2012 Performance Framework AFI

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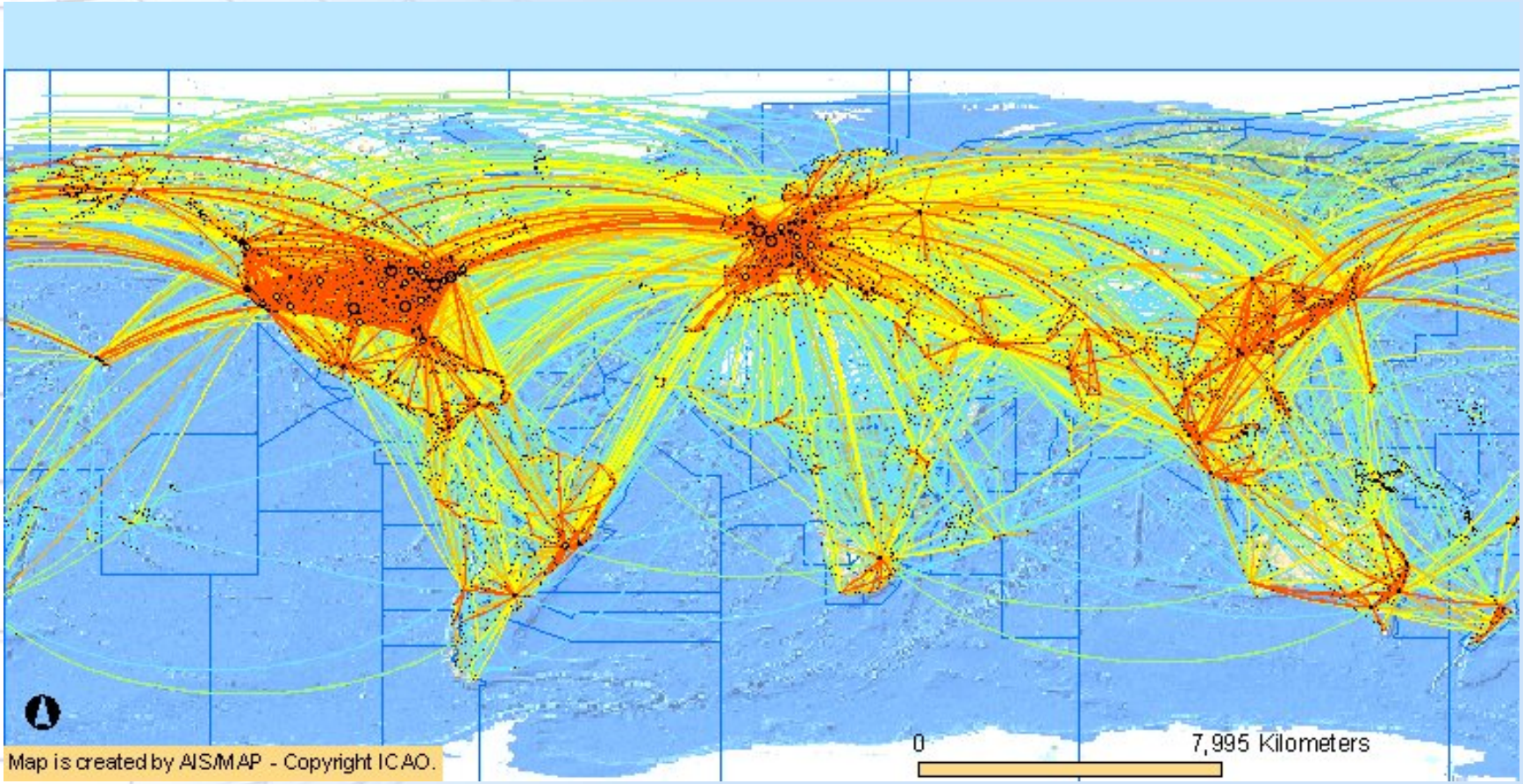
Seboseso Machobane
Regional Officer ATM, ESAF

