



International Civil Aviation Organization

AN-Conf/14-WP/74¹
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WORKING PAPER

FOURTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 26 August to 6 September 2024

- Agenda Item 3: Air Navigation System Performance Improvement**
3.1 Proposals to improve the efficiency of air navigation services contributing to LTAG

AIR TRAFFIC MANAGEMENT OPERATIONAL PERFORMANCE

(Presented by International Air Transport Association (IATA), International Business Aviation Council (IBAC) and International Federation of Air Traffic Controllers' Associations (IFATCA))

EXECUTIVE SUMMARY

While technological solutions will enable the industry to achieve its goals towards net zero carbon emissions, in the near term, operational efficiency, specifically in air traffic management (ATM), will contribute to net zero and provide the industry with many short-term efficiency improvements. Yet, in many cases, it is not easy to quantify the benefits of introducing an operational improvement. At the same time there is often a lack of global benchmarking of operational performance and efficiency against an agreed definition and baseline. There is also limited ability to track at a regional level the progress of implementation of operational improvements specifically those under the Global Air Navigation Plan (GANP). Therefore, it is challenging for both airlines and air navigation services providers (ANSPs) to have a performance-based discussion about current and desired level of service per airspace volume. Furthermore, the influx of data solution provides numerous possibilities for enhanced analysis of ATM performance which in turn will enable efficiency and predictability. This should be accompanied by clear data and information governance rules to ensure unbiased results. This paper proposes a structure that can enable the agreement on global baselines for operational efficiency and performance and considerations for data governance that can be adopted as we move towards a more digital operational environment.

Action: The Conference is invited to agree to the recommendations in paragraph 4.

1. INTRODUCTION

1.1 Efficiency of air navigation is becoming more critical for the industry, especially in light of the agreed environmental targets. Yet, it does not have an effective performance assessment that can enable the identification of root causes for inefficiencies and the operational improvement initiatives. There

¹ Arabic, Chinese, English, French, Russian and Spanish versions provided by IATA.

is now a realization that ICAO must contribute equally to supporting implementation in safety, security and now efficiency of the air navigation system.

1.2 At the same time, and as referenced in AN-Conf/14-WP/9, States are also experiencing difficulty in meeting the intent of AN-Conf/13 Recommendation 4.3/1 – *Improving the performance of the air navigation system* and Recommendation 4.3/2 – *Regional and national collaboration and implementation*.

2. DISCUSSION

2.1 The Global Air Navigation Plan (GANP) is a key contributor to the achievement of ICAO's Strategic Objectives and has an important role to play in supporting the United Nations 2030 Agenda for Sustainable Development. Despite the efforts to outline key performance indicators associated with the GANP, there is currently no agreement on performance requirements and performance baselines, specifically for high seas airspace.

2.2 While some States and sub-regions have applied mechanisms to collect data supporting the effective monitoring and delivery of ATM performance improvement, there is no global mechanism for assessing and benchmarking performance at regional level.

2.3 The Global Air Navigation Services Performance Report produced by the Civil Air Navigation Services Organization (CANSO) helps air navigation services providers (ANSPs) measure their performance and benchmark it against their peers. However, a more holistic approach to performance measurement in ATM is necessary, in particular for oceanic, high seas and remote airspace.

3. CONCLUSION

3.1 In order to address ATM operational performance and to support the measuring and monitoring of ATM performance as a complement to the proposed recommendations under AN-Conf/14-WP/9.

3.1.1 Performance baselines, specifically for oceanic and high seas airspace, should be agreed.

3.1.2 There needs to be a better understanding of desired performance requirements in oceanic and high seas airspace from a user perspective.

3.2 In order to identify performance baselines, it is proposed to use global surveys and workshops through which airlines, ANSPs and airports can provide their input. IATA volunteers to facilitate such surveys and workshops and consolidate the received input.

4. ACTION BY THE MEETING:

4.1 The Conference is invited to agree to the following recommendations:

That States:

- a) contribute to the definition of performance baselines as outlined in paragraphs 3.1 and 3.2.

that ICAO:

- b) consider within the applicable working body;

- 1) how to re-use the industry's performance baselines aiming at enabling a more effective assessment of ATM performance; and
- 2) the possibility of creating performance assessment and benchmarking dashboards; and
- c) progress the development of principles for data and information governance in relation to ATM performance analysis.

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