1. AIR NAVIGATION REPORT FORM (ANRF)
COCESNA Planning for ASBU Modules

2 COCESNA PERFORMANCE OBJECTIVE – ASBU B0-35/NOPS: Improved Flow Performance through Planning based on a Network-Wide view Performance Improvement Area3: Optimum Capacity and Flexible Flights – Through Global Collaborative ATM					
3. ASBU B0-35/NOPS: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	**Capacity**	**Efficiency**	**Environment**	**Safety**
Applicable	Y	Y	Y	Y	Y

4. ASBU B0-35/NOPS: Planning Targets and Implementation Progress	
5. Elements	**6. Targets and implementation progress (Ground and Air)**
1. Air Traffic Flow Management	Dec. 2018

7. ASBU B0-35/NOPS: Implementation Challenges				
Elements	**Implementation Area**			
	Ground System Implementation	**Avionics Implementation**	**Procedures Availability**	**Operational Approvals**
1. Air Traffic Flow Management	Lack of system software for ATFM Lack of ATFM units implemented	NIL	Lack of Declared Airport and Sector Capacity Lack of ATFM and CDM procedures Lack of training	NIL

8. ASBU B0-35/NOPS: Performance Monitoring and Measurement 8A. ASBU B0-35/NOPS: Implementation Monitoring	
Elements	**Performance Indicators/Supporting Metrics**
1. Air Traffic Flow Management	Indicator: % of implemented FMUs Support Metric: Number of States with ATFM units implemented.

8. ASBU B0-35/NOPS: Performance Monitoring and Measurement 8 B. ASBU B0-35/NOPS: Performance Monitoring	
Key Performance Areas	**Metrics (if not indicate qualitative Benefits)**
Access & Equity	Improved Access and equity in the use of airspace or aerodrome by avoiding disruption of air traffic. ATFM processes take care of equitable distribution of delays
Capacity	Improve the airports and sector capacities. Better utilization of available capacity, ability to anticipate difficult situations and mitigate them in advance.
Efficiency	Reduced fuel burn due to better anticipation of flow issues; Reduced block times and times with engines on
Environment	Reduced fuel burn as delays are absorbed on the ground, with shut engines; or at optimum flight levels through speed or route management. Less CO2 gas emissions due to less delays on ground and en route.

8. ASBU B0-35/NOPS: Performance Monitoring and Measurement 8 B. ASBU B0-35/NOPS: Performance Monitoring	
Key Performance Areas	**Metrics (if not indicate qualitative Benefits)**
Safety	Reduced occurrences of undesired sector overloads

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