Discussion Intro

- Objectives, Metrics & Outcomes
- ICAO Process Framework
- Summary

Global ATM
Physical connectedness



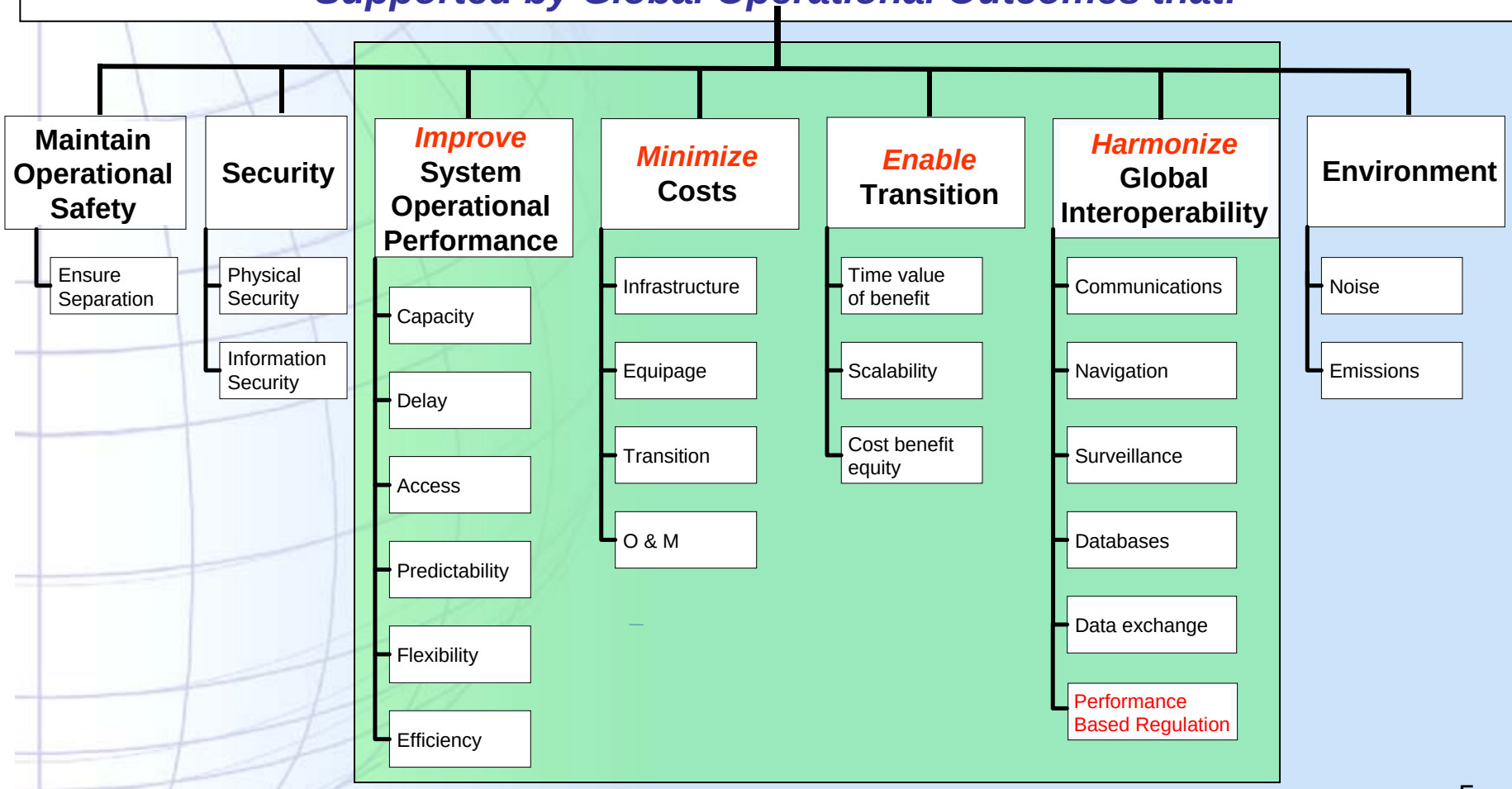
What is global ATM?
Integration and a common vision

Information rich environment

Global Performance Objective:

