



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP NINETEENTH MEETING (APIRG/19) Dakar, Senegal, (28 – 31 October 2013)

Agenda Item 3: **Performance Framework for Regional Air Navigation Planning and Implementation.**

3.0 Regional and National Performance Framework

REGIONAL AND GLOBAL AIR NAVIGATION REPORTING

(Presented by the Secretariat)

EXECUTIVE SUMMARY

Since the 37th Session of the ICAO Assembly, and within the context of Resolutions A37-12, much development has taken place related to the implementation of a global air navigation system. The *Global Air Navigation Plan* (GANP, Doc 9750) has been revised as the Fourth Edition released in 2013 and includes the new Aviation Systems Block Upgrades (ASBU) framework. Also, States and planning and implementation regional groups (PIRGs) are transitioning to a performance-oriented approach to support their air navigation infrastructure planning.

As PIRGs are progressing with planning for implementation, the next step calls for an air navigation performance measurement, monitoring and reporting strategy. Accordingly, this paper presents the ways and means to report the progress of regional implementation through planned online system referred to as the *Regional Performance Dashboard* (Jan 2014) which will also support an annual *Global Air Navigation Report* (March 2014).

Action by the Meeting is in paragraph 5.

Strategic Objectives:

This working paper relates to the Strategic Objectives A, B and E.

1. INTRODUCTION

1.1 *Regional planning:* The development and maintenance of regional air navigation plans (ANPs) is undertaken by ICAO's six planning and implementation regional groups (PIRGs) with the assistance of the Regional Offices. Regional work programmes are derived from the Global Air Navigation Plan (GANP) on the basis of operational needs. Tactical adjustments to the work programmes are made on an ongoing basis and supported by online tools. Analysis of data is carried out collaboratively and the results, which will be available through the *Regional Performance Dashboard* and the annual *Global Air Navigation Report* as discussed in the ensuing paragraphs, will help make a determination of the tactical adjustments needed.



2. REGIONAL REPORTING

2.1 *Collection of data:* In 2009, all PIRGs adopted a performance-based approach to air navigation planning and implementation. The next step calls for establishment of measurement and reporting strategy. While PIRGs are progressively identifying a set of regional performance indicators and supporting metrics, States have recognized that data compilation, processing, storage and reporting for the identified regional performance metrics are fundamental to success of the performance-based approach. In order to support this ongoing task of collecting, measuring and reporting data, PIRGs will consider allocating the measurement effort to an existing PIRG subgroup or forming a new subgroup for this purpose. The ICAO website will allow visualization of the status of implementation through dynamic and interactive charts. This system will generate ad-hoc reports and enable an easy transformation of the dataset into the *Regional Performance Dashboard* and the annual *Global Air Navigation Report*.

3. REGIONAL PERFORMANCE DASHBOARD

3.1 *Dataset and prototype:* Transparency and sharing of information are fundamental to a safe and efficient global air transportation system. Consistent with this principle, the Organization is presently introducing regional ‘Performance Dashboard’ homepages for every public website of the ICAO Regional Offices. These dashboards will illustrate the regional implementation status relating to the strategic objectives on Safety, Air Navigation Capacity and Efficiency and Environmental Protection. They will show targeted performance at the regional level and will, initially, contain graphics and maps with a planned expansion to include the Aviation System Block upgrades (ASBU) Block 0 Modules. This new interactive online system will be in place in January 2014 and will be updated at regular intervals.

4. GLOBAL AIR NAVIGATION REPORT

4.1 *Purpose:* Much like the existing annual Safety Report, the objective of the annual Global Air Navigation Report is to assist PIRGs and States in understanding which areas require special attention to effectively improve air navigation performance worldwide as well as to help propagate information on implementation success stories. This first edition of this Report, slated for March 2014, will also provide an opportunity for the civil aviation community to evaluate progress across different ICAO regions. This will facilitate more effective interregional harmonization planning. The outcomes reflected in the proposed Report could also help identify annual tactical adjustment priorities for regional work programmes, as well as informing longer-term policy adjustments.

4.2 *Subjects to be covered:* The first edition of the *Global Air Navigation Report* is planned for release in March 2014. It will consist of qualitative and quantitative information and cover key performance areas of air navigation systems. The initial report will cover the following subjects:

- global air navigation challenges;
- measuring against those challenges;
- status of operational measures for performance improvement;
- implementation progress of selected priority ASBU Block 0 Modules. The metrics or initial dataset that includes key global air navigation priorities are Performance Based Navigation (PBN), Continuous Decent Operation (CDO), Continuous Climb Operations(CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management(ATFM) and estimated environmental benefits accrued from operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET) or any other more rigorous tool recognized by Committee on Aviation Environmental Protection (CAEP). This initial dataset for both *Regional Performance Dashboard* and the *Global Air Navigation Report* was recently agreed by the PIRG Chairs; and
- sharing of successful initiatives and key demonstrations;



4.3 *Contents of the Report:* The Report will open with a general overview of the global air navigation challenges in terms of capacity, sustainability and interoperability and will discuss the methodologies in place to measure up against those challenges. Through the data collection by PIRGs, the report will focus on the implementation status of priority operational improvements, identify roadblocks and recommend a follow-up as necessary.

4.4 *Addressing environment:* The results of the assessment of the potential environmental benefits associated with the implementation of certain operational improvements through specific measurement tools such as IFSET will also be reflected. The tool is designed to assist States in estimating and reporting fuel savings in a manner consistent with the models recognized by ICAO's Committee on Aviation Environmental Protection (CAEP) and in alignment with the GANP.

4.5 The report will conclude with success stories of efficient implementation.

5. ACTION BY THE MEETING

5.1 The Meeting is invited to:

- a) note the plan for an online Regional Performance Dashboard in Jan 2014 and annual Global Air Navigation Report in March 2014;
- b) call on APIRG to assign the performance measurement to an existing subgroup or establish a new subgroup for this purpose;
- c) urge States to support the ICAO Regional Offices by providing the requisite information to demonstrate operational improvements; and
- d) request States, that have not yet done so, to establish a performance measurement strategy for their air navigation system.

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