



Agenda Item 4: Follow up to the implementation of safety and air navigation regional priorities:

b) Implementation priorities of air navigation improvements

c) PBIP new version

**CAR/SAM REGIONAL AIR NAVIGATION PLAN - VOLUME III
(DOCUMENT 8733 EANP)**

(Presented by IATA)

SUMMARY

This working paper aims to encourage SAM States and the SAM Regional Office, together with the CAR States and the NACC Regional Office, to prioritize the development of Volume III of the CAR/SAM Regional Air Navigation Plan, Doc. 8733 eANP, with a view to obtaining a harmonized and integrated document for both regions. Volume III eANP should use the Performance Based Approach (PBA), in order to provide more adequate information for the preparation of the National Air Navigation Plans of the SAM States, identifying common performance objectives, performance metrics and performance indicators.

REFERENCES

- SAMIG Meetings Report
- Doc. 8733 – eANP
- Doc. 9883 - Manual on Global Performance of the Air Navigation System

ICAO Strategic Objectives:

A - Safety

B - Capacity and Efficiency

C - Environmental Protection

1. Introduction

1.1 The SAMIG/20 Meeting took note that part of the documentation contained in the PBIP would be included in Volume III of the CAR/SAM Air Navigation Plan (Doc 8733 eANP), which would also include part of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) corresponding to the CAR Region. This activity was expected to be completed by 2019. In the meantime, the PBIP and the RPBANIP would be the reference documents for performance-based air navigation planning aligned with ASBU for the SAM and NAM/CAR Regions, respectively.

1.2 The SAMIG/20 Meeting deemed it important to hold a workshop on the Performance-based decision making method and the identification of indicators, to support the activities for completing Volume III of the eANP, and to develop or update the national performance-based plans. In this regard, it was noted that the SAM Office would conduct a workshop on the second semester of 2018 and would coordinate with the ICAO Mexico Regional Office to see the possibility of making it a CAR/SAM event.

2. Discussion

2.1 In accordance with Global Air Navigation Plan, *“the aviation system today is complex with performance determined by a diverse group of stakeholders including Air Navigation Service Providers (ANSPs), airspace users and airports. These stakeholders also see their ability to operate is significantly impacted by external events such as weather. In maintaining high levels of safety and efficiency, all stakeholders are required to make significant investments in new technology. To prioritize future investment and to improve system efficiency, adoption of a performance-based approach in the spirit of ICAO Document 9883 is required, in which a carefully chosen set of performance indicators is used that also allows for monitoring of current operations”*.

2.2 Also in accordance with GANP, *“a performance-based approach is results-oriented, helping decision makers set priorities and determine appropriate trade-offs that support optimum resource allocation while maintaining an acceptable level of safety performance and promoting transparency and accountability among stakeholders. In promoting a performance-based approach, ICAO recommends that States utilize a focussed set of Key Performance Indicators (KPIs) that provide the means of identifying shortfalls and prioritizing investments. Table 1 shows a potential set of KPIs in the key performance areas of efficiency, capacity and predictability (description of indicators is available from the GANP webpage). Final KPIs will be discussed and agreed by 2019 (as indicated in the timeline below). Implementation of KPIs will allow States to:*

- *Share performance issues and best practices at a global level;*
- *Develop business cases for ASBU Module implementation with investment based on KPIs;*
- *Determine timeliness and appropriateness (geographical and fleet-wise) of ASBU Module deployment according to a performance-driven approach;*
- *Manage readiness of ASBU Modules for deployment (driving the required speed of R&D, global standardization and development of ICAO provisions);*
- *Measure and document the performance benefits brought by the Modules implemented.*

2.3 Taking into consideration the importance of the Performance Based Approach (PBA) for the correct selection and implementation of the ASBU in the NAM/CAR/SAM Region, it is essential that the development of Volume III of the CAR/SAM ANP be started as soon as possible, based on existing ICAO Documentation (Doc. 9750, Doc. 9883). The aviation stakeholders (regulators, ANSPs, Airlines, Airports, etc) need a PBA guidance to plan and implement the appropriate ASBU elements and they cannot wait beyond 2019 to have this plan.

Note: In accordance to Doc. 9883, *Performance-based approach is a decision-making method based on three principles: strong focus on desired/required results; informed decision-making driven by those desired/required*

2.4 There is strong need of harmonization between NAM/CAR/SAM Regions through the development of the PBA CAR/SAM ANP Volume III. Presently, there are two non-harmonized performance-based plans, one for NAM/CAR and other for SAM. In this sense, it is crucial for all stakeholders in NAM/CAR/SAM that the PBA CAR/SAM ANP Volume III replace both Performance Based Implementation Plans (NAM/CAR Regional Performance-Based Air Navigation Implementation

Plan – RPBANIP - and Air Navigation System Performance-Based Air Navigation System Implementation Plan for the SAM Region - PBIP).

2.5 The PBA CAR/SAM ANP Volume III must follow all the steps provided in the GANP and Doc. 9883, in order to select the corrected ASBU elements, based on regional operational needs, defined through specific performance objectives and performance indicators.

2.6 The development of the PBA CAR/SAM ANP Volume III will require that the experts of all stakeholders be educated on the application of the Performance Based Decision-Making Method, including the application of performance objectives and performance indicators. In this sense, it is highly recommended that ICAO office and States hold workshops regarding the mentioned method.

2.7 The PBA CAR/SAM ANP Volume III will provide the adequate guidance to States for the development of the PBA National Air Navigation Plans, in accordance with the concrete needs of all stakeholders and founded in the appropriate key performance indicators.

3. **Suggested action**

3.1 The Meeting is invited to:

- a) Recommend the prioritization of the allocation of resources for the activities already initiated by the SAM Regional Office for the development of the CAR/SAM ANP Volume III, with the application of PBA and the Performance Based Decision Making Method, in close coordination with the CAR States and the NACC Regional Office;
- b) recommend that the CAR/SAM ANP Volume III replace the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and the Air Navigation System Performance-Based Air Navigation System Implementation Plan for the SAM Region (PBIP); and
- c) recommend that the SAM Regional Office and the SAM States hold workshops on Performance Based Approach (PBA) and the Performance Based Decision Making Method, in close coordination with the CAR States and the NACC Regional Office, for the development of Volume III of the ANP CAR / SAM, as well as the National Plans of Air Navigation, based on the PBA.