

1. AIR NAVIGATION REPORT FORM (ANRF)

NAM/CAR Regional Planning for ASBU Modules

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| 2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – B0-05/CDO: Improved Flexibility and Efficiency in Descent Profiles (CDO) | | | | | |
| Performance Improvement Area 4: Efficient Flight Path – Through Trajectory-based Operations | | | | | |
| 3. ASBU B0-05/CDO: Impact on Main Key Performance Areas (KPA) | | | | | |
| | Access & Equity | Capacity | Efficiency | Environment | Safety |
| Applicable | N | N | Y | Y | Y |

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| 4. ASBU B0-05/CDO: Planning Targets and Implementation Progress | |
| 5. Elements | 6. Targets and implementation progress (Ground and Air) |
| 1. CDO implementation | Currently available for MEX and CUN; GDL, MTY, TIJ, PVR, TLC and SJD are next (Dec 2016) |
| 2. PBN STARs | Dec.2016 |

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| 7. ASBU B0-05/CDO: Implementation Challenges | | | | |
| Elements | Implementation Area | | | |
| | Ground System Implementation | Avionics Implementation | Procedures Availability | Operational Approvals |
| 1. CDO implementaion | ATFM for the airports listed | NIL | Trajectory calculation for the airports not yet developed; LOAs | Pilots and ATCOs Training |
| 2. PBN STARs | Airspace Design | Aircraft equipage | Procedures development | |

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| 8. ASBU B0-05/CDO: Performance Monitoring and Measurement | |
| 8A. ASBU B0-05/CDO: Implementation Monitoring) | |
| Elements | Performance Indicators/Supporting Metrics |
| 1. CDO implementation | Indicator: % of International Aerodromes/TMA with CDO implemented Supporting Metric: Number of International Aerodromes/TMAs with CDO implemented |
| 2. PBN STARs | Indicator: % of International Aerodromes/TMA with PBN STAR implemented Supporting Metric: Number of International Aerodromes/TMAs with PBN STAR implemented |

8. ASBU B0-05/CDO: Performance Monitoring and Measurement
8 B. ASBU B0-05/CDO: Performance Monitoring

| Key Performance Areas | Metrics (if not indicate qualitative Benefits) |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Access & Equity | NA |
| Capacity | NA |
| Efficiency | Cost savings through reduced fuel burn. Reduction in the number of required radio transmissions |
| Environment | Reduced emissions as a result of reduced fuel burn (IFSET) |
| Safety | More consistent flight paths and stabilized approach paths. Reduction in the incidence of controlled flight into terrain (CFIT) |
