodically updating Volume III under its operative procedure of the Proposal for Amendment (PfA), since ICAO addresses the planning strategy at the global and regional level, the national level is the responsibility of the States: Each State must develop a national planning framework based on its needs and in collaboration with regional and global partners, harmonizing solutions. In this regard, the Secretariat identifies the need to update the current e-ANP Volume III format based on version 6 of the GANP, integrating the changes of version 7 and, above all, to establish a mechanism to ensure that the changes that the GANP undergoes are integrated into the format. GANP Version 8 is planned for 2025.

6.13 The importance of linking national plans with global and regional environmental goals was emphasized. There should be an alignment between the global-regional and national ANS planning. National planning should consider harmonization and sustainability. National Air Navigation Plans (NANPs) are associated with the ASBUs. Top-down and bottom-up communication regarding the ANS planning.

Establishing a baseline for the ANS planning

6.14 Regarding the establishment of the baseline for measuring data that feeds Volume III, most participants agreed that a post-COVID-19 baseline should be established, considering that reflecting operation statistics during the COVID-19 period may not accurately reflect the normal context of the regional performance. Some participants commented that pre-COVID-19 statistics should be considered, given the fact that not all States and airspaces have recovered in the same pace, and that previous COVID-19 statistics (specially 2019) will provide a better picture of the regional performance.

6.15 Considering the impact that the ICAO request would have on States for data collection, it was taken as a broader recommendation to allow States to establish the performance measurement system taking as much data as they could access, with the objective that they could individually define the best baseline of their performance according to their circumstances. The Secretariat indicated that to the development of e-ANP Volume III and their ANPs, States must establish their baseline appropriately.

6.16 The assessment of the BBBs and ASBU elements in their "Ready to Implement" status may give them the level of required air navigation implementation. This process will help identify their deficiencies, needs and projects that should be integrated into their air navigation plans as a priority, as outlined in the GANP. Identify sources of data needed to support performance measurement and the establishment of future ASBU elements to be implemented.

6.17 Indispensable part of the planning process for States, proposed by ICAO, entails the knowledge and management of a lot of information, properly manage the Information of the GANP and related documents that serve, such as the GASP, and the Global Aviation Security Plan (GASeP). Knowledge requires a process of management and training of the personnel who will be responsible for leading, not only the development of the NANP, but the process of development and continuous updating of e-ANP Volume III and other related ones. This should also integrate knowledge of regional and global planning mechanisms.

6.18 The GANP through the Global Air Navigation Plan Strategy emphasizes the need to identify the different Stakeholders and their responsibilities. A Stakeholder take accountability of their role and responsibilities within the respective GANP levels. State must identify the different Stakeholder part of their aviation community.

6.19 States are responsible for establishing the process to ensure the evolution of their aviation system. ICAO is responsible to support States providing tools, standards, and guidance material to help States in their planning and implementation process. States are responsible of all the process.

Environmental Protection and operational improvements

6.20 The Secretariat referenced the State Action Plan on CO2 emissions reduction activities (SAP) as a mechanism to report international aviation CO2 emissions to ICAO and for ICAO to compile information in relation to the achievement of the Global Long Term Aspirational Goal (LTAG).

6.21 States representatives were invited to work collaboratively with national environment focal points to include quantified information on the environmental benefits, achieved or expected to be achieved, from the implementation of the operational improvements, into the SAP as soon as possible and preferably by the end of June 2024. The operational improvements comprise:

- efficiencies in the Air Traffic Management (ATM)planning,
- ground operations,
- terminal operations (departure, approach, and arrivals),
- en-route operations,
- airspace design and usage, and
- aircraft air navigation capabilities, among other

KPI Measurement in the CAR Region

6.22 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. Some States, for priority reasons, are only measuring safety-related performance indicators, such as loss of separation and Large Height Deviations (LHDs). Some States are only measuring KPI09 at their main international airports, as part of the steps for Air Traffic Flow Management (ATFM) implementation.

