



Agenda Item 2: Air navigation activities at global, Intra-regional and Inter-regional level

2.2 Follow up to the implementation of intra and inter-regional activities

REGIONAL PERFORMANCE DASHBOARD, GLOBAL ANNUAL REPORT FOR AIR NAVIGATION AND PROGRESS MADE IN ACHIEVING THE CAR/SAM REGIONAL AIR NAVIGATION GOALS

(Presented by the Secretariat)

SUMMARY	
<p>This working paper has the objective of present to the Meeting information about regional performance dashboards, and the annual report of the global air navigation plan, as well as the progress made in achieving the CAR/SAM regional Air Navigation targets established in the Bogota and Port-of-Spain Declarations.</p>	
References	
<ul style="list-style-type: none"> • Thirteenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/13); Bogotá, Colombia 4 - 6 December 2013 • Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5); Port-of-Spain, Trinidad and Tobago, 28-30 April 2014 • Seventeenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/17), Cochabamba, Plurinational State of Bolivia, 21 - 25 July 2014 	
ICAO Strategic Objectives:	<p><i>This working paper is related to Strategic Objectives</i></p> <p><i>A – Safety</i></p> <p><i>C - Environmental Protection and Sustainable Development of Air Transport</i></p>

1. Introduction

1.1 The Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), held in Montreal, Canada, on 19 March 2013; had as the main objective of exchange views on the readiness and ability of PIRGs and RASGs to set priorities and objectives in line with the new versions of the GANP and the GASP. Among the results of the meeting it was included the need to establish regional objectives and priorities; and the request to RASG and PIRG Groups to establish regional priorities consistent with the GANP/ and ASBU frameworks; among other things.

1.2 Resolution A38-2 about global planning for safety and air navigation stated that the new versions of the GANP and the GASP serve as a framework for the development and implementation of regional, sub regional and national implementation plans, thus ensuring harmonization and coordination of efforts to enhance safety, capacity and efficiency of international civil aviation.

1.3 Within this framework, the CAR/SAM Regions have been working on the performance indicators and goals for both safety and air navigation during 2013-2014, resulting in regional commitments to indicators and t contained in the Bogota Declaration for the SAM Region (6 December 2013) and Port-of-Spain Declaration for the NAM/CAR Regions (19 February 2014).

1.4 The Seventeenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/17), agreed that the PPRC would be responsible for collection, monitoring and reporting progress on operational improvement implementation in the CAR/SAM Regions through the Regional Offices; and adopted Conclusion 17/7 *Approval of the Forms to Follow-Up on the Progress on Indicators and Targets for the CAR/SAM Regions*, that for GREPECAS can collect, monitor, and report progress on operational improvement implementation in the CAR/SAM Regions based on the indicators and targets established in the *Bogota and Port-of-Spain Declarations* and subsequently submit it to the ICAO Air Navigation Commission and instructs the ICAO NACC and SAM Regional Offices to implement this form in order to report progress for inclusion in the regional performance dashboards.

1.5 On 5 May 2014, ICAO implemented the Regional Performance Dashboards; which hyperlink is <http://www.icao.int/safety/Pages/Regional-Targets.aspx>. This initial dashboard is in a process of improvement in order to measure progress with implementation of global objectives and priorities for each Region.

2. Discussion

2.1 In accordance with the above, the PIRG are responsible with the monitoring the progress of the indicators and metrics with respect to the air navigation priorities, so GREPECAS will do the follow-up for CAR/SAM Regions.

2.2 The Civil Aviation Authority has recognized that a performance measurement strategy comprising data collection, processing, storage and reporting of air navigation performance metrics identified for the respective region is necessary for the success of an approach based on performance; and this is reflected in the commitments that both regions have acquired by Bogota Declaration as well as by the Port-of-Spain Declaration.

2.3 According to Conclusion 17/7 of the GREPECAS, the Regional Offices have been monitoring the progress of the established goals, which are reflected in the Appendix to this paper.

2.4 The SAM Region observed excellent progress in the SID / STAR PBN implementation in international aerodromes which has been the goal set for 2016; also it has met the goal set for 2014. Regarding annual reduction of Emissions, which were based on the implementation of PBN; plus interoperability improvements through the implementation of interconnection of automated systems, AMHS, and IP networks.

2.5 In the CAR Region, relevant developments is observed in 2014 to date regarding the goals stablished in the Port-of-Spain Declaration: a) PBN implementation regarding instrument approach runways with APV with Barvo VNAV ; b) implementation of the Phase 1 for the transition from AIS to AIM; c) ATFM implementation and d) AIDC implementation. At the time of this paper, no progress is available on the goal regarding emission's reductions.

2.6 Although the regional dashboard is available as indicated in section 1.5, at the moment, the sources of information used are global sources and not from the Regional Office. In this sense, to monitor progress it has to continue with the established by GREPECAS in its conclusion 17/7 as shown in the Appendix to this paper.

2.7 The first annual report of the Global Air Navigation Plan was published on 2014 and the same can be consulted on ICAO website. The second annual report will be available for the second half of 2015.

3. **Conclusion**

3.1 The regional Civil Aviation Authorities show progress in their regional objectives, which indicates that the performance-based approach will help to gradually improve the implementation of the Regional Air Navigation Plans.

3.2 Indicators and regional goals are established in the Bogota and Port-of-Spain Declarations and according to GREPECAS Conclusion 17/7, monitoring them was done through the Regional Offices. The progresses of these goals are in the Appendix to this paper.

4. **Action by GREPECAS**

4.1 The meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) Analyse the information presented in section 2 and 3 and review the progress of the regional goals presented as **Appendix**; and
- c) Analyse other related matters that the Meeting may consider necessary.

APPENDIX

**FORM TO FOLLOW UP ON THE PROGRESS ON INDICATORS AND TARGETS FOR THE
CAR/SAM REGIONS BY GREPECAS**

Revision: July 2015

Indicators		CAR		SAM	
		Current Value	Goal December 2016	Current Value	Goal December 2016
1. PBN TERMINAL	% of runways with APV instrument approach with Baro VNAV, in accordance with Resolution A-37/11	84.8%	80%	65.88%	100%
2. PBN EN-ROUTE	% of ATS routes with PBN	N/A	N/A	58%	60%
	% of international aerodromes with PBN SIDs/STARs	N/A	N/A	64.29%	60%
3. CDO	% of international aerodromes/TMAs with CDO	N/A	N/A	4,52%	40%
4. CCO	% of international aerodromes/TMAs with CCO	N/A	N/A	4,52%	40%
5. Fuel / CO2 savings	Reduction of emissions based on IFSET	Not available	Annual reduction of 40,000 Tons of CO2	2014- 51,132 Tons of CO2	Annual reduction of 40,000 Tons of CO2
6. ATFM	% of Area Control Centres (ACCs) providing Air Traffic Flow Management (ATFM) service	60%	100% (by December 2018)	52%	100%
7. AIM	% of elements (AIS to AIM roadmap) required for AIS-to-AIM transition that have been implemented in Phase I	80%	100% Goal of the Phase 1 composed of 4 elements	84%	100%
8. AMHS interconnection	% of AMHS interconnections at regional level	N/A	N/A	20%	100%
9. Interconnection of automated systems (ATS inter-facility data communications – AIDC)	% of automated system interconnections	81.82% (NAM/CAR)	50% of ACCs with at least 1 interface (AIDC/OLDI)	12%	100%
10. Implementation of domestic IP networks	% of SAM States with IP communication networks implemented	N/A	N/A	40%	80%