AIR NAVIGATION REPORT FORM (ANRF)

Regional and National planning for all ASBU Modules

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE

Improved Flexibility and Efficiency in Descent Profiles (CDOs)
(ASBU B0-05)

Performance Improvement Area 4:
Efficient Flight Path

ASBU B0-10: Impact on Main Key Performance Areas (KPA)

	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	Y	Y	Y

ASBU B0-05: Implementation Progress

Elements	Implementation Status (Ground and Air)
1. CDO	Not yet implemented (under development)
2. PBN STARs	PBN implementation on-going

ASBU B0-05: Implementation Roadblocks/Issues

Elements	Implementation Area			
	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. CDO	N/A	N/A	Mixed fleet and concept 1st come 1st serve vs. best equipped. Service priority based on the above.	Development of policy and appropriate legislation
2. PBN STARs	Insufficient DME-DME deployment	Percentage of equipped a/c lower than the required minima.	✓	✓

DRAFT

ASBU B0-10: Performance Monitoring and Measurement (Infrastructure)	
Infrastructure/Implementation referring to elements of the Module	**Performance Metrics**
1. . CDO	• Number of procedures CDO in place
2. PBN STARs	• Number of required PBN STARs implemented

ASBU B0-80: Performance Monitoring and Measurement(KPAs)	
Module benefits to Key Performance Areas	**Performance Metrics**
Access & Equity	N/A
Capacity	N/A
Efficiency	• Kilograms of fuel saved per operation • Smaller noise footprint allowing less restricted operations • Reduction in the number of required radio transmissions • optimal management of the top-of-descent window in the en-route airspace
Environment	• Reduction on CO2 through reduced fuel burn • Reduce noise
Safety	• Number of consistent flight paths and stabilized approach paths (fewer missed approaches) • Reduction of number of controlled flight into terrain (CFIT) • Separation with the surrounding traffic • Reduction in the number of conflicts.

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