International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/WG/5 — WP/28
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Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5)
Port of Spain, Trinidad and Tobago, 22-26 May 2017

Agenda Item 3: **Implementation on Air Navigation Matters**
3.5 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) review – Aviation System Block Upgrade (ASBU) implementation progress

REVIEW OF REGIONAL AIR NAVIGATION PERFORMANCE INDICATORS AND METRICS

(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents the results of the current report provided to CAR/SAM Planning and Implementation Regional Group (GREPECAS) and to ICAO, and invites the Meeting to perform a thorough analysis of the regional targets defined in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and to improve the implemented reporting mechanism.

Action:	The suggested action is presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection
References:	• NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) ver. 3.1 • Doc 9750 - *Global Air Navigation Plan* 5th edition • Aviation System Block Upgrades (ASBU). The Framework For Global Harmonization issued in July 2016. • Third NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/3), Mexico City, Mexico, 4 - 6 April 2016.

1. Introduction

1.1 Since the adoption of the performance-based improvements followed by the ICAO Aviation System Block Upgrades (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, has been monitoring and tracking the progress of the air navigation targets agreed in the RPBANIP were adopted 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 accordance with agreed actions of the Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/6), ICAO would present the implementation status of the targets in the Port-of-Spain Declaration and in the same way the Implementation status of the RPBANIP targets. The implementation status as at December 2016 was informed through State letter Ref: NACC65523 23 dated March 2017 presented in the **Appendix**.

2. Discussion

2.1 The RPBANIP establishes the NAM/CAR regional priorities described as Regional Performance Objectives (RPOs) to be accomplished during the period 2013 to 2018, aligned with the Global Air Navigation priorities and with the ICAO ASBU Air Navigation Reporting Forms (ANRFs). The NACC Regional Office developed a webpage under its website for all States/Air Navigation Service Providers (ANSPs) and relevant users, to provide a visual reference of the agreed regional performance-based metrics and indicators. This webpage is still a prototype that requires adjustments, for instance targets includes domains and ranks involving the term "selected" to refer indistinctly to: Flight Information Regions (FIRs), segregated airspaces, aerodromes, ATS Units, Meteorological Watch Offices, among others, entailing subjective measurements that need to be improved. (http://www.icao.int/NACC/Pages/Implementation-Targets.aspx).

2.2 The mentioned domains and ranges are totally related with those included in the eANP volumes, and should be used to measure the efforts made by States and by the Region in the implementation of the agreed requirements, as described in the eANP objective and purpose. It is relevant to mention that the volume III will be related to the planning, implementation and monitoring, including the information agreed in RPBANIP. The decision to use the domains and ranges as included in the eANP, requires in principle the deliberation and subsequent agreement at the regional level, thus the meeting is invited to consider this initiative as a consideration for RPBANIP update.

2.3 The ANI/WG/3 Meeting agreed to established an Ad hoc Group to support the evaluation, monitoring and to inform on the achievement of the RPBANIP Air Navigation (AN) targets and the Port of Spain Declaration. The ASBU Ad hoc Group reported to the NACC/DCA/6 Meeting in May 2016, the progress assessment, showing the lack of reports from States and the need to change current metrics, based on minimum standardization of the elements implemented in the Region. The ASBU Ad hoc Group will present results of the arduous task entrusted, comments, experiences and recommendations of its rapporteur will be well received as inputs to address future work.

2.4 Under the Conclusion NACC/DCA/6/3 - *ASBU Implementation in the NAM/CAR Regions*, the NACC/DCA/6 Meeting requested to create more effective and direct mechanisms for monitoring and to allow a harmonized progress in the regional implementation. The periodic reporting of the targets by each State is key for the accurate presentation of the data and the identification of the operational benefits accompanying the progress, continue the improvement of the implemented reporting mechanism evolving to include continuity and dynamism is necessary.

2.5 Regarding the Aviation System Performance, the GANP 2016 – 2030 fifth edition 2016, makes reference to the progressive identification of a set of Regional Performance Metrics by the Planning and Implementation Regional Groups (PIRGs), and mention the fundamental role of the States supporting the regional performance metrics. Additionally the GANP underline that the Air Navigation Reporting Forms (ANRFs) will be the basis for performance monitoring relating to Block Upgrade implementation at the regional and national levels.

2.6 During the Regional and National Air Navigation Performance Framework/Aviation System Block Upgrade (ASBU) Implementation Workshop for the NAM/CAR Regions, developed in Mexico on August 2016, the participants through various hands-on exercises, applied the performance-based approach method included in the GANP 2019, and utilize a step-by-step process to evaluate the ASBU Elements implementation status, understanding and filling-in the ANRFs for Block 0 Modules by reviewing each element. The workshop also identifies improvements to RPBANIP and informed Participants on the Key Performance Indicators catalogue available at: https://www.icao.int/airnavigation/Documents/GANP-Potential_Performance_Indicators.pdf. The final report of the event is available at: https://www.icao.int/NACC/Documents/Meetings/2016/ASBU/ASBU-FinalSummaryOfDiscussions.pdf

2.7 The ANI/WG/02 Meeting was recalled the agreements achieved from the ANI/WG/01 and NACC/WG/04 meetings to monitor the implementation through the ANRF, whose information is part of the regional input to the global follow-up made in the Annual Global Air Navigation Report (2015 and 2016 Annual Reports) and feedback for the global Air Navigation Plan (GANP) and the Regional Dashboards; these dashboard is in an updating process evolving to an application inside the Implementation Kits (i-KITs) that will presents the regional implementation progress against its regional targets facilitating the progress.

