

Appendix C4

1. AIR NAVIGATION REPORT FORM (ANRF)

AFI Regional Planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-75/SURF Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)					
Performance Improvement Area 1: Airport operation					
3. ASBU B0-75/SURF: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y

4. B0-75/SURF: Planning Targets and Implementation Progress	
5. Elements	6. Targets and implementation progress (Ground and Air)
1. Surveillance system for ground surface movement (PSR, SSR, ADS B or Multilateration)	June 2018 Service provider
2. Surveillance system on board (SSR transponder, ADS B capacity)	June 2018 Service Provider
3. Surveillance system for vehicle	June 2018 Service Provider
4. Visual aids for navigation	December 2015 Service Provider
5. Wild life strike hazard reduction	December 2015 Aerodrome operator/wildlife committee
6. Display and processing information	June 2018 Service Provider

7. ASBU B0-75/SURF: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. Surveillance system for ground surface movement (PSR, SSR, ADS B or Multilateration)	NIL	NIL	Lack of procedures and training	Lack of inspector for approvals operations
2. Surveillance system on board (SSR	NIL	Lack of surveillance	Lack of procedures	NIL

7. ASBU B0-75/SURF: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
transponder ,ADS B capacity)		system on board (ADS B capacity) On general aviation and some commercial aircraft	and training	
3. Surveillance system for vehicle	NIL	NIL	Lack of procedures and training	NIL
4. Visual aids for navigation	Implementation of new technologies (such as LED) not compliant with Annex 14	NIL	NIL	NIL
5. Wild life strike hazard reduction	NIL	NIL	Lack of Aerodrome Wildlife Committee	NIL

8. ASBU B0-75/SURF: Performance Monitoring and Measurement	
8A. ASBU B0-75/SURF: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
6. Surveillance system for ground surface movement (PSR, SSR, ADS B or Multilateration)	Indicator: Percentage of international aerodromes with SMR/ SSR Mode S/ ADS-B Multilateration for ground surface movement Supporting metric: Number of international aerodrome with SMR/ SSR Mode S/ ADS-B Multilateration for ground surface movement
7. Surveillance system on board (SSR transponder ,ADS B capacity)	Indicator: Percentage of surveillance system on board (SSR transponder, ADS B capacity) Supporting metric: Number of aircraft with surveillance system on board (SSR transponder ,ADS B capacity)
8. Surveillance system for vehicle	Indicator Percentage of international aerodromes with a cooperative transponder systems on vehicles Supporting metric: Number of vehicle with surveillance system installed
9. Visual aids for navigation	Indicator: Percentage of international aerodromes complying with visual aid requirements as per Annex 14

8. ASBU B0-75/SURF: Performance Monitoring and Measurement 8A. ASBU B0-75/SURF: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
	Supporting metric: Number of international aerodromes complying with visual aid requirements as per Annex 14
10. Wild life strike hazard reduction	Indicator: Percentage of reduction of wildlife incursions Supporting metric: Number of runway incursions due to wild life strike

8. ASBU B0-75/SURF: Performance Monitoring and Measurement 8 B. ASBU B0-75/SURF: Performance Monitoring	
Key Performance Areas	Metrics (if not indicate qualitative Benefits)
Access & Equity	Improves portions of the manoeuvring area obscured from view of the control tower for vehicles and aircraft. Ensures equity in ATC handling of surface traffic regardless of the traffic's position on the international aerodrome
Capacity	Sustained level of aerodrome capacity during periods of reduced visibility
Efficiency	Reduced taxi times through diminished requirements for intermediate holdings based on reliance on visual surveillance only. Reduced fuel burn
Environment	Reduced emissions due to reduced fuel burn
Safety	Reduced runway incursions. Improved response to unsafe situations. Improved situational awareness leading to reduced ATC workload