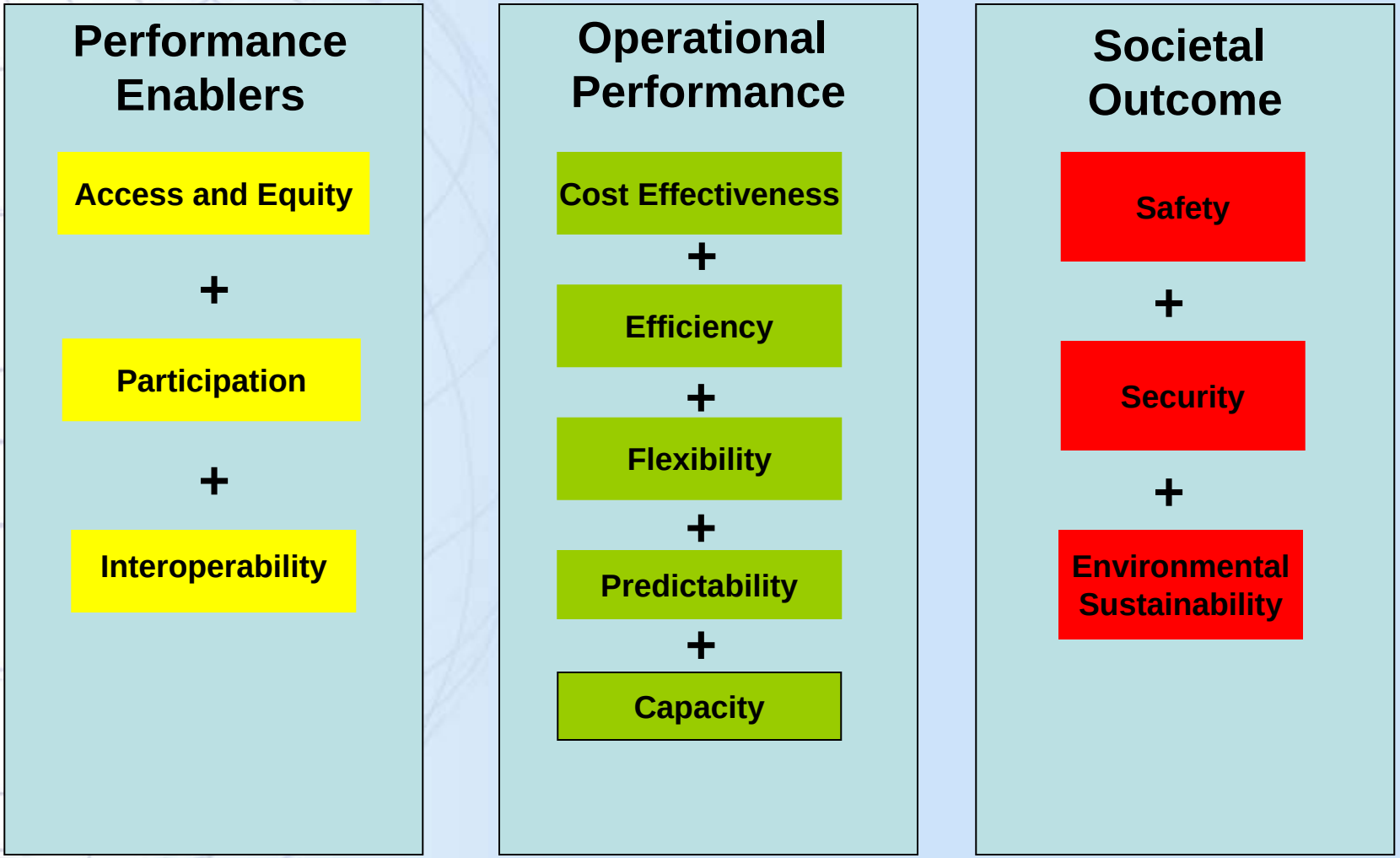
Implementation of a seamless, global system that will enable aircraft operators to meet their planned times of departure and arrival and adhere to their preferred flight profiles with minimum constraints and without compromising agreed levels of safety.

Supported by Global Operational Outcomes that:



Performance Metric Elements

Key Performance Area Groups



Operational Outcomes

- **Global Operational Outcomes:**

  Global Operational Outcomes are improvements to the Air Navigation System that are on the critical path towards the Global Operational Concept and result in a direct performance enhancement, and through which differences that are obstacles to global interoperability are resolved. Global Operational Outcomes are designed to measure the effectiveness of the transition strategy and may be used to verify consistent and harmonized progress/commitment by all stakeholders.

