



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Sixth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/6) - ATM Committee**

Boca Chica, Dominican Republic, 30 June-4 July 2008

ATM/COMM/6 - WP/08

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**Agenda Item 4: Issues Related to the Organization of Future Work of GREPECAS ATM Matters**

**4.2 Review the Future Work Plan of the ATM Committee**

**ANALYSIS OF ICAO AND GREPECAS GUIDANCE ON GLOBAL, INTER AND INTRA-REGIONAL AIR NAVIGATION ACTIVITIES**

(Presented by the Secretariat)

**SUMMARY**

Considering GREPECAS guidelines and the need to review the terms of reference, the format and work methods of Working Groups, this working paper presents the follow-up actions in order to harmonise the tasks of this Committee.

**References:**

- Report of the Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14), San Jose, Costa Rica, 16 – 20 April 2007.

**1. Introduction**

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**1. Background**

1.1 GREPECAS studied the former and present work concerning the development of a worldwide ATM system; the Global Plan Initiatives (GPI); the planning and implementation approach based on performance and the integration and transition process at a regional level. It was recognized that the planning process will be facilitated by the use of planning tools, an air navigation planning electronic database, project management techniques and software and new report presentation methodologies.

1.2 The objective of these initiatives is to harmonise work programmes, improve report presentation processes and help ensuring the interoperability and transparency among the Regions, as well as to ensure the development and measurement of performance objectives.

## **2. Analysis**

2.1 In practical terms, the Action Plan represents a more effective planning of resources based on each Strategic Objective, and it means that the efforts of States and the Secretariat will focus more on resolving the main challenges through results-based planning and budget.

## **3. Performance Measurement**

3.1 Performance orientation is required when designing, planning, implementing and operate a global air navigation system. In a follow-up action plan, while guarded against costly processes of data collection and analysis, performance measurement should focus on proactive results on the air navigation improvements and environmental benefits that result from work programmes.

3.2 All stakeholders should participate in order to ensure specific results in relation to the information disclosure on economic and management performance. Implementations should include performance measurement in one of the following areas of safety, quality of service (such as capacity, delay and flight efficiency), productivity and cost-effectiveness.

3.3 Based on reliable information, simple and relevant indicators should be used to measure performance implementation. An example is RVSM implementation, which reduced fuel burn with economic benefits, but also resulted in the reduction of CO<sub>2</sub> emissions on a regional and global basis.

## **4. Suggested Action**

4.1 The Meeting is invited to:

- a) note the information presented in this working paper;
- b) incorporate performance measures to the ANS national implementation plans;  
and
- c) take other actions deemed relevant.