



**Fourth GREPECAS–RASG-PA Joint Meeting and
 Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/22)**

Virtual Phase (Asynchronous, 16 September to 11 October 2024)
 In-Person Phase (Lima, Peru, 20 to 22 November 2024)

Agenda Item 4: Air Navigation - Global and Regional Developments

STATUS OF THE REGIONAL AIR NAVIGATION PLAN CAR/SAM

(Presented by Secretariat)

EXECUTIVE SUMMARY	
<p>This paper presents the status of the development of Volume III of the RANP CAR/SAM, with emphasis on the management of KPI indicators of the GANP and based on the results of the working group held in GREPECAS/21. It is concluded that some States have difficulty in organizing the reception, processing and management of data to obtain indicators.</p>	
Action:	Suggested actions are shown in Section 4
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air navigation capacity and efficiency • Economic development of air transport • Environmental protection
<i>References:</i>	<ul style="list-style-type: none"> • Doc 9750, Global Air Navigation Plan (GANP) • Doc 9971, ICAO Collaborative Air Traffic flow Management Manual. • Air Navigation Plan for the CAR/SAM Regions • Reports of GREPECAS, PRCC and e PRCC meetings.

1. Introduction

1.1 The GREPECAS/21 Meeting (Santo Domingo, November 14 to 17, 2023) adopted Conclusion 21/04 "Actions for the advancement of Volume III of the CAR SAM Regional Plan for air navigation". This Conclusion requires:

- a) That States/Territories prioritize resources for the ongoing activity of task forces in each State, responsible for the management of Volume III of the RAC/SAM RANP and the respective KPIs;

- b) That States and industry guarantee the participation and CDM (*Collaborative Decision Making*) processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvement;
- c) That the national air navigation planning authority and the data providers/sources coordinate for the collection of data and management of KPIs to be inserted in the Planning Tables of Vol. III;
- d) That ICAO's NACC and SAM Regional Offices enhance assistance to States with respect to Vol. III, including dissemination of the relevance of the ANP CAR/SAM to ensure cost-effective and interoperable deployments, as well as the contribution of such planning to socio-economic development objectives in each State; and
- e) That ICAO facilitate CAR/SAM States to evaluate the impact of CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new concepts that are being implemented in the NAM Region.

1.2 Decision GREPECAS/21/05 approved version 0.1 of Volume III of the RANP, which is available on the following pages:

<https://www.icao.int/NACC/Documents/eANP/CARSAM-ANPvol-III-ver0.1.pdf>

<https://www.icao.int/NACC/Pages/meetings-2023-grepecas21.aspx>

2. Analysis

2.1 During GREPECAS/21, a working group was held with States, Organizations and Industry, which identified the critical points of the Regional Planning process detailed in **Appendix A**.

2.2 Based on these critical points, the CAR/SAM Regions planned the activities for the year 2024 for the development of Volume III of the RANP, thus promoting the adoption of the performance-based planning methodology by the States.

2.3 In this regard, three activities were carried out to track the selection of the KPIs of the CAR Region, provide guidance for the strategic planning and cost-benefit analysis of SLAs and Aerodromes, as well as improve the understanding of KPIs by providing guidance for their measurement process.

2.4 The Second CAR Workshop for the Implementation of the Air Navigation Plan CAR/SAM Vol. III (CAR/SAM/ANP-VOLIII/2) was organized in Mexico City, Mexico, from 13 to 15 February 2024. One of the objectives of the workshop was to continue with the process of managing the performance indicators approved in the PMP Table III-3 – List of KPIs by Performance Objective and Performance Area of the CAR/SAM Regions. Due to the nature of the provision of air navigation services in the CAR Region, measuring the performance of en-route operations was the priority.

2.5 From 17 to 20 September 2024, a workshop on strategic planning focused on air navigation and airports, including guidance for decision-making based on cost-benefit analysis, will be held at the ICAO NACC Regional Office, with the possibility of hybrid participation (face-to-face and virtual). The main objective of the Workshop is to achieve the sustainable growth of the regional civil aviation system, through strategic planning of air navigation based on cost-benefit analysis.

2.6 From 28 to 31 October 2024, a Workshop on ICAO Global Air Navigation Plan (GANP) indicators will be held at ICAO's NACC Regional Office, with the possibility of hybrid participation (face-to-face and virtual). The main objective of the Workshop is to strengthen and/or generate the capacities of specialists responsible for the management of the Regional Air Navigation Plan CAR/SAM, Volume III, as well as the development of National Air Navigation Plans (NANPs), which correlate for the formulation and monitoring of the ICAO Global Air Navigation Plan (GANP).

2.7 Regarding the states of South America, the First Follow-up Meeting of the preparation of the Regional Air Navigation Plan SAM/CAR (Virtual, April 24 to 26, 2024) was held. It was attended by 38 participants from 11 SAM States and IATA. Practices for the preparation of Volume III of the RANP CAR/SAM were reinforced, including the analysis of the new key performance indicators in the KPA safety, in accordance with the Global Air Navigation Plan (GANP) seventh edition. The planning and data entry of KPI indicators for the Tables of Volume III was addressed. The States shared their progress on their National Air Navigation Plan (NANP), highlighting the advanced activities to update the NANP of Argentina and Venezuela.

