



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/4)
Ottawa, Canada, 24 to 28 March 2014

Agenda Item 3: Follow-up on the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Progress
3.5.3 Annual Global Air Navigation Report

ANNUAL GLOBAL AIR NAVIGATION REPORT

(Presented by Secretariat)

EXECUTIVE SUMMARY

Since the 37th Session of the ICAO Assembly, and within the context of Resolutions A37-12, major development has taken place related to the implementation of a global air navigation system. The Global Air Navigation Plan (GANP, Doc 9750) has been revised as the Fourth Edition released in 2013 and includes the new Aviation Systems Block Upgrades (ASBUs) framework. Also, States and planning and implementation regional groups (PIRGs) are transitioning to a performance-oriented approach to support their air navigation infrastructure planning.

As PIRGs are progressing with planning for implementation, the next step calls for an air navigation performance measurement, monitoring and reporting strategy. Accordingly, this paper presents the annual Global Air Navigation Report to be launched by ICAO in April 2014

Action:	Suggested Action is in paragraph 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• PIRG-RASG Global Coordination Meeting, ICAO Headquarters, Montreal, Canada, 19 March 2013

1. Introduction

1.1 **Regional planning.** The development and maintenance of regional air navigation plans (ANPs) are undertaken by ICAO's six planning and implementation regional groups with the assistance of the Regional Offices. Regional work programmes are derived from the Global Air Navigation Plan (GANP) on the basis of operational needs. Tactical adjustments to the work programmes are made on an ongoing basis and supported by online tools. Analysis of data is carried out collaboratively and the results, which will be available through the *Regional Performance Dashboard* and the annual *Global Air Navigation Report* and will help make a determination of the tactical adjustments needed.

1.2 **Collection of data.** In 2009, all PIRGs adopted a performance-based approach to air navigation planning and implementation. The next step calls for establishment of measurement and reporting strategy. States have recognized that data compilation, processing, storage and reporting for the identified regional performance metrics are fundamental to success of the performance-based approach. In order to support this ongoing task of collecting, measuring and reporting data (see Fig. 1). The ICAO website will allow visualization of the status of implementation through dynamic and interactive charts (see Fig. 2).

