

**INDUSTRY FEEDBACK AND INTERNATIONAL ASSOCIATIONS FOR VOL. III  
OF THE CAR/SAM REGIONAL AIR NAVIGATION PLAN WORKSHOP/MEETING**  
On-line, 22 March 2022



ICAO



**Agenda item 4. Analysis of industry  
expectations for air navigation in  
CAR/SAM Regions**



## Agenda Item 4: Analysis of industry expectations for air navigation in CAR/SAM Regions

This agenda item will cover the following topics:

- 1) Launch the participation of the Industry and the procedures to formulate its contributions in order to facilitate the subsequent analysis of its proposals.
- 2) Definition of the regional concerns of the industries related to the provision of air navigation services and the analysis of the proposed solutions, considering the Six Step Methodology.
- 3) Identification of deficiencies by the industry.
- 4) Measurement mechanisms recommended to establish the respective KPIs.
- 5) Identification of mechanisms to establish joint work in the area of air navigation with the Secretariat and the States in order to avoid duplication of efforts.



## ROLES AND RESPONSIBILITIES

All stakeholders, whether traditional or emerging, aim to move passengers and goods from place to place without delay, at minimum cost and in a safe, secure and environmentally sustainable way.

For this to be successful, it is imperative that such stakeholders take accountability of their roles and responsibilities within the respective GANP levels.

GANP stakeholders include all members of the aviation community.





## **GANP Stakeholders**

- **States**
- **ICAO and other aviation standards making organizations**
- **The Planning and Implementation Regional Groups (PIRGs)**
- **The aerodrome community**
- **Air navigation service providers and information service providers**
- **Airspace users**
- **State aviation**
- **Manufacturing industry**
- **Research and development organizations**
- **International organizations including professional staff organizations**



## **TURNING CHALLENGES INTO OPPORTUNITIES: TRANSFORMATION**

- Unlike other modes of transportation, air transport has historically been self-sustaining in terms of infrastructure costs and has not been financed through taxation, public investment or subsidies.
- Infrastructure costs are covered by user charges, most of which are added to airfares.
- In 2016, it was estimated that airlines and passengers paid USD 125.9 billion to airports and ANSPs.



## **TURNING CHALLENGES INTO OPPORTUNITIES: TRANSFORMATION (2)**

- Due to the critical factor of aviation safety, the pace and uptake of innovation can be slow. However, the aviation industry is beginning to look at other industries where emerging technologies may be applied to aviation.
- These tried and tested technologies have the potential to reduce innovation life cycles and accelerate change in aviation, while ensuring that the net cost per passenger remains steady or is reduced.



### **TURNING CHALLENGES INTO OPPORTUNITIES: TRANSFORMATION (3)**

- It is also possible to speed up change by including early stage research, industrial research and development, and implementation experiences within the innovation life cycle.
- This minimizes deployment risks at an early stage by making good use of and sharing validated results from research and development activities taking place worldwide.
- This requires the performance validation and close collaboration of the aviation industry so that potential risks and threats can be understood and managed at an early stage.



1) Launch the participation of the Industry and the procedures to formulate its contributions in order to facilitate the subsequent analysis of its proposals.

- Achieve a collaborative framework to elaborate and implement Volume III of ANP CAR/SAM



Manual on Global Performance  
of the Air Navigation System (Doc 9883)

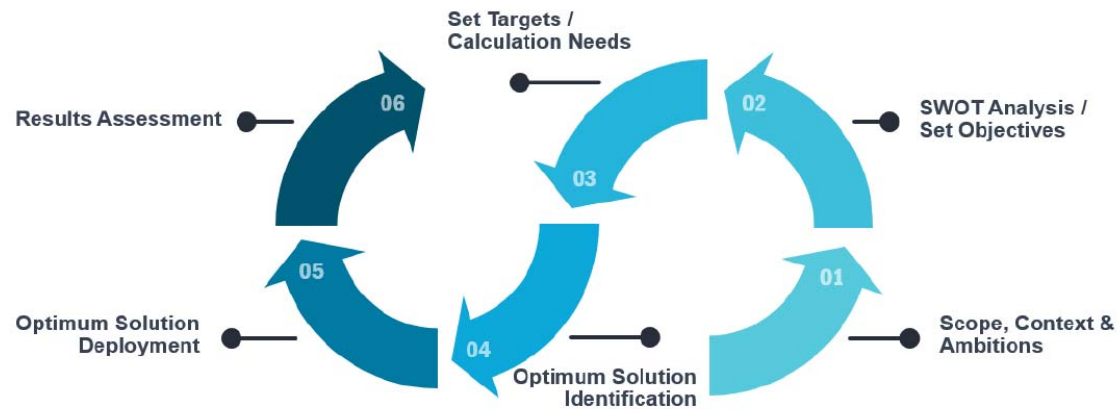


Figure 1 Six-step performance management process





2) Definition of the regional concerns of the industries related to the provision of air navigation services and the analysis of the proposed solutions, considering the Six Step Methodology.

3) Identification of deficiencies by the industry.

- Priorities Aviation and connectivity recovery
- Ambitions related to 11 KPA's
  - Efficiency – Capacity – Predictability
  - Interoperability
  - Safety
  - Cyber- Security
  - Environment
- ANS improvement and expectations
- Focus on 3 ASBU threads
  - Information
  - CNS Technology and services
  - Operational



4) Measurement mechanisms recommended to establish the respective KPIs.

- 19 KPIs >>> Capacity, Efficiency, Predictability
- Baseline 2019? 2020? 2021?
- Indicators Data sources & originators.  
Automation
- Cooperation: Industry, airports, ANSPs, states



5) Identification of mechanisms to establish joint work in the area of air navigation with the Secretariat and the States in order to avoid duplication of efforts.

- CAR/ SAM Region forums and Groups
- Contributions; Why, How and When?
- Collaboration on Vol. III deployment



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THANK YOU