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WORKING PAPER

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Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)  
New Orleans, United States, 1 - 3 December 2015

**Agenda Item 6:**

**Air Navigation Matters**

**6.3 Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP)**

**6.3.4 Air Navigation Reporting and Monitoring Implementation Progress**

**REPORTING AND MONITORING OF THE PROGRESS IN IMPLEMENTING AIR NAVIGATION TARGETS**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This working paper presents the activities to report and monitor the progress on the implementation of the Air Navigation targets in the NAM/ CAR Regions, according to the mechanism established by the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and the NAM/CAR Air Navigation Implementation Working Group (ANI/WG).

<b>Action:</b>	Suggested Actions are detailed in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014</li><li>• Third Meeting of the Programmes and Projects Review Committee (PPRC/3) Report, Mexico City, Mexico, 21 to 23 July 2015</li><li>• Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2) Report, Puntarenas, Costa Rica, 1 to 4 June 2015</li></ul>

## 1. Introduction

1.1 The Global Air Navigation Plan (GANP) drives the technical work programme of ICAO in the field of air navigation for each triennium as a strategic planning document for the implementation/planning of air navigation worldwide.

1.2 Following the 12th Air Navigation Conference (AN-Conf/12), a new GANP was developed and approved by the 38<sup>th</sup> Session of the ICAO Assembly. Together with the new GANP, supporting electronic tools, including an annual Global Air Navigation Report and regional performance dashboards were envisioned to dynamically communicate progress and share implementation experiences. The A38-2 Resolution Appendix B entrusted the Council to publish the results of analyses on the regional performance dashboards and in an annual global air navigation report to include, as a minimum, the key implementation priorities and estimated accrued environmental benefits using the recognized methods by the ICAO Committee on Aviation Environmental Protection (CAEP).

1.3 The metrics or set of initial data that include global air navigation key priorities referred to in Resolution A38-2 Appendix B are:

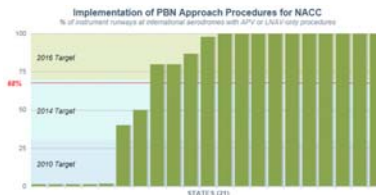
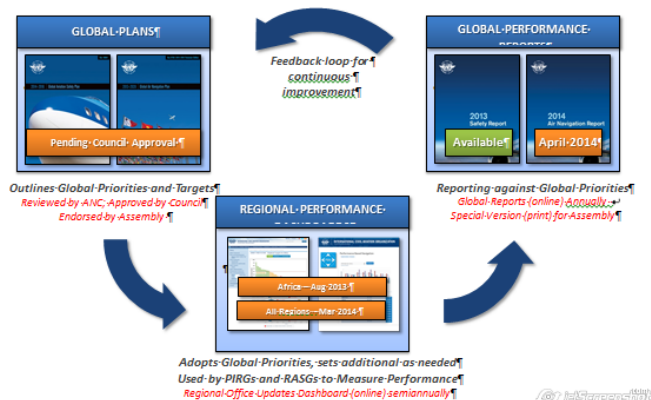
- Performance Based Navigation (PBN)
- Continuous Decent Operation (CDO)
- Continuous Climb Operations (CCO)
- Aeronautical Information Management (AIM)
- Air Traffic Flow Management (ATFM)
- Estimated environmental benefits accrued from operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET) or any other recognized tool by the CAEP

1.4 The safety and air navigation indicators and performance targets for the NAM/CAR Regions were dealt during 2013-2014, establishing these targets and indicators in the corresponding NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and the *Port-of-Spain Declaration*.

## 2. Discussion

### *Regional Performance Dashboards*

2.1 Regional Performance Dashboards aim to provide a glance of both Safety and Air Navigation Capacity and Efficiency strategic objectives, using a set of indicators and targets based on the regional implementation of the Global Aviation Safety Plan (GASP) and the GANP.



### ***Global Annual Air Navigation Report***

2.2 The Second Global Annual Air Navigation Report (2015) provides updates on capacity and efficiency indicators including performance-based navigation approaches issued in 2014, recent ICAO developments in Search and Rescue (SAR), Meteorology (MET) divisional Meeting, Procedures for Air Navigation Services - Aerodromes, Air routes and Ground aids (PANS-AGA), Aviation Frequency Spectrum, alignment of Regional Supplementary Procedures (SUPPs) and ANPS and news on Next Generation of Aviation Professionals (NGAP). The report is now available at: [http://www.icao.int/airnavigation/Documents/ICAO\\_Air\\_Navigation\\_Report\\_2015\\_Web.pdf](http://www.icao.int/airnavigation/Documents/ICAO_Air_Navigation_Report_2015_Web.pdf)



### ***Implementation of Air Navigation Reporting Forms***

2.3 The Seventeenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/17) considered that the Programmes and Projects Review Committee (PPRC) would be responsible of the collection, monitoring and reporting progress on operational improvement implementation in the CAR/SAM Regions through the Regional Offices. In this sense, the Meeting agreed Conclusion 17/7 – *Approval of the Forms to Follow-Up on the Progress on Indicators and Targets for the CAR/SAM Regions*, where it was established that GREPECAS will collect, monitor, and report progress on operational improvement implementation in the CAR/SAM Regions based on the indicators and targets established in the *Bogota and Port-of-Spain* Declarations, and will commission ICAO NACC and SAM Regional Offices to implement these forms for the progress reporting in the regional performance dashboards.