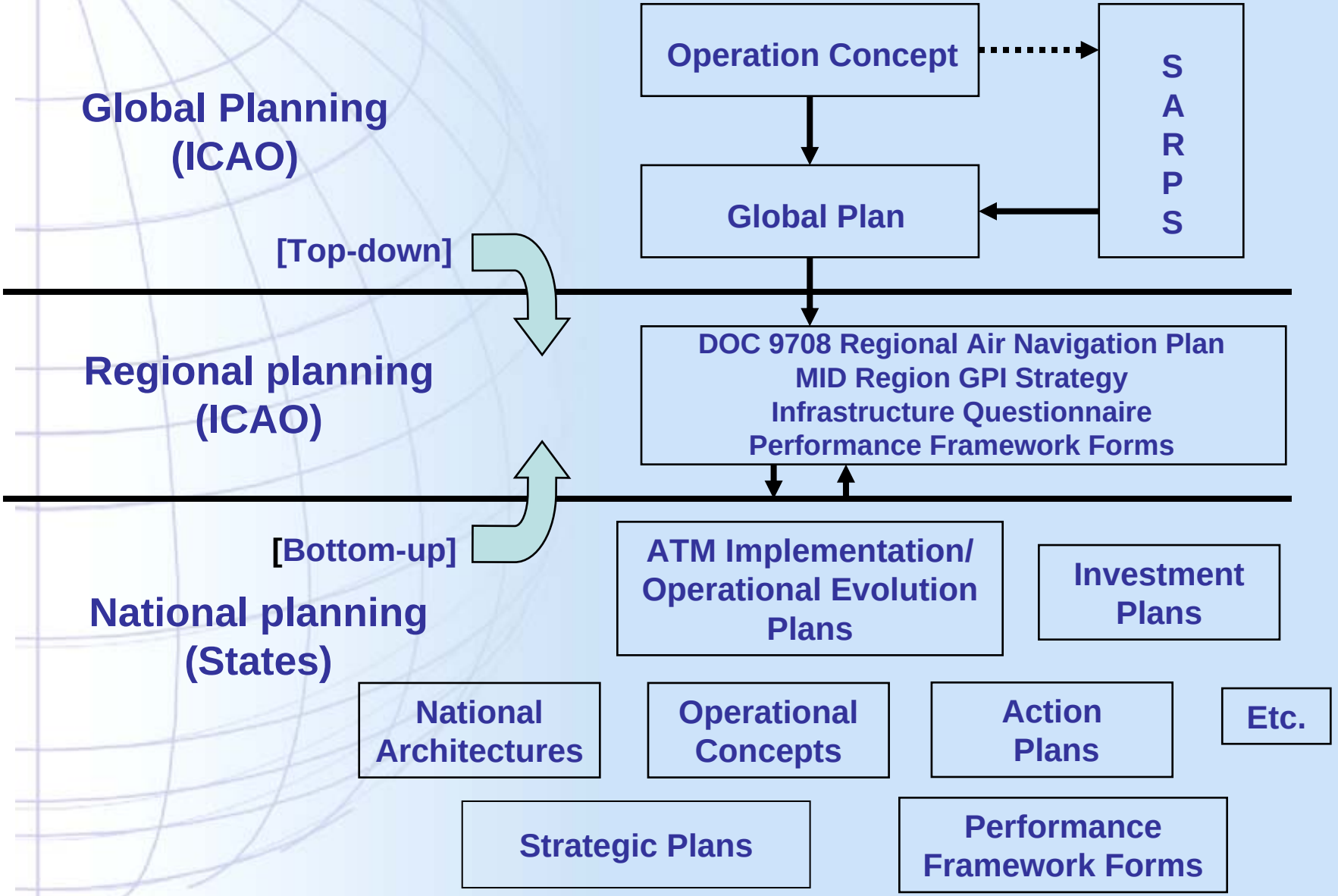
- **Regional Operational Outcomes** :

  Regional Operational Outcomes are improvements to the Air Navigation System that are required to evolve the air navigation system in support of the Global Operational Outcomes, and in keeping with operating environments and priorities specific to a regional level. The regional level is defined by a division of the world into homogeneous regions with similar characteristics, a common interest in terms of performance and transition planning, and that is under by a common planning and implementation group.

A Few Simple Questions

- What operational capability cannot be accomplished with today's infrastructure?
  - Is the limitation in the aircraft?
  - Is the limitation lack of services?
  - Is the limitation regulatory?

Performance Planning Framework



APIRG PERFORMANCE OBJECTIVES

- ***Conclusion 17/41: ATM Performance Framework***
- ***That, the AFI performance framework forms formulated by the Special AFI/08 RAN Meeting regarding performance objectives in the fields of ATM and SAR are updated as at Appendix 3.4A to this report***
- ***Appendix 3.4A (1) Implementation of the new ICAO Flight Plan Provisions***
- ***Appendix 3.4A (2 Optimization of the ATS route Structure in en-route airspace***
- ***Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace***
- ***Appendix 3.4A (4) Optimization of vertically guided RNP approaches***
- ***Appendix 3.4A (5) Search and Rescue***

Performance Framework Form

- Performance objective:
- Regional performance objective:
- National performance objective:
- Benefits:
- Strategy:
- ATM operational concept components;
- Tasks:
- Timeframe:
- Responsibility:
- Status:
- Linkage to global plan initiatives (GPIs):

REGIONAL PERFORMANCE OBJECTIVES /NATIONAL PERFORMANCE OBJECTIVES — OPTIMIZE THE ATS ROUTE STRUCTURE IN EN-ROUTE AIRSPACE				
Benefits				
Environment: Efficiency	•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.			
Strategy **Short term (2010)** ***Medium term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***En-route airspace*** • 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.			