



Performance Framework for Air Navigation Systems - An Update

1. Introduction

As the aviation industry evolved into a less regulated and more corporatized environment with greater accountabilities, the advantages of transitioning from system-based to performance-based planning were apparent.

The 11th Air Navigation Conference (22 September - 2 October 2003), recognizing the importance of a performance-based approach, called upon ICAO to develop a performance framework for air navigation planning and implementation.

The 35th Session of the ICAO Assembly, held in September 2004, urged ICAO to ensure that the future global ATM system is performance-based and that the performance objectives and targets for the future system are developed in a timely manner.

As initial follow-up, a worldwide symposium on performance of the air navigation system was convened from 26 to 30 March 2007. This symposium was the first of its kind and was considered as a “milestone” event in the evolution toward a performance-based air navigation system.

To facilitate the realization of a performance-based global ATM system, ICAO completed the development of relevant guidance material in early 2008. The documents include: a) Global Air Traffic Management Operational Concept (Doc 9854); b) Air Traffic Management System Requirements (Doc 9882); c) Manual on Global Performance of the Air Navigation System (Doc 9883); and d) Global Air Navigation Plan (Doc 9750).

2. Regional and National Planning

By late 2008 all planning and implementation regional planning groups (PIRGs), while adopting a regional performance framework, invited States to implement a national performance framework on the basis of ICAO's guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives taking into consideration user expectations and completion of national performance framework forms for all air navigation areas.

Further to the adoption of a performance framework by all PIRGs, the Secretary General, in order to provide more guidance to States, established in January 2009 a series of workshops for ICAO regions. These workshops are scheduled to be completed by the end of 2009.

3. Next steps: Performance Monitoring and Measurement

The next step entails performance monitoring and measurement of air navigation systems. A Working Paper will be presented to all the PIRGs/Sub-groups in 2009-2010 so as to have a common understanding, which talks about identification of suitable metrics and collection of data from States.

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