1. AIR NAVIGATION REPORT FORM (ANRF)

COCESNA Planning for ASBU Modules

2. COCESNA PERFORMANCE OBJECTIVE – ASBU B0-10/FRTO: Improved Operations through Enhanced En-Route Trajectories Performance Improvement Area3: Optimum Capacity and Flexible Flights – Through Global Collaborative ATM					
3. ASBU B0-10/FRTO: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	**Capacity**	**Efficiency**	**Environment**	**Safety**
Applicable	Y	Y	Y	Y	N

4. ASBU B0-10/FRTO: Planning Targets and Implementation Progress	
5. Elements	**6. Targets and implementation progress (Ground and Air)**
1. Airspace planning	Dec. 2016
2. Flexible Use of airspace	Dec. 2016
3. Flexible Routing	Dec. 2018

7. ASBU B0-10/FRTO: Implementation Challenges				
Elements	**Implementation Area**			
	Ground system Implementation	**Avionics Implementation**	**Procedures Availability**	**Operational Approvals**
1. Airspace planning	Lack of organize and manage airspace prior to the time of flight Lack of AIDC		Lack of procedures	
2. Flexible Use of airspace	NIL		Lack of implementation FUA Guidance	
3. Flexible Routing	ADS-C/CPDLC	Lack of FANS 1/A Lack of ACARS	Lack of LOAs and procedures	Poor percentage of fleet approvals

8. ASBU B0-10/FRTO: Performance Monitoring and Measurement 8A. ASBU B0-10/FRTO: Implementation Monitoring	
Elements	**Performance Indicators/Supporting Metrics**
1. Airspace planning	Not assigned Indicator and metrics.
2. Flexible Use of airspace	Indicator: % of time segregated airspaces are available for civil operations in the State Supporting Metric: Reduction of delays in time of civil flights.
3. Flexible Routing	Indicator: % of PBN routes implemented Supporting Metric: KG of Fuel savings Supporting Metric: Tons of CO2 reduction

8. ASBU B0-10/FRTO: Performance Monitoring and Measurement 8 B. ASBU B0-10/FRTO: Performance Monitoring	
Key Performance Areas	**Metrics (if not indicate qualitative Benefits)**
Access & Equity	Better access to airspace by a reduction of the permanently segregated volumes of airspace.
Capacity	Flexible routing reduces potential congestion on trunk routes and at busy crossing points. The flexible use of airspace gives greater possibilities to separate flights horizontally. PBN helps to reduce route spacing and aircraft separations.
Efficiency	The module will reduce flight length and related fuel burn and emissions. The module will reduce the number of flight diversions and cancellations. It will also better allow avoiding noise sensitive areas.
Environment	Fuel burn and emissions will be reduced
Safety	NA

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