6.23 The Secretariat was provided with a list of the KPIs that should be given priority in the Region (those easier to measure and that would provide value to the operation) and their preferred variants. In any case, since those KPIs are not being measured anyway, the guidance from the Secretariat with the selection of the KPIs considered priority will provide States/Territories and ANSPs the reference for the establishment of their measurement, data gathering and analysis system.

6.24 Acknowledging GREPECAS' decision that the CAR/SAM ANP Vol. III is primarily a key component of Performance Management Planning (PMP), participants recommended that the eight PMP tables should be consolidated into possibly four PMP tables, since some tables contain duplicate information.

6.25 Another opinion expressed was the concern that States will be overwhelmed when trying to fill in the PMP tables. For example, PMP III-6, Deployment planning: selected ASBU Elements/Operational Improvements (OI) for the CAR/SAM Regions, requires States to report the status of deployment of ASBU Operational Improvement for each FIR, CTA, TMA, and airports. Some airports, for example, might be considering a several ASBU OIs. This table will be a very long table and ICAO needs to invest its resources to maintain such tables. Participants suggested that this may not be the function of Vol. III, but the function for National Air Navigation Plans (NANP).

6.26 Some States spoke about their concern about the format of National Air Navigation Plans (NANP) in the light of the Vol III approval by GREPECAS, wishing there would be no gap between the existing NANP and the format of future NANP.

6.27 The concern with the PMP process described in the CAR/SAM Vol III was expressed. Some States are advanced and ready to follow the PMP process and the Vol III was written under the assumption that all States have access to the necessary data to produce KPIs required by the Vol III, when in fact some CAR States are not equipped to follow the PMP process. It was recommended that ICAO re-evaluate the assumption and provide an appropriate support to the States who need support.

6.28 States were also informed that at Workshop on Global Air Navigation Plan Key Performance Indicators (KPIs) to be held from 24 to 28 June 2024, at the ICAO NACC Regional Office, Mexico City, Mexico, there will be training on how to calculate these KPIs, followed by a discussion on the main challenges in the region.

6.29 Regarding the cost benefit analysis, participants considered necessary to define benefits and how to monetize the benefits. During the meeting, it was expressed that it is costly to automate data collection, database management and data analysis to produce KPIs. The Return on Investment to jump into the Vol III PM process was questioned. Rather, it was recommended to perform a slower and bottom-up approach to performance data collection and subsequent data analysis.

7. Outcomes

7.1 ICAO emphasized the importance of making the States aware of the harmonization of CAR/SAM work between ANS areas and how the planning of 2024 events will progress in developing the CAR/SAM ANP Vol III. The progress made in the CAR/SAM ANP Vol III shall look to have as a 2024 target for a revised version of the Vol III, which shall be formalized through a PfA as the new CAR/SAM ANP Vol III.

7.2 The Secretariat shall facilitate the exchange of good practices and the positive regional experiences that have yielded results for some States to make better use of resources.

7.3 States and industry were invited to make use of the resources regionally available to develop a data collection platform that can serve the states and as a repository for ICAO. With the objective of regionally standardizing the collection of data for KPIs and KPAs. Participants proposed to create a software (Standardized Automated System) that allows States to collect data from the local level to the regional level, passing through the national level. This software would be programmed in free software and the source codes would be delivered to the states for national customization. Financing would be joint through the technical cooperation projects of the ICAO Regional Offices. The Secretariat took note of this proposal, considering that regional cooperation for data gathering and analysis could be an alternative to addressing the challenges some States are facing with this process.

7.4 The Secretariat, in coordination with States, was encouraged to include all airports in the Table AOP I-1 INTERNATIONAL AERODROMES REQUIRED IN THE CAR/SAM REGIONS CAR/SAM ANP Volume I in the scope of the Volume III. The Secretariat explained that this was not consistent with the strategy proposed for the Region, given the fact that some airports on the list are not strategic for medium to long-term regional planning. Therefore, an analysis will be carried out in the Aerodromes and Ground aids (AGA) Task Force of which international airports provide regional strategic impact to meet the regional ANS objectives.

