




International Civil Aviation Organization

SEMINAR/WORKSHOP (SAM ANIP-PB)

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9 - 13 May 2011




Performance-Based Implementation Plan for the South American Region

(Part I -General)

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Background



- Global ATM Operational Concept
- ICAO Strategic objectives
- Performance objectives
- Transition Plan towards ATM System in the CAR/SAM Regions

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Air Traffic Management




Decision CNS/ATM/1-1 Regional Performance-based Implementation Plan for the South American Region

That SAM States, with the assistance of ICAO, taking as a basis the available documentation in the CAR and SAM Regions:

- a) Prepare a performance-based regional implementation plan in compliance with the global Air Navigation Plan and the Global ATM Operational Concept that includes the regional performance objectives, the performance framework forms (PFF) to be completed by all air navigation areas, such as ATM, CNS, AIM, MET and AGA/AOP, and the corresponding metrics that enable the implementation of performance objectives achievement not later than the end of 2010; and
- b) Develop their performance-based national plans harmonized with the SAM Implementation Regional Plan, not later than June 2011.

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Chap. 1 -Foreword



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Main Traffic Flows

A main traffic flow is a concentration of significant air traffic volumes on the same path or on flight paths that are near each other. Main traffic flows may cross several ATM homogenous areas with different characteristics.

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Global air traffic flows

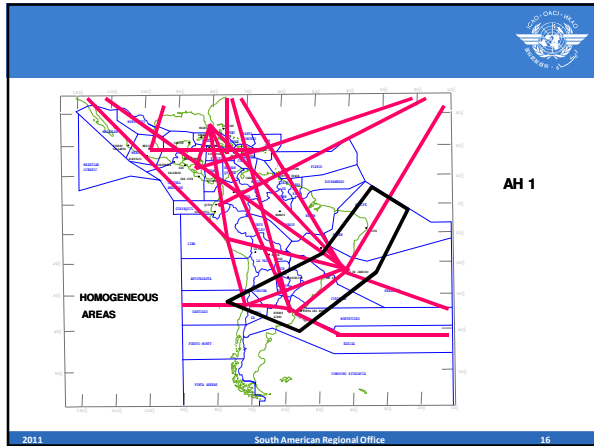
Map is created by ASMAP - Copyright ICAO

0 7,926 Kilometers

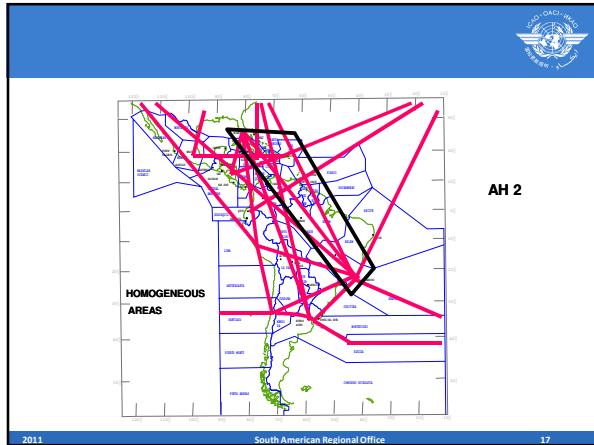
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MAIN AIR TRAFFIC FLOWS

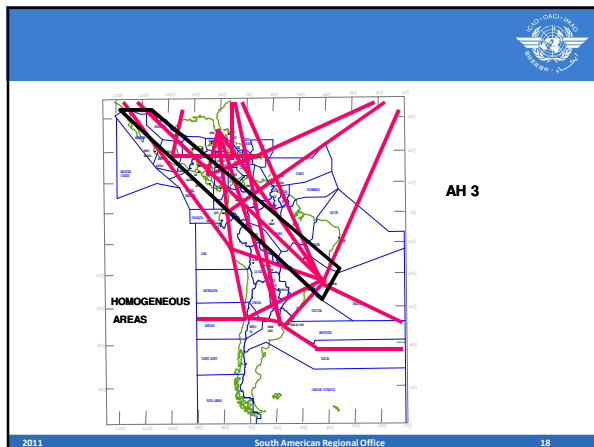
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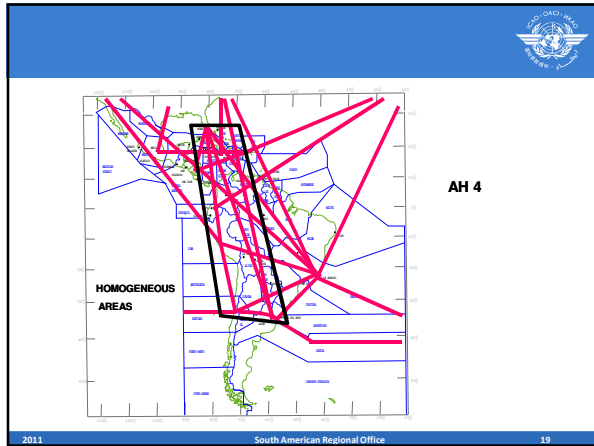
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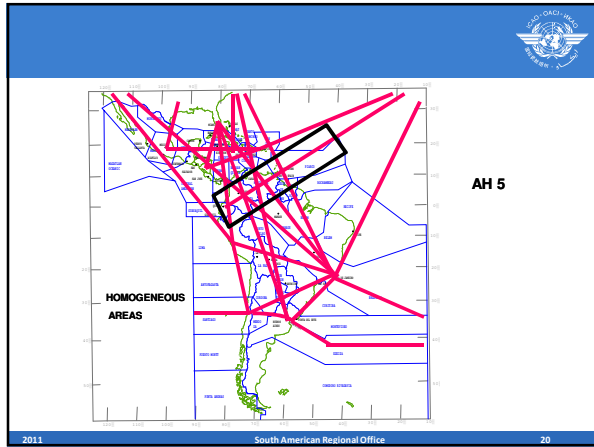


