



INTERNATIONAL CIVIL AVIATION ORGANIZATION

SOUTH AMERICAN OFFICE

ICAO SPECIAL IMPLEMENTATION PROJECT (SIP)

**WORKSHOP ON THE DEVELOPMENT OF
NATIONAL PERFORMANCE FRAMEWORK TO ACHIEVE A GLOBAL ATM SYSTEM**

(LIMA, 13-17 April 2009)

APPROACH TO HANDS-ON EXERCISE

1. Characteristics of the industry

Enumerate the current and projected growth of Air Traffic in your state and also identify, if any, the efficiency challenges in your State.

2. The air navigation service provider

Describe briefly the organization providing the air navigation services in your State including its institutional format, capital structure, principal shareholders and the management.

3. Major stakeholders/partners

Identify the major stakeholders/partners such as the air navigation service providers, the airspace users (the commercial airlines using the airspace, business aviation, general aviation, military, etc.) and the potential funding sources.

4. Problem definition

The current conventional air navigation systems might have several limitations, which would depend on the State or the region concerned. List such limitations in your State.

6. Performance based National Air Navigation Plan

Define the geographical scope of the National Air Navigation Plan and determine the major traffic flows. Explain briefly the vision of your State for achieving a seamless Global ATM system. Specifically, establish national performance objectives for the air navigation infrastructure, list current air navigation systems and through gap analysis define near and medium term operational improvements.

7. Performance framework forms (PFFs)

Using the standard approach, develop PFFs for different national performance objectives by determining relevant projects/tasks and ensuring the linkage to Key Performance Areas (KPA)s and Global Plan initiatives (GPIs).

8. Risk Management

What are the risks identified for this National Air Navigation Plan and if any, briefly describe the risk mitigation plans/techniques.

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APPENDIX A

PERFORMANCE FRAMEWORK FORM (a sample)

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES OPTIMIZE THE ATS ROUTE STRUCTURE IN EN-ROUTE AIRSPACE				
Benefits				
Environment Efficiency	<ul style="list-style-type: none"> • reductions in fuel consumption; • ability of aircraft to conduct flight more closely to preferred trajectories; • increase in airspace capacity; • facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency. 			
<i>Strategy</i> Short term (2010) <i>Medium term (2011 - 20015)</i>				
ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AOM	<i>En-route airspace</i> <ul style="list-style-type: none"> • analyze the en-route ATS route structure and implement all identifiable improvements; • implement all remaining regional requirements (e.g. RNP 10 routes); and • finalize implementation of WGS-84 • monitor implementation progress • develop a strategy and work programme to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization; • monitor implementation progress 	2005-2008		
linkage to GPIs	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.			