



International Civil Aviation Organization

The Third Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/3)

Singapore, 10 – 14 March 2014

Agenda Item 6: Any Other Business

AIR NAVIGATION REPORT FORM

(Presented by the Secretariat)

SUMMARY

This paper presents the Air Navigation Report Form for each of the ATFM-related Aviation System Block Upgrade (ASBU) modules

1. INTRODUCTION

1.1 The meeting of the Chairpersons of APANPIRG Sub-Groups held in Hong Kong, China, 16 to 17 January 2014, agreed to the highest priority regional targets for ASBU implementation and the implementation priorities for ASBU and Seamless ATM Plan elements. The meeting also reviewed the Air Navigation Report Form.

2. DISCUSSION

2.1 The Air Navigation Report Forms (ANRFs) have replaced the earlier Performance Framework Forms (PFF). The ANRF were intended to be a means of setting milestones and targets, and monitoring progress with metrics for each of the key Seamless ATM elements (at first, the seven priority elements). The ANRF also identified the implementation challenges, and more efficient tools which could be used for monitoring. The ANRF would be presented to APANPIRG and its Sub-Groups as appropriate to update – and were expected to be where the agreed metrics and targets would ultimately be maintained. It should be noted that States were not expected to complete ANRF.

2.2 The ANRF relating to ASBU Module B0-NOPS (Improved Flow Performance Based on Planning with a Network-wide View) as reviewed by the APANPIRG Sub-Groups Chairpersons' meeting is appended at **Attachment A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and
- c) direct any questions or comments to the ICAO Asia/Pacific Regional Office

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1. AIR NAVIGATION REPORT FORM (ANRF)

APAC Regional Planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – Module B0-NOPS: Improved Flow Performance through Planning based on a Network-Wide view					
Performance Improvement Area 3: Optimum Capacity and Flexible Flights – Through Global Collaborative ATM					
3. ASBU B0-NOPS: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y

4. ASBU B0-NOPS: Planning Targets and Implementation Progress	
5. Elements	6. Targets and implementation progress (Ground and Air)
Item 80: Air Traffic Flow Management/Collaborative Decision-Making (ATFM/CDM)	November 2015: (Seamless ATM Plan Phase I) All high density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes should implement ATFM incorporating CDM using operational ATFM platform/s. November 2018 (Seamless ATM Plan Phase II): All FIRs supporting Major Traffic Flows should implement ATFM incorporating CDM to enhance capacity, using bi-lateral and multi-lateral agreements

7. ASBU B0-NOPS: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals



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Item 80: Air Traffic Flow Management/Collaborative Decision-Making (ATFM/CDM)	Procurement and commissioning of interoperable systems supporting collaborative ATFM	NIL	Development and implementation of necessary ATC, airspace user and airport operator knowledge, skills, and procedures Defined in Regional Collaborative ATFM Framework, including procedures to include relevant non-networked FIRs or ATSUs in ATFM processes	NIL
	Interoperability of intra-and inter-regional sub-Regional ATFM network communications	NIL	Interoperability of inter-Regional procedures and processes.	NIL

8. ASBU B0-NOPS: Performance Monitoring and Measurement	
8A. ASBU B0-NOPS: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
Item 80: Air Traffic Flow Management/Collaborative Decision-Making (ATFM/CDM)	November 2015: (Seamless ATM Plan Phase I). Percentage of high density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes having ATFM incorporating CDM using operational ATFM platform/s. Supporting metric: Number of high density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes having ATFM incorporating CDM using operational ATFM platform/s.
	November 2018 (Seamless ATM Plan Phase II): Percentage of FIRs supporting Major Traffic Flows that have implemented ATFM incorporating CDM Supporting metric: Number of FIRs supporting Major Traffic Flows that have implemented ATFM incorporating CDM



ASBU B0-NOPS: Performance Monitoring and Measurement	
8 B. ASBU B0-NOPS: Performance Monitoring	
Key Performance Areas	Metrics (if not indicate qualitative Benefits)
Access & Equity	Benefits: Priorities for access determined by optimal network operations outcomes.
Capacity	Benefits: Improved airspace and airport capacity through the continuous, dynamic management of demand and the reduction of late notice ATFM measures such as holding, vectoring and ground stop.
Efficiency	Benefits: Reduced fuel burn due to better, more dynamic capacity and demand measurement, and capacity/demand balancing by collaborative planning and execution of ATFM measures
Environment	Benefits: Reduced fuel burn as delays are absorbed either on the ground, ideally with engines shut-down, or at optimum flight levels through early application of airborne ATFM measures.
Safety	Benefits: Reduced risk and incidence of ATC sector overload, and better planned more stable aircraft trajectories through all phases of flight.