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Third Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/3)
Basseterre, Saint Kitts and Nevis, 19 to 21 October 2016

Agenda Item 3: Air Navigation Matters

3.2 Follow-up on the implementation of the NAM/CAR Regional

**3.2.3 Review of performance-based metrics and benefits achieved
(Air Navigation Report Forms – ANRFs)**

**REVIEW OF PERFORMANCE-BASED METRICS UNDER THE RPBANIP TARGETS AND ITS BENEFITS
ACHIEVED**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents the results and current agreements on monitoring and reporting of the RPBANIP targets, including the existing reporting methods and the current report provided to CAR/SAM Planning and Implementation Regional Group (GREPECAS) and to ICAO.	
Action:	The suggested actions are presented in Section 3.
<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">• Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3)• State Letter Ref: NACC59843 - Status of Implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) Air Navigation Targets, 7 March 2016• State Letter Ref: AN 13/54-15/77 - Proposed fifth edition of the Global Air Navigation Plan (GANP, Doc 9750), 1 December 2015

1. Introduction

1.1 Since the adoption of the Performance-based improvements followed by the ICAO ASBU methodology, reference NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) version 3.1, the NAM/CAR Air Navigation Implementation Group (ANI/WG) in coordination with the ICAO NACC Regional Office had been monitoring and tracking the progress of the Air Navigation targets agreed in the RPBANIP for its implementation in the NAM and CAR Regions. Also note that the main RPBANIP targets were also adopted as the air navigation targets in the Port-of-Spain Declaration (POS).

1.2 In the E/CAR/CATG/2 Meeting it was noted the lack of use of the ANRFs adopted in the RPBANIP, recalling that:

- the purpose of adopting the ANRFs was to support and facilitate the monitoring and reporting on the achievement of the elements conforming the ASBU modules, including the implementation progress of the elements and the reporting of the operational benefits gained from the ASBU modules. The operational benefits may be different from State to State depending on each State particular operational scenario
- The ICAO NACC Regional Office collects information on the air navigation progress through regional implementation groups, such as the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) through the ANRFs use

1.3 From the analysis of the ANI/WG/2 actions on this matter, the Meeting concurred that the E/CAR area will follow-up on these actions by the ANI/WG adopting ***DECISION E/CAR/CATG/2/11 REVIEW OF AIR NAVIGATION TARGETS AND DATA COLLECTION.***

2. Discussion

2.1 Since the E/CAR/CATG/2 Meeting, data for the RPBANIP targets has been collected by ICAO through the different ANI/WG TFs as contained in the different Implementation Plans. It has been pointed out that some targets and metrics shall be reviewed in light of the update of ICAO Standards and Recommended Practices (SARPs), as for example the ACAS II implementation, in which January 2017 is the mandatory date for all aircrafts to get equipped (ICAO Annex 10 - Aeronautical Telecommunications, Amendment 85).

2.2 To support the monitoring and tracking of the progress toward these targets and provide a visual reference for all States/ANSPs and relevant users, ICAO developed a webpage under the ICAO NACC Regional Office website. This webpage is still a prototype (<http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>). States/ANSPs and IATA were required through a survey to provide information on each target as to ensure that the data included is up-to-date and consistent with each State National Air Navigation Plan priorities.

2.3 From the analysis carried out by the ANI/WG/3 Meeting on the monitoring and reporting of the progress on the RPBANIP targets; it was identified the following:

- Lack of response to the targets revision
- The need to express the NACC/DCA difficulties on the formulation of the targets and therefore their accomplishment

2.4 In this regard, the ANI/WG Meeting agreed on a more active participation from the States/ANSP to reflect their national priorities and user's main needs, and therefore agreed on an Ad hoc Group to support review, follow-up and reporting the achievement of the Air Navigation (AN) targets established in the RPBANIP and Port-of-Spain Declaration (POS). The expected results from this Ad hoc Group are:

- Review/follow-up on AN targets to inform the NACC/DCA/6 Meeting
- Comments on improvements to the AN target website/ANRFs/etc.
- Support for the ASBU implementation Workshop in August 2016

2.5 The Meeting is invited to note that a fifth edition of the Global Air Navigation Plan (GANP, Doc 9750) has been transmitted to Member States and appropriate international organizations Has been presented in the 39th Session of the Assembly. This edition of the GANP is also available, along with other relevant documentation including an electronic copy of the Aviation System Block Upgrades (ASBUs) document, at: <http://www.icao.int/airnavigation/Pages/GANP-Resources.aspx>.

