



ICAO

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

WORKING PAPER

AO/TF/4/ATFM/TF/6/CIIFRA/8 — WP/04  
04/09/24

**Fourth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/4), Sixth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/6) and Eight Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/8) Team (AO/TF/4/ATFM/TF/6/CIIFRA/8)**

Havana, Cuba, 23 to 27 September 2024

**Agenda Item 3: ICAO North American, Central American and Caribbean Working Group (NACC/WG) Air Traffic Flow Management Implementation Task Force (ATFM/TF)**

**EVALUATE THE POTENTIAL BENEFITS OF A PROGRAM TO VERIFY THE EFFICACY, EFFECTIVENESS AND EFFICIENCY OF THE ACTIVITIES TO BE CARRIED OUT BY STATES AND ANSPs IN THE OPTIMIZATION OF THE AIRSPACE OF THEIR FIRs**

(Presented by Cuba)

**EXECUTIVE SUMMARY**

This working paper provides the opportunity to evaluate, through a feasibility study, the potential benefits of a program to verify the efficiency of the activities to be carried out by States and ANSPs in the face of the optimization of the airspace of their FIRs in an independent, objective and coherent manner, with a transparent methodology.

The TF is invited to take note of the purpose of adopting actions aimed at States assessing the appropriateness of the implementation of the elements of the ASBU related to the phases of CIIFRA, as well as the fulfillment of those agreements aimed at achieving the proposed objective.

<b>Action:</b>	Study of the feasibility to establish a programme to verify the effectiveness, effectiveness and efficiency of the activities to be carried out by the States and ANSPs in the face of the optimization of the airspace of their FIRs
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<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
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<i>References:</i>	<ul style="list-style-type: none"><li>• Annex 11 — Air Traffic Services.</li><li>• Doc 9750, Global Air Navigation Plan.</li><li>• Doc 9854, Operational Concept of Global Air Traffic Management.</li><li>• Doc 9882, Manual on Air Traffic Management System Requirements.</li><li>• Doc 9883, Manual on the Global Performance of the Air Navigation System.</li></ul>
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## **1. Introduction**

1.1 This working paper refers to elements dealt with in AO/TF/3/ATFM/TF/5/CIIFRA/7 — WP/02 (04/09/23) referring to harmonizing activities for the implementation of certain elements of the FRT0 module or other related elements, as well as the search for tools to measure the results of the activities carried out by States and ANSPs and to verify the efficiency and effectiveness of the measures adopted nationally and regionally, to provide solutions to the implementation problems of each specific element.

1.2 Work is being done to implement elements of a specific module to achieve the use of free routes without having a program aimed at measuring improvements in air navigation performance, specifically in these airspace optimization issues.

1.3 In the air navigation plans of the different States and in the region, which have yet to be concluded, the implementation has not been specified, as well as the declaration of the elements, which, being classified as mature in Doc. 9750 in its latest version, it is possible or not to implement and how it impacts on the fulfillment of the objectives intended by this TF, therefore, a tool for measuring the results of actions would help in a cohesive way with the development of the plans of the States and the region.

1.4 States are experiencing difficulties in fulfilling the intent of the recommendations of the Thirteenth World Conference, specifically in improving the performance of air navigation systems, as well as national and regional collaboration and implementation.

## **2. Analysis**

2.1 In order for our States to promote:

- a) the adoption and adaptation of six-stage performance management for the planning and implementation of airspace optimisation and reflect this process in their national air navigation plans;
- b) aligning their national air navigation plans with regional plans in order to achieve a regionally harmonised management process and contribute to the achievement of their objectives;
- c) the fulfilment of implementation commitments agreed at the regional level and reflected in regional air navigation plans, in order to effectively implement regional initiatives;
- d) cooperation with each other and with industry to strengthen state implementing provisions under the No Country Left Behind (NCLB) initiative;

- e) planning for the modernisation of its air navigation systems together with all parties, depending on the needs and resources available; and
- f) the participation of high-level authorities in the decision-making process for planning and implementation.

2.2 A mutually accepted mechanism to assess compliance with ICAO provisions most closely related to improving air navigation performance would be appropriate, as well as an effective feedback mechanism on implementation difficulties that States may be experiencing, specifically in airspace optimisation.

2.3 It is advisable to apply transparent and independent mechanisms, already used by others or other good practices, to enable effective monitoring and improve the performance of air traffic management, particularly in matters of airspace optimisation. These mechanisms include notification to regulatory authorities and can be directly correlated with the global objectives of an effective and sustainable air navigation system, as outlined in the GANP. The discreteness of an advance in results such as those of this TF could be associated with the lack of these tools, since previously the creation of groups, proposals of actions and other issues did not end in time with measurable results, as well as the declaration of some with issues implemented, without evidence or being aligned and consistent with the planning that their States included in their air navigation plans. and that if they did, they are not aligned with what is duly described in Doc. 9750.

2.4 Issues such as what is written in paragraph 2.7 of the aforementioned NE presented by Cuba at the last meeting of the Optimization Group, referring to some elements declared mature and that must be implemented in order to achieve free routes in an FIR, are not evident in air navigation plans, when their guiding threads have not created the conditions in terms of technology and information for a properly implemented and operational performance sure. These situations would be subject to measurement of the effectiveness of their implementation and progress, with adequate feedback if a verification program were implemented.

2.5 It is necessary to verify that a State has taken the actions to implement the final phase of the element envisaged in the optimization, so that we know that the standards are complied with. In such a scenario, ICAO is in a position to check the progress and cracks in the system; as well as the existing problems in each State and, what is even better, to adopt advisory actions and aid and advice programs, preventing the country in question from being left behind.

2.6 In order to formulate the possible route forward for one of the specific issues in optimisation, it is necessary to study the feasibility of considering a number of factors, including:

- a) the potential benefits that can be obtained from the introduction of an objective and coherent efficiency measurement programme with a transparent methodology;

- b) the scope of the programme, the extent to which it should focus on meeting the proposed objective and the implications of the programme for the role of regional planning and implementation groups (PIRGs);
- c) the extent to which the use of a State's programme or a good practice used by a specific ANSP could be used, as well as whether it could incorporate aspects of other programmes, such as safety monitoring; and
- d) finally, to what extent the development of procedures will be needed to support the measurement program at the TF level

### **3. Conclusion**

3.1 In the light of the above, the meeting is invited to adopt the following recommendation:

- a) To evaluate the feasibility of establishing a programme to verify the efficiency of the activities to be carried out by States and ANSPs in the face of the optimisation of the airspace of their FIRs in an independent, objective and coherent manner, with a transparent methodology.