JAMAICA

1. AIR NAVIGATION REPORT FORM (ANRF)
ASBU B0-DAIM

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-030: DAIM

Service Improvement through Digital Aeronautical Information Management

Performance Improvement Area 2:
Global interoperability and Data

3. ASBU B0-DATM: Impact on Main Key Performance Areas (KPA)

	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	N	Y	Y

4. ASBU B0-DATM: Planning Targets and Implementation Progress

5. Elements	6. Targets and implementation progress (Ground and Air)
WGS-84	Implemented
QMS FOR AIM	Implementation certification 2016
eTOD implementation	Projected implementation 2016
AIXM	Specification defined and Procurement process started. Acquisition of AIM system by on 2015.
eAIP implementation	Scheduled implementation 2016
Digital NOTAM	

7. ASBU B0-DAIM: Implementation Challenges

Elements	Implementation Area			
	Ground system Implementation	Avionics Implementation	Procedures Availability	Operational Approvals

WGS-84	1. Database not yet acquired. 2. Lack of electronic access based on internet protocol services.	N	1. Procedures to be developed. 2. Lack of training for AIS/AIM staff.	N
QMS FOR AIM				
eTOD implementation				
AIXM				
eAIP implementation				
Digital NOTAM				

8. Performance Monitoring and Measurement **8A. ASBU B0-DAIM Implementation Monitoring**	
Elements	**Performance Indicators/Supporting Metrics**
WGS-84	Indicator: Aerodrome/waypoint data converted: 100% Metric: Number of aerodrome/waypoint data converted
QMS for AIM	Indicator: Implementation status: 40 % Metric: Steps for QMS implementation/ISO certification
eTOD Implementation	Indicator: Status of completion: 2 % Metric: Project completion timeline
AIXM implementation	Indicator: Status of implementation: 0 %(System not yet acquired) Metric: Availability of data in AIXM format
eAIP implementation	Indicator: Status of completion : o % (Dependent on system acquisition) Metric: Project completion timeline
Digital NOTAM	

8. Performance Monitoring and Measurement **8 B. ASBU B0-DAIM: Performance Monitoring**	
Key Performance Areas	**Metrics (if not indicate qualitative Benefits)**
Access & Equity	NA
Capacity	NA
Efficiency	NA
Environment	Reduced amount of paper for promulgation of information

Safety	Enhanced access to information Data of high quality Elimination of data inconsistencies.

1. AIR NAVIGATION REPORT FORM (ANRF)

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The data inserted here refers to ASBU B0-102 SNET

Regional and National planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-SNET:
Baseline Ground-based Safety Nets

Performance Improvement Area 3:
Optimum Capacity and Flexible Flights

3. ASBU B0-SNET: Impact on Main Key Performance Areas (KPA)

	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	N	N	Y	Y

4. ASBU B0-SNET: Planning Targets and Implementation Progress

5. Elements	6. Targets and implementation progress (Ground and Air)
1.SNET	To have full 3D Terrain, Proximity and Conflicts Alert warning system installed in KATCC by December 2016. Currently only 2D Terrain and Proximity warning are operational on the ground. Only short term Conflict Alert (45seconds) is operational. The aim is to have medium and long term Conflict Alert operational by 2016
Mode S Radar, ATM upgrade ,	Procurement process for Mode S Radar and ATM upgrade started. Completion prior to December 2016

7. ASBU B0-SNET: Implementation Challenges

Elements	Implementation Area

	Ground system Implementation	**Avionics Implementation**	**Procedures Availability**	**Operational Approvals**
1. SNET	Financial limitation Management commitment Technical expertize	Nil	Lack of Published RNAV approaches	Nil

8. Performance Monitoring and Measurement 8A. ASBU B0-SNET: Implementation Monitoring	
Elements	**Performance Indicators/Supporting Metrics**
1SNET	Indicator: 35% Percentage of international aerodromes/TMAs with RNAV approaches implemented Supporting metric: 2 out of 3.Number of international aerodromes/TMAs with SNET implemented
2. Mode S Radar, ATM upgrade	Indicator: Progress in implementation difficult to access.

8. Performance Monitoring and Measurement 8 B. ASBU B0-SNET: Performance Monitoring	
Key Performance Areas	**indicate qualitative Benefits**
Access & Equity	Not applicable
Capacity	Not applicable
Efficiency	Not applicable
Environment	Kilograms of CO_2 emissions reduced per flight (= KGs fuel saved per flight x 3.157)
Safety	Number of controlled flight into terrain (CFIT) incidents/accidents