7.5 Regarding the Table PMP III-2 – List of performance objectives by KPA for the CAR/SAM Region, the following recommendations were note for the Secretariat and States action:

- a) The current KPAs, Efficiency, Capacity and Predictability, are considered valid for the CAR/SAM Regions planning purposes, with a priority on Efficiency and Capacity. A consensus among participants is that more priority should be place into safety KPA, considering that an airspace can't be efficient, and its capacity cannot be expanded if it is not safe first.
- b) When reviewing the Performance Objectives in column 3, it was noted that the wording is more presented as actions to be fulfilled to achieve an objective than as a SMART objective itself.
- c) Some objectives don't necessarily align with operational needs and/or duplication, some objectives are tasks or improvements tied to an objective. The Secretariat was requested to review column 3 of the Table with the comments that were provided during the workshop, using as a reference the guidance available in the GANP.
- d) For the KPA efficiency, include the Focus Area Vertical Flight Efficiency.

Efficiency	Vertical Flight Efficiency	Improve efficiency during climb operation	KPI17 (CDO)
Efficiency	Vertical Flight Efficiency	Improve efficiency during descent operation	KPI08 (CCO)

- e) Considering safety as the number one priority, the Table PMP III-2 should include the Safety KPA.

Note: Following the results of the GREPECAS/21 Meeting (Working Session for the analysis of air navigation indicators included in the GASP and the safety indicators in the GANP), GREPECAS should identify the safety related indicators required for the Volume III and request to RASG-PA compile the information required to populate the CAR/SAM ANP Volume III.

- f) GREPECAS should request RASG-PA to collect the following data regarding safety to be included in the CAR/SAM ANP Volume III

Safety	Incidents	Safer aircraft operations	KPI20
Safety	Incidents	Safer airport operations	KPI21
Safety	Incidents	Safer airport operations	KPI22
Safety	Incidents	Safer aircraft operations	KPI23

- g) Participants considered the KPA interoperability should be included, due to identified need to improve the interoperability to harmonize the CAR/SAM airspace ANS performance.

7.6 The NACC/WG (Task forces and Plenary) should coordinate with the SAM Regional Implementation Group (SAMIG) that are addressing the KPAs, Focus Areas and Performance Objectives listed in the Table PMP III-2, raise awareness regarding the CAR/SAM ANP Volume III to ensure the performance objectives are included into their Work Programme.

8. Recommendations

8.1 For enhancing the current planning and analysis process of the NANP/CAR/SAM ANP review and development, several recommendations were agreed.

8.2 Collaborative decision-making should be considered the key to modernizing the air navigation system and ensuring that all aviation stakeholders participate and have the opportunity to influence decisions to achieve defined performance objectives.

States

8.3 Each State should establish a multidisciplinary planning group that is assigned the responsibility to respond to the CAR/SAM ANP Vol. III related tasks and that it is provided with adequate training so that it can correctly lead this process.

8.4 The e-ANP Volumes I, II and III, like the States's ANPs, are living documents that must have a continuous process, with at least a yearly revision for update, according to changes of the State, new implementations, changes due to evaluation mechanisms and others. Each State should identify the processes and establish appropriate mechanisms to keep these documents updated.

8.5 Each State should identify the local resources available, the information available in its ANS systems, the data that can be obtained by third parties and begin to establish measurement mechanisms.

8.6 States were urged to integrate the appropriate specialists into the NACC/WG Task Forces for the benefit of their State and the region, given the fact that active participation is required.

ICAO Secretariat- GREPECAS

8.7 The Secretariat should continue to organize training sessions to enhance regional awareness of the CAR/SAM ANS planning process and the purpose and content of the CAR/SAM ANP.

8.8 GREPECAS will harmonize the activities to support the development of NANPs to ensure alignment with regional and global plans.

8.9 The GREPECAS Secretariat will evaluate the possibility of preparing a regional project to develop a data collection platform that can serve the states and as a repository for ICAO.