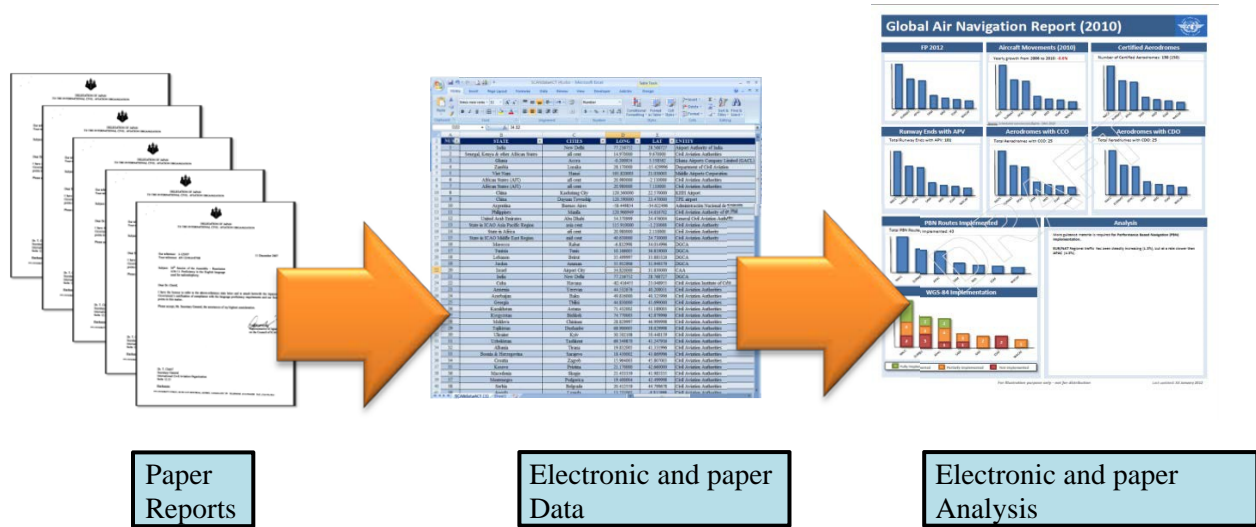


Fig. 1 Air Navigation Reporting in current media

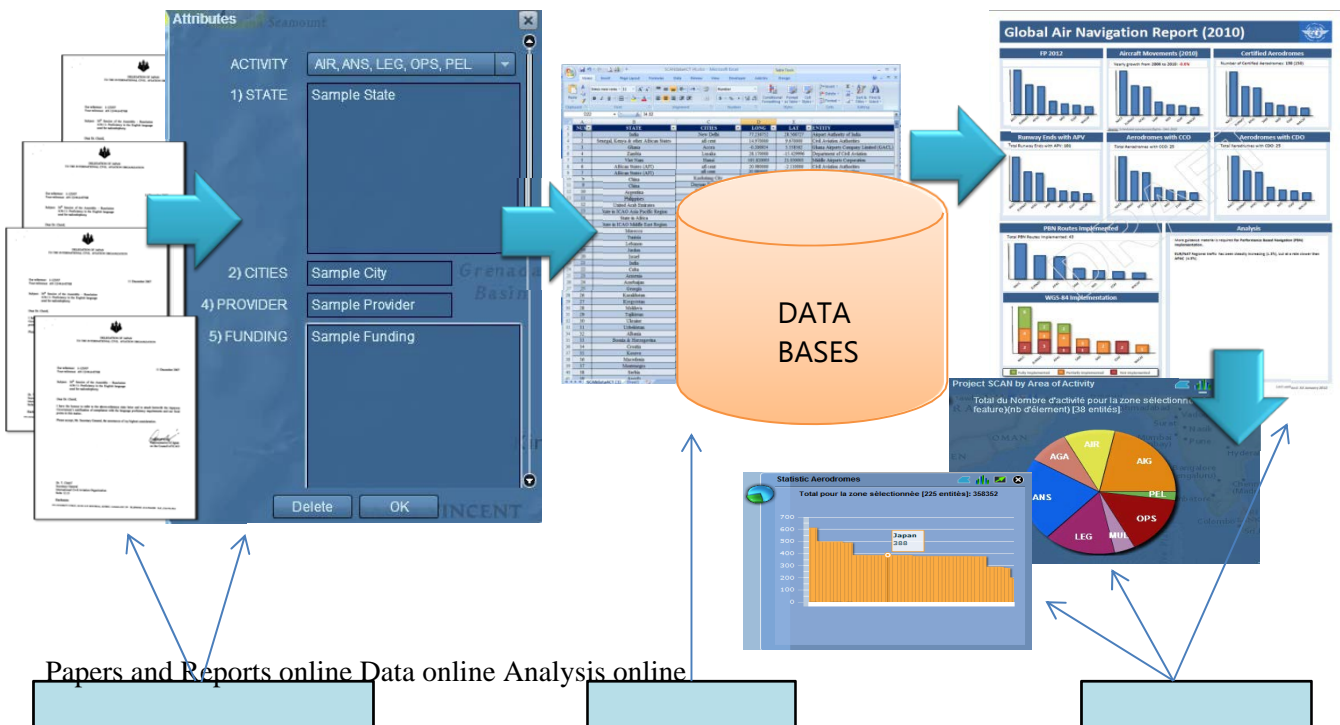


Fig. 2 Air Navigation Reporting in electronic media (WEB)

1.3 Measuring according the Global Plans using reporting mechanism and tools in order to present it to different Regional Bodies through a web portal that includes Reports to:

- **Visualize** the status of implementation through dynamic and interactive charts
- Provide **feedback** on the data (qualification of the data)
- Perform **self-assessments**, generate ad-hoc **reports** and **export** data
- Provide a venue for data collection towards the **Annual Reports**

1.4 The Annual Global Air Navigation Report has a proposed content in terms of global air navigation challenges, measuring according those challenges, status of operational measures for performance improvement, implementation progress of selected priority ASBU Block 0 Modules and sharing of successful initiatives and key demonstrations.

2. Global Air Navigation Report

2.1 **Purpose:** Much like the existing annual Safety Report, the objective of the annual Global Air Navigation Report is to assist PIRGs and States in understanding which areas require special attention to effectively improve air navigation performance worldwide. The first edition of this Report, slated for March 2014.

