



WORKING PAPER

Meeting of the Chairpersons on the Regional Priorities and Targets

(Hong Kong, China, 16-17 January 2014)

Agenda Item 2: Recent activities/developments relevant to the discussion of the priorities and targets

REPORT ON HQ-RO COORDINATION MEETINGS (04-15 Nov. 2013)

(Presented by the Secretariat)

SUMMARY

This paper reports on the recent developments in the ICAO HQ-Regional Offices coordination meetings on performance dashboards and implementation and monitoring processes, 04-15 Nov. 2013.

1. INTRODUCTION

1.1 Coordination meetings and training sessions on performance dashboards and implementation and monitoring processes in the ICAO Regions were held at ICAO HQ, Montreal, from 04 to 15 November 2013. All the inputs from the regional offices were presented and discussed.

1.2 The main results are the identification of a group of core global indicators, and the go given to the pilot project of regional picture and online submission form for monitoring the implementation of the Seamless ATM items in the APAC region.

2. DISCUSSION

A group of core global indicators, and future region-specific indicators

2.1 After a training session and discussions on the dashboards, a subsequent meeting in ANB incorporated the indicators in the dashboards, reviewed and refined by ANB focal points. The indicators were then presented to the eANP working group, in charge of building the new eANP.

2.2 The result of this iterative consultation process is a stabilizing group of core global indicators to be included in the first version of the regional dashboards, available on the web in March 2014, and a group of possible future region-specific indicators. The 2014 Dashboards will be an early iteration and therefore will not embark the region-specific indicators as subsequent years. It was agreed that five of the seven indicators suggested by APAC, and shared by some other regions, should form the core that will be used for 2014. The three that were not globally agreed by other regions were ASUR (surveillance), TBO (ADS-C and CPDLC), and FRTO-FUA so these will progress as regional 'customizations' in 2015. ATFM is still in discussion. PBN Terminal was renamed to PBN approach.

2.3 The group of core global indicators is as follows:

Group of core global Indicators/Metrics

1. **PBN Approach**
% of runways at international aerodromes (as defined in DOC7910/AIP) with APV
2. **ATFM (still in discussion)**
% of FIRs within which all ACCs utilise ATFM measures.
3. **AIM**
Status of implementation of selective steps
4. **Ground-Ground Digital Coordination/Transfer**
% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with neighboring ACCs
5. **Environmental Benefit**
% fuel burn reduction

2.4 The indicator number 5, **Environmental Benefit**, will use the tool IFSET and will measure the sum of the other improvements.

2.5 The possible future region-specific indicators to be selected by each RO are:

Possible future region-specific indicators

1. CCO
2. CDO
3. PBN En-route
4. ASUR
5. FUA
6. TBO
7. SURF

ANRFs

2.6 The ANRFs of some Regional Offices were presented, and it was recognized that while they were a suitable tool for the planning phase (consisting in planning objectives, targets, and identifying the implementation challenges, indicators and metrics), more efficient and dynamic tools could be used for the monitoring.

Two levels of monitoring

2.7 The added value of having two levels of monitoring to steer the air navigation improvements was shared and acknowledged in the discussions:

- monitoring of the regional performance gains, through the **regional dashboard**, allowing global correlation of status and expectations and “customer oriented”
- monitoring of regional implementation progress through a **regional picture**, one level below, allowing corrective actions by APANPIRG on implementation : “process oriented”. The monitoring would be done for the 42 seamless items.

2.8 As a result it was decided that the first regional picture would be in the APAC region, based on the tool GIS, already used by ICAO. The regional picture would reflect the status of the implementation for each seamless item.

Data collection and source of data

2.9 The indicators PBN Approach and Environmental Benefit will be assessed using external source of data. No regional data collection will thus be needed.

2.10 The indicators ATFM, AIM and Ground-Ground Digital Coordination/Transfer will need regional data collection, which will be carried out through the online form in the APAC region if time allows.

2.11 The status of implementation of the other seamless item will be collected through the online form. The online form will be as simple as possible. The first submission may take some more time, but the subsequent updates by the States should be done online in some minutes, in order to encourage frequent updates. Each State will have to designate a focal point in charge of updating the online form.

2.12 In order to avoid any duplicated work for States/Administrations or ICAO, a cross-check is being performed between available data in ICAO's Datamart and the data needed for the progress monitoring. Available data will not be collected through the online form.

Steering the implementation

2.13 It was shared during the meetings that some regions had already developed a project-driven approach with a feedback up to the PIRG, e.g. through a Project Committee.

2.14 Benefiting from the planning work already undertaken by the Chairpersons' subgroup under APANPIRG 24/32 conclusion, and the number of projects being executed at the moment, a more streamlined process in the APAC region could progressively be dedicated to the implementation with the effect of speeding up the decision loop. Issues, challenges or risks could be managed in this process. The monitoring tools (regional picture and performance dashboard) could help to take corrective actions and adapt the plans.

Adopting the priorities and targets

2.15 It was recognized during the discussions that regional processes were ongoing to establish the regional priorities and targets. Once endorsed at the regional level, the regional priorities and targets would be incorporated into the regional dashboards. In the APAC region, the target date is September 2014 following APANPIRG/25.

3. ACTION BY THE MEETING

3.1 The meeting is invited to consider the results of the ICAO HQ-Regional Offices coordination meetings on performance dashboards and implementation and monitoring processes for the following agenda items:

- Agenda Item 3: Priorities and Indicators
- Agenda Item 4: ANRF, Data collection and Targets
- Agenda Item 5: Future work.