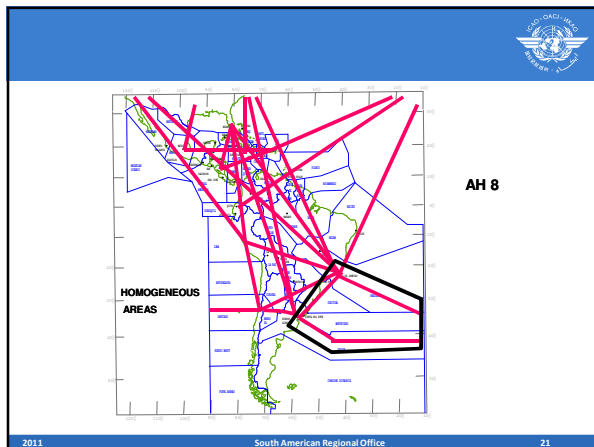
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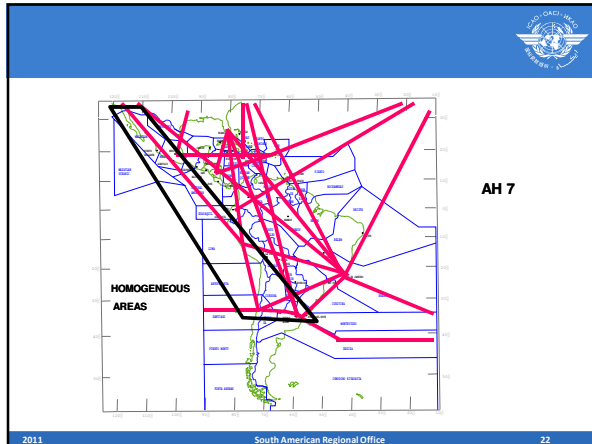


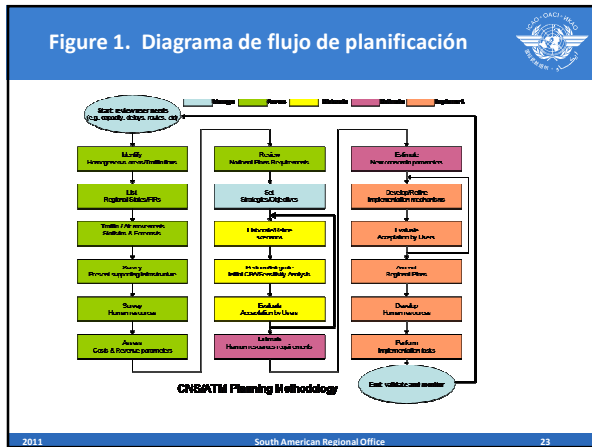
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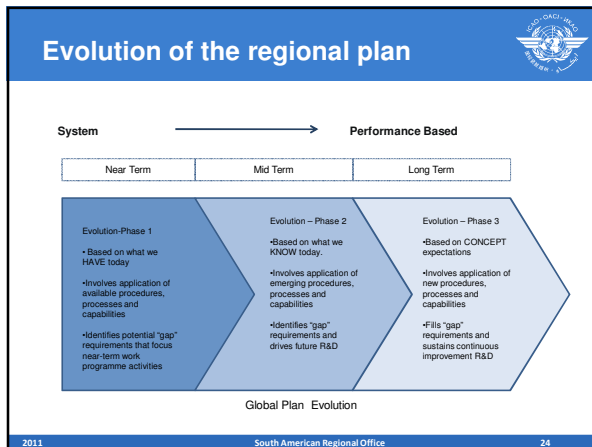












Global Plan Initiatives

	GPI	En-route	Terminal Area	Aerodrome	Supporting Infrastructure	Related Operational concept Components
GPI-1	Flexible use of airspace	X	X			AOM, AUO
GPI-2	Reduced vertical separation minima	X				AOM, CM
GPI-3	Harmonization of level systems	X				AOM, CM, AUO

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REGIONAL PERFORMANCE OBJECTIVES-NATIONAL PERFORMANCE OBJECTIVES-- OPTIMIZATION OF THE ATS ROUTES STRUCTURE IN ENROUTE AIRSPACE

Benefits

- Environment
 - Reduce fuel consumption.
 - Aircraft capacity to fly closer trajectories to those preferred.
- Efficiency
 - Increase airport capacity.
 - Facilitate the use of latest technologies (i.e. PBN based arrivals) and supporting tool of ATC decisions (i.e. monitoring and response establishment), thus increasing efficiency.

Strategy
Short Term(2010)
Medium Term(2011-2015)


ALIAS COMPONENTS	TASKS	PERIOD START-END	RESPONSIBILITY	SITUATION
AOM	<ul style="list-style-type: none"> • En-route airspace • Analyze en-route ATS routes structure and implement all identifiable improvements. • Implement all existing regional requirements (i.e. RNP/0 routes, and • Finish WGS-84 implementation • Monitor implementation progress 	2005-2008		
	<ul style="list-style-type: none"> • Develop strategy and work programs for the design and implementation of a work environment that correct the main gaps of noise in the enroute airspace, and for the PBN-based traffic through aerodromes, and especially in DNASVS, taking into account inter-regional harmonization. • Monitor implementation progress 			
Relationship with GPIs	GPI5 performance-based navigation, GPI7 dynamic and flexible management of ATS routes, GPI8 Cooperative design and airspace management, GPI11 SES and STAR, RNP and RNAV, and GPI12 PBN-based arrival procedures.			

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Questions?

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