2.4 During GREPECAS/17 Meeting, the inclusion of RPBANIP planning and implementation elements (including the adopted Aviation System Block Upgrade (ASBU) modules) in the electronic Regional Air Navigation Plan (e-ANP), Volume III was also informed. This was agreed in Conclusion 17/8 - *Inclusion of Regional Performance-Based Implementation Plans in the New Air Navigation Plan (eANP)*.

2.5 In order to support this monitoring and reporting process by the PPRC, the following activities have been performed:

- a) NACC Regional Office collects information on the air navigation progress through regional implementation groups, such as the NAM/CAR ANI/WG.
- b) During the ANI/WG/2, the meeting identified that only few States have developed their air navigation performance-based plans and are using ASBU methodology. In this sense, a review and improvement of the Air Navigation Report Form (ANRF) was made in order to promote its implementation by the States, including an air navigation metrics analysis and a better understanding of the concepts, for the facilitation of the national target measuring process and the operational benefits. The detail of this discussion by the ANI/WG/2 Meeting is presented in the **Appendix**.

- c) A prototype on RPBANIP - ANP Vol III Air Navigation targets is being developed to show the NAM/CAR Regions the progress on the targets achievement. This prototype shall show each individual the RPBANIP targets and will be available at the ICAO NACC Website.

**3. Suggested Action**

3.1 The Meeting is invited to:

- a) take note of the regional performance dashboards and the Second Annual Air Navigation Report;
- b) support Conclusion ANI/WG/2/20 - *Adoption of new ANRF and Reporting approach to ASBU Implementation*, particularly, assess their status of implementation and to review and adopt the proposed new ANRFs; and
- c) analyse other considerations respectively, as deemed appropriate by the Meeting.

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## **APPENDIX**

### **REPORTING AND MONITORING ACTIVITIES IN NAM/CAR REGIONS**

1.1 The ANI/WG/2 discussed the difficulty for Regions and States to correlate their plans with the ICAO ASBU planning framework. In particular, the information about the ASBU Modules provided in the GANP was not sufficiently detailed to allow easy mapping to existing regional and national plans. The group agreed that the Module descriptions were of high level and were not suitable to guide specific implementations. To determine implementations, it is necessary a level of detail that was not provided in the GANP.

1.2 The group reviewed a working document used by some of its members to map their national air navigation implementation plans to the ASBU implementation. The document consisted of the basic Module information provided in the GANP, plus the elements for each Module, determined by a detailed review of the ASBU working Document made in March 2013. The group agreed on this, and provided a straightforward tool for States and Regions to determine how their particular air navigation improvements would address the ASBU implementation. It was noted that the ASBU working Document (Attachment to 12th AN/Conf/12 Report) dated March 2013 is very large, not generally available and inconsistently written. Additionally, the Module elements were only sometimes directly listed; for many Modules, it is necessary to extract the elements from the descriptive text.

1.3 The group examined the performance needed to be measured, particularly in regard to ICAO's "*No Country Left Behind*" initiative. The Ad hoc group agreed that the first indicator to be measured is if a State has assessed the requirement and feasibility of implementing a specific operational improvement. The group agreed that a flow chart description of the assessment, planning and implementation process would assist States in reporting their actual implementation status and also ICAO in monitoring if a State was being "*Left Behind*" at critical steps of the implementation process.

1.4 The meeting agreed a metrics table for all ASBU Block 0 elements and then reviewed the RPBANIP inserting the already agreed metrics in the appropriate places in the reviewed ANRF as shown in DP/09 (Appendix A). All metrics from the RPBANIP were highlighted. This was possible for all ASBU Block 0 Modules except APTA (Airport Accessibility), for which the RPBANIP descriptions were not technically correct. It is therefore suggested that this section is reviewed by matter experts.

1.5 In this regard, a preliminary analysis for completing the Air Navigation targets was conducted, where several metrics need to be defined starting with the definition of the success, selection and application criteria.

1.6 This new approach for the ANRFs was a more practical and simple way of using them for all States and Regions to determine how their particular air navigation improvements would address the ASBU implementation. Also the Meeting considered that training and more practical exercises on the new ANRFs will facilitate its understanding and application. In this sense, the Meeting agreed on the following conclusion:

**CONCLUSION**  
**ANI/WG/2/20**

**ADOPTION OF NEW ANRF AND REPORTING APPROACH TO  
ASBU IMPLEMENTATION**

*That, in order to provide a straightforward tool for States/Territories/International Organizations to determine their operational air navigation improvements:*

- a) NAM/CAR States/Territories to review and adopt the proposed new ANRFs for its application by June 2016;*
- b) NAM/CAR States/Territories to assess their status of implementation and report to ICAO NACC Regional Office by 30 July 2016; and*
- c) ICAO to organize by the first semester of 2016 a hands-on ANS/ASBU ANRF workshop for the use and understanding of the new ANRFs with the participation of CANSO, IATA , Civil Aviation Training Centres and air navigation planning experts.*

— END —