



OACI | UNIENDO A LA AVIACIÓN

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# e-ANP CAR/SAM Vol. III Template (Draft)

WORKSHOP ON THE APPLICATION AND DEVELOPMENT OF THE VOL. III  
OF THE CAR / SAM E-ANP INCLUDING KPI FORMULATION FOR THE SAM  
REGION

Virtual Meeting, September, 15 – 17, 2020



# Introduction

- In 2014, the ICAO Council restructured the Regional Air Navigation Plans into three volumes



## Introduction – e-ANP Vol. I

It contains **stable elements** of the plan whose amendment requires approval by the Council such as the assignment of responsibilities to the States for the provision of services of:

- aerodromes
- air navigation facilities and services
- additional requirements specific to the region and not covered by SARPs.



<http://www.directorioconstruccion.cl>





## Introduction – e-ANP Vol. II

Volume II should contain **the dynamic elements of the plan**, the amendment of which does not require the approval of the Council (approval is by regional agreement of the relevant PIRGs), referring to:

- the assignment of responsibilities;
- mandatory requirements subject to a regional agreement; and
- additional requirements specific to the region and not covered by SARPs



## Introduction

- e-ANP Vol. III
- Contains Regional e-ANP dynamic / flexible elements
- Application of a Performance-based Approach;
- Consider the benefits of the air navigation system in accordance with the Global Air Navigation Plan (GANP).



## Introduction

- Identifies relevant and timely operational enhancements to a given region's air navigation system, including some within the Aviation System Block Upgrade (ASBU) framework. Also consider non-ASBU improvements



## Introduction

The information contained in Vol. III is related to:

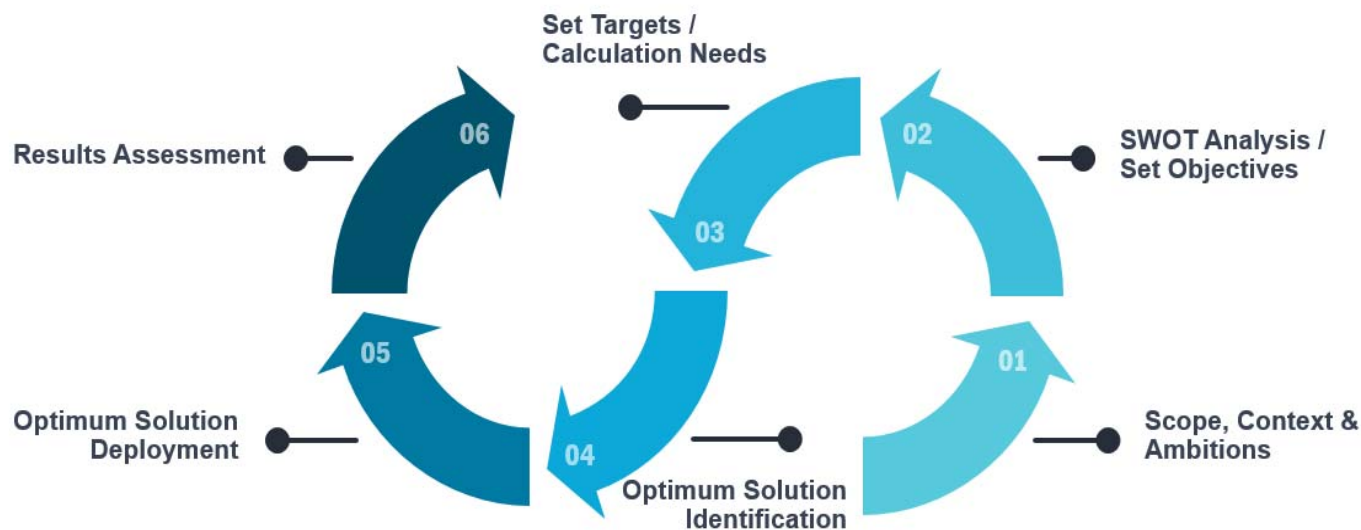
**Planning:** Objectives, priorities, target, at the regional level;

**Monitoring and reporting:** monitoring of performance and implementation of agreed objectives;

**Guidance:** provide regional guidance material for the implementation of specific systems / procedures in a harmonized manner.



# AN/Conf-13 Recommendation





# AN/Conf-13 Recomendation

- Recommendation 4.3 / 1 - Air navigation system performance improvement:
- Literal d): Encourages Planning and Implementation Regional Groups (PIRGs) to adopt a performance-based approach to implementation and adopt the six-step performance management process, as described in the Manual on Global Air Navigation Performance for the construction of Vol. III of the e-ANP



## Vol. III – Six - Step Methods

### Step 1 and 2 Objectives

- Define Context, Scopes and your Ambitions;
- Know your system, its strengths, weaknesses, opportunities and threats. An important element for this point is the Framework of Reference of the BBBs
- Your system current performance in order to define objectives;



## Step 1

- Scope:
- Context:
- Ambitions



## Step 2

- SWOT Analysis regarding our ambitions and challenges
- Performance strategic Objectives:



## Step 2



## Vol. III – Six -Step Methods

### Step 3 Objectives

- Based on the Objectives defined in Step 2, establish targets, implementation needs, etc.
- In the GANP performance framework, a list of KPIs, linked to the relevant objectives in the performance objectives catalog, is provided to establish goals through the quantification of objectives.



# Step 3




# Step 3

		1	2	3				



## Vol. III – Six-Step Methods

### Step 4 Objectives

- Once potential solutions have been identified, impact analyzes (CBA, Safety, ENV, Human Factors) must be carried out to identify the optimal solution
- A list of possible solutions to consider as part of step 4 is the ASBU framework with its functional description of operational improvements and their associated performance benefits, although it is not restricted to this framework alone.



## Step 4

- List of possible solutions to consider as part of step 4 is reflected in the following Table. They must be related to a FIR, Aerodrome or TMA

Colombia	FIR Bogotá	FRTO B0/1 – DCT	2019	2022	



## Vol. III – Six - Step Method

### Step 5 and 6 Objectives

- Step 5 manages a coordinated deployment of the solution agreed upon by all stakeholders based on the previous steps. Regional plans for solution deployment may need to be developed based on assistive technology requirements;
- Finally, step 6 consists of monitoring and reporting the performance of the system after the full implementation of the solution.



## Step 5

- Coordinated deployment of optimal solutions




## Step 6

- Evaluation of the progress of the implementation of the optimal solutions defined in Step 5 and its impact on the system performance improvements




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Question?





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**GRACIAS**