2.8 The Second Follow-up Meeting of the preparation of the Regional Air Navigation Plan SAM/CAR, is scheduled, in Virtual mode, from September 09 to 011, 2024.

2.9 Assistance has also been provided to the SAM States, as follows:

- Bolivia - has carried out extensive analysis and study work on the management of indicators, identifying the sources and feasibility of collecting the data through a spreadsheet. To date, NAABOL and DGAC have developed 4 KPIs from the GANP referring to the La Paz airport (SLLP) and are coordinating the promulgation of these indicators. Other major airports in Bolivia are planned to be addressed immediately.
- Ecuador - the identification of data sources to manage airport punctuality indicators has begun. Preliminary calculations are already available. Automated tools are being developed to collect data in coordination with the airport administrations of Quito and Guayaquil, thus ensuring the sustainability of management. It has been decided to take the year 2024 as a baseline, for better data integrity, that is, by the beginning of 2025 there would be complete results.

2.10 In addition, through the practical work of GESEA/SG3 - ATFM, a group of specialists of SAM/IG, the GANP's KPI09 and KPI10 airport capacity indicators are being calculated on a dashboard. These indicators are considered preliminary, since they are based on the comparison of flight demand data (in general, quality processes for this data collection have not yet been perfected) and the comparison of flights executed. The results can be used as input for the calculations required by States to enact their KPIs. The *dashboard* (IATA Summer 2024 season) is open, it is available at the following link:

<https://app.powerbi.com/view?r=eyJrIjoiOTc4YTZhMTQtZmE0YS00ZDUzLWI3NzgtNjIxYWZlYjU2OGI2IiwidCI6IjI2MjI4ZGNhLTcwZDMtNDkxNy04MjMzLTQ4M2FjMzY1NWU5MSJ9>

3. Conclusions

3.1 The States and Organizations agree that the Regional Plan focuses on safe, efficient air navigation with adequate capacity, so as to promote the growth of the Industry, leading to strengthening air connectivity between States and regions for the socioeconomic development of the State.

3.2 Assistance activities continue through meetings and workshops to strengthen the capacity of administrations on the management of performance indicators. Some States have difficulties in organizing data collection, ensuring data integrity, and continuing with the calculations of GANP indicators. This difficulty is generated in the coordination processes between stakeholders, airports, airport apron services, ANSP providers, air transport section of aviation authorities, etc.

3.3 On the other hand, ANSPs have the possibility of providing data through automated ATC systems, however, some technical aspects must be considered for the extraction of this data. In another context, some administrations have made adequate progress with indicators, but do not define the processes to reach the enactment of these indicators. Reinforcement of these enactment processes is required through assistance to States.

3.4 Therefore, the following conclusion is proposed for the continuity and advancement of the development of Volume III of the RANP CAR/SAM:

CONCLUSION	
GREPECAS/22/XX	Progress on the development of Volume III of the RANP CAR/SAM
<p>What:</p> <p>That The States of the CAR/SAM region, and their air navigation service providers, airports and airlines, commit to populate the VOL III Tables of the RANP CAR/SAM with data on their KPIs and planned progress of the ASBU, so that an updated version of 0.1 can be approved at the next GREPECAS meeting.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational</p>
<p>Why:</p> <p>To strengthen the regional planning process focused on safe, efficient and adequately capable air navigation, in order to promote the growth of the Industry, based on the performance-based planning methodology by the States.</p>	
<p>When: GREPECAS 23</p>	<p>Status: <input type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed</p>
<p>Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> OACI <input checked="" type="checkbox"/> Otros:</p>	<p>Air navigation service providers, airports and airlines</p>

4 **Suggested actions:**

4.1 The Meeting is invited to:

- a) take note of the information in this paper;
- b) to support the actions indicated in this paper and to approve the Conclusion of paragraph 3.4; and
- c) propose some other action as needed.

APPENDIX A

Critical points of the RAC/SAM Regional Planning process

During GREPECAS/21, a working group was held with States, Organizations and Industry, which identified the following critical points of the Regional Planning process:

- a) It is necessary to understand the relevance of the RANP CAR/SAM as an instrument for regional planning and for the establishment of international responsibilities, and the relationship of the Regional Plan with the law for the establishment of aeronautical rights.
- b) Lack of cooperation between the state air navigation planning agency and the data providers necessary for the formulation of KPIs. In some cases, both depend on the same administration, however, the delivery of data is not facilitated.
- (c) Insufficient resources, knowledge and/or technology are observed to manage simple indicators and complex indicators (e.g. KPI17 and KPI19 need to be automated).
- d) Need to improve the cost-effectiveness analysis in the decision-making process for the implementation of elements of air navigation improvement.
- e) Regional planning needs to be reoriented to introduce the six-step approach as a reference for GREPECAS, so that it can be verified that the agreed air navigation improvement elements will deliver the expected results.

The working group highlighted the importance of the Regional Air Navigation Plan, with its three volumes, as a strategic instrument for the coherent, interoperable and cost-effective planning of air navigation services and facilities in the CAR and SAM Regions, guaranteeing operational safety and environmental benefits.

It is also considered the basis for States' commitments to the obligations set out in the Chicago Convention. It was agreed that the Regional Plan focuses on safe, efficient air navigation with adequate capacity, so as to promote the growth of the industry, leading to strengthening air connectivity between States and regions for the socioeconomic development of the State.

— END —