2.6 The NACC/DCA/6 Meeting noted the progress of States to achieve the POS safety and air navigation targets. It was recalled that the POS is a policy document that has been included in the NACC NCLB Strategy foreseen regional operational benefits to the air transport system. In this regard the ICAO NACC Regional Office will submit the final achievements of the POS regional targets to NAM/CAR States in January 2017.

2.7 In the NACC/DCA/6 Meeting the ANI/WG ASBU Ad Hoc Group informed on its assessment of the progress of the implementation of the regional air navigation goals of the POS Declaration and the RPBANIP, showing underreporting of States and the need to change the current metrics, based on the minimum standardization of the modules to be implemented in the region. Similarly, the need for all States to notify ASBU modules to be implemented was suggested, as well as the designation of the Point of Contact to be responsible for the follow up of these implementations, in order to optimize project monitoring. The Meeting agreed on the importance of the reporting and monitoring of the targets and on the recommendations presented by this Ad hoc Group and **CONCLUSION NACC/DCA/6/3 ASBU IMPLEMENTATION ON THE NAM/CAR REGIONS** was formulated

2.8 The ASBU Workshop (Regional and National Air Navigation Performance Framework/Aviation System Block Upgrade (ASBU) Implementation Workshop for the NAM/CAR Regions) was held in ICAO NACC Regional Office, Mexico City, Mexico, from 22 to 26 August 2016. From the recommendations of this event (<http://www2010.icao.int/NACC/Documents/Meetings/2016/ASBU/ASBU-FinalSummaryOfDiscussions.pdf>), the meeting is urge to take note of the conclusion about "Improvements to the RPBANIP were identified, updates of the document will be worked by States, stakeholders and the ICAO NACC Regional Office, promoting its next review on 2017" , including the review and update of RPOs and update ASBU concepts and formats according to the GANP and Doc 9883 - *Manual on Global Performance of the Air Navigation System*.

2.9 Up-to-date the revised ANRF has not been implemented and the reporting of the progress toward the targets has been made by the Regional Offices to GREPECAS. Even though the revised ANRF was proposed to the eANP CAR/SAM Volume III, due to the harmonization of this Volume by ICAO, the new Volume III will not be implemented until 2017.

2.10 From the first teleconference of the ASBU ADHOC Group (October 13, 2016, 10:00 am), the following actions were made:

- NACC office recalled the importance to continue working to obtain a “picture” representing the status of the metrics contained in the RPBANIP using the ANRF and the necessity to accomplish these task no later than the last week of November 2016, and motivated States to join in this particular effort.
- United States informed about the assistance that been provided to Saint Lucia and offered the creation of the final format that could summarize the status of the Region
- Belize, Cuba, Haiti and Trinidad and Tobago reported the work in progress and the compromise to submit the ANRFs to NACC Office and Rapporteur
- NACC Office will evaluate the technical viability to include a web site to upload information regarding ASBU and the ANRF forms developed by States.
- Dominican Republic will invite again other contracting States that for any reason could not attend the teleconference in order to request the ANRFs

Conclusion

2.11 The periodic reporting of the targets by each State/ANSP is key for the accurate presentation of the data and the identification of the operation benefits accompanying the progress.

2.12 The RPBANIP and PoS targets shall be reviewed by this ANI/WG Meeting and subsequently presented for the States for 2017. The follow-up to these metrics/ targets will be an active activity of the ICAO NACC No Country Left Behind (NCLB) Strategy to ensure the appropriate and timely assistance to States for accomplishing the operational benefits foreseen in these targets.

3. Suggested Actions

3.1 The Meeting is invited to:

- a) Take note of the information and updates provided;
- b) Review the POS/RPABNIP Target webpage (<http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>) and provide inputs as feasible and update/add any additional information to the data collected using the ANRF;
- c) analyse the targets, status and formulation/criteria; as to propose changes or updates as needed;
- d) participate with the ANI/WG ASBU Ad hoc Group; and
- e) propose new metrics/targets to reflect the operational benefits for the CAR/SAM and NAM regions