8.10 GREPECAS should request RASG-PA to collect the following data regarding safety to be included in the CAR/SAM ANP Volume III:

Safety	Incidents	Safer aircraft operations	KPI20
Safety	Incidents	Safer airport operations	KPI21
Safety	Incidents	Safer airport operations	KPI22
Safety	Incidents	Safer aircraft operations	KPI23

8.11 GREPECAS should provide guidance for the establishment of the regional performance baseline for the CAR/SAM ANP Vol. III.

NACC/WG

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

8.13 The NACC/WG should evaluate the proposal made by the FAA regarding the possibility for States to participate in their regional data exchange strategy, as a viable means to support the Performance Based Approach outlined in the GANP. Additionally, the NACC/WG needs to clarify the role the Task Forces will play in updating the ANP Volume III

8.14 The NACC/WG AGA Task Force should carry out an analysis to determine which international airports provide regional strategic impact to meet the regional ANS objectives. Participants requested the NACC/WG to clarify how these activities support the ANP Vol. III and 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.

9. Accomplishments

9.1 Participants were updated on the ICAO Global Planning mechanism, the changes introduced to the 7th edition of the GANP and its updating initiatives. The concept of the performance-based planning was reviewed, and its importance was emphasized.

9.2 The regional planning mechanisms of the CAR/SAM regions were explained, in accordance with the guidelines established by GREPECAS.

9.3 The structure and working mechanism of the NACC/WG was explained, as well as its support for the process of developing and updating ANPs.

9.4 The current situation and feasibility of the agreed KPIs was analysed.

9.5 Participants became familiar with the content of the three volumes of the CAR/SAM Air Navigation Plan, as well as the approved procedures for updating it.

9.6 Participants were updated on the status of Volume III of the Air Navigation Plan of the CAR/SAM Regions and the current GREPECAS conclusions on the Plan. Additionally, participants learned about the results of the Working Session for the development of RASG-PA and GREPECAS KPIs carried out at GREPECAS/21 and the results of the Working Session for the effective implementation of Volume III carried out during GREPECAS/21 was analysed and preliminary actions were proposed to address the difficulties identified and follow the recommendations made.

10. Next Steps

ICAO Secretariat

10.1 The Secretariat will develop a Proposal for Amendment (PfA) to the CAR/SAM ANP Vol. III to address the editorial changes and include any data available to be presented to the GREPECAS/22 and update the format with the changes of the GANP Version 7.

10.2 The Secretariat, using the information and results provided by the participating States during the exercises conducted in the workshop, will define what can already be measured and what will give valuable information to be used in the CAR/SAM ANP Vol. III processes, to prioritize in order to start data collection and calculations.

10.3 The Secretariat will review the analysed data provided by States and will provide guidance regarding the most suitable KPIs and the suggested periodicity to measure and collect operations data. As well as to consider the implementation to automate the regional and national data collection process. The Secretariat shall explain how they are going to implement this measurement.

10.4 NACC/WG and GREPECAS need to reinforce existing mechanisms to maintain continuous consultation with States and follow-up on the implementation of the performance framework at national level, in order to provide guidance and support as required.

States

10.5 States must identify their training needs and take action about them. ICAO will continue awareness and training on the GREPECAS regional planning framework, particularly the CAR/SAM ANP.

10.6 ICAO is organizing, with the support of Brazil, a KPI management workshop to be held from 24 to 28 June 2024, at the ICAO NACC Regional Office, Mexico City, Mexico,, the support and presentation of the NAM States, United States and Canada is being arranged for their participation. It is important that prior to the workshop the CAR States have finalized the identification of data available in their ANS system and start the measure of the KPIs. These previous activities will help to take advantage of the information provided during the workshop.

10.7 A cost-benefit analysis workshop will be prepared by the Secretariat. Cost-benefit analysis training remains a weak point for decision making at regional and national level. States are to participate in this event in September 2024.

Second Implementation of Volume III of the CAR/SAM Regions Air Navigation Plan (ANP) Workshop / Segundo Taller para la implementación del Volumen III del Plan de Navegación Aérea (ANP) para las Regiones CAR/SAM
(CAR/SAM/ANP-VOLIII/2)

Mexico City, Mexico, 13 to 15 February 2024/Ciudad de México, México, 13 al 15 de febrero de 2024

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