2.2 **Subjects to be covered:** It will consist of qualitative and quantitative information and cover key performance areas of air navigation systems. The initial report will cover the following subjects:

- global air navigation challenges;
- measuring according to those challenges;
- status of operational measures for performance improvement;
- implementation progress of selected priority ASBU Block 0 Modules. The metrics or initial dataset that includes key global air navigation priorities are Performance Based Navigation (PBN), Continuous Decent Operation (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and estimated environmental benefits accrued from operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET) or any other more rigorous tool recognized by Committee on Aviation Environmental Protection (CAEP). This initial dataset for both *Regional* Performance Dashboard and the *Global* Air Navigation Report was recently agreed by the PIRG Chairs; and
- sharing of successful initiatives and key demonstrations;

3. Discussion

3.1 An initial dataset from the Annual Global Air Navigation Report for both Regional Performance Dashboard and the Global Air Navigation Report was recently agreed by the PIRG Chairs in a coordination meeting held on 19 March 2013.

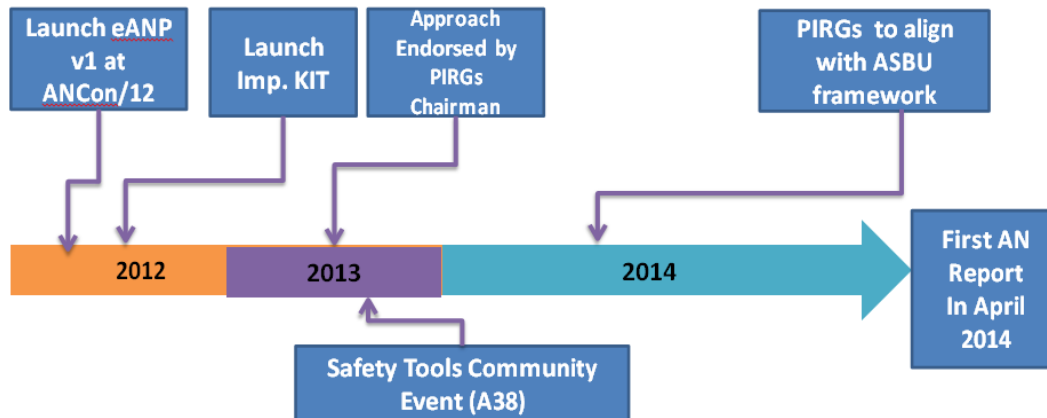


Fig. 3 AGANR Initial Tasks and Roll Out

3.2 In addition the main objective of the Global Coordination Meeting (GCM) held under the Chairmanship of the President of the ICAO Council, was to exchange views on the readiness and ability of the PIRGs and RASGs to set priorities and targets in line with the new versions of the GANP and the Global Aviation Safety Plan (GASP). A secondary objective was to share successful initiatives of each of the PIRGs and RASGs to ensure the best possible synergy.

3.3 The main outcomes of the PIRG- RASG GCM were as follow:

- Establishing regional priorities and targets for air navigation by May 2014 consistent with the GANP/ASBU framework
- Need to measure performance improvements to help demonstrate their positive impact on the environment
- Endorsed regional performance dashboard prototype and determination of an initial set of indicators and metrics for air navigation
- Confirmation of the need for a coordination mechanism in each region between the RASG
- PIRG to ensure consistency of action and avoid overlap
- Encouragement of the sharing of successful initiatives among each other
- Identification of the need for training to determine priorities for the ASBU;
- Agreement on utilizing specific interface groups where required for addressing the harmonization of air navigation plans in adjacent areas of PIRGs.

3.4 It was decided to convene the PIRG-RASG global coordination meeting in this format once every two years with the next one planned for spring 2015.

3.5 In addition, in preparation to the Global Annual Air Navigation Report, successful stories in the implementation for the Region were requested by ICAO Head Quarters to be included in the report, several operational benefits in the selected priority topics like PBN, CCO, CDO, ATFM and AIM.

4. Suggested Action

4.1 The Meeting is invited to:

- a) note the annual Global Air Navigation Report in April 2014;
- b) urge States to support the ICAO NACC Regional Offices by providing when available and completed, any successful implementation to demonstrate operational improvements.

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