3. Action by the Meeting

3.1 The Meeting is invited to:

a) review the Appendix and update/add any additional information to the presented data;

b) analyse the targets, status and formulation criteria and propose changes or updates as needed;

c) consider in the discussions the possibility to use the e-ANP information as the domains and ranges in the RPBANIP metrics and provide comments;

d) review the ASBU Ad hoc Group Rapporteur comments, experiences and recommendations in order to improve metrics and the stablished reporting mechanisms;

e) consider the mechanism to monitor and report the implementation status and performance status in the discussion;

f) review and amend, as appropriate, the relevant parts of the RPBANIP in accordance with discussions in the meeting.

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When replying please quote:
Ref.: NT-N1-9 — **E.OSG - NACC65523** 23 March 2017

ICAO NACC

To: States, Territories and International Organizations

Subject: Status of Implementation of the Targets of NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and Port-of-Spain Declaration as at December 2016

Action Required: Take note

Sir/Madam,

Reference is made to the action agreed during the Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/6) (paragraph 4.2.2.1 refers) for ICAO to present the status of implementation of the targets in the *Port-of-Spain Declaration.* In the same way the implementation status of the Air Navigation Targets of the *NAM/CAR Regional Performance-Based Air Navigation Implementation Plan* (RPBANIP) is presented. Please see this status in the **attachment** as identified by 31 December 2016. For further details you may visit our webpage at: http://www.icao.int/NACC/Pages/Implementation-Targets.aspx where a visual reference of the progress is presented.

Please take note that follow-up of the targets will continue and the alignment of its progress will be made through each State Action Plan under the North American, Central American and Caribbean (NACC) No Country Left Behind (NCLB) Strategy, in addition to the new targets to be formulated through the implementation regional groups.

If you require further information, please contact Mr. Luis R. Sánchez, ICAO NACC Regional Officer, Aeronautical Meteorology/Environment (lsanchez@icao.int) or Ms. Sybil Gómez, Assistant (sgomez@icao.int).

Accept, Sir/Madam, the assurances of my highest consideration.

Firma Digital Digital Signature

for Melvin Cintron
Regional Director
North American, Central American and Caribbean (NACC) Regional Office

Enclosure:
As indicated

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North American, Central American and Caribbean Office
Av. Presidente Masaryk No. 29 – 3
Col. Polanco V Sección, México City, C.P. 11560, MEXICO
Tel. **+ 52 55 52503211** Fax. **+ 52 55 52032757**
E-mail: **icaonacc@icao.int** Website: **www.icao.int/nacc**
Facebook: **@icaonacc** Twitter: **@icaonacc**

Distribution List:

To:	Edson Joseph, Antigua and Barbuda	jedson84@gmail.com; consuelab28@gmail.com;
	Edwin F. Kelly, Aruba	dca@dca.gov.aw; edwin.kelly@dca.gov.aw; anthony.kirchner@dca.gov.aw; marjanne.dasilva@dca.gov.aw;
	Keith O. Major, Bahamas	komajorats@gmail.com; cadplr@gmail.com
	Donna Cadogan, Barbados	donna.cadogan@internationaltransport.gov.bb;
	Kingsley Nelson, Barbados	civilav@caribsurf.com; kingsley.nelson@barbados.gov.bb;
	Lindsay Garbutt, Belize	dcabelize@btl.net; lindsay.garbutt@civilaviation.gov.bz; gilberto.torres@civilaviation.gov.bz;
	Michel Béland, Canada	michel.beland@tc.gc.ca; lisa.lanthier@tc.gc.ca; barbara.joynt@tc.gc.ca
	Caroline Gonzalez-Manuel, Curaçao	civilair@gobiernu.cw; caroline.gonzalez-manuel@gobiernu.cw; gwinters.ccaa@gmail.com; sionarda.martina@gobiernu.cw; smartina.ccaa@gmail.com
	Donald McPhail, ECCAA	oecs.dca@candw.ag; contact@eccaa.aero; dmcphail@eccaa.aero;
	Claude Miquel, French Antilles	claude.miquel@aviation-civile.gouv.fr;
	Jerome Journet, French Antilles	jerome.journet@aviation-civile.gouv.fr;
	Jean-Michel Pubellier, French Antilles	jean-michel.pubellier@aviation-civile.gouv.fr;
	Arlene Buckmire-Outram, Grenada	arlene.outram@gov.gd; aboutram@gmail.com; dale.louison@gov.gd; tourism@gov.gd;
	Jean-Lemerque Pierre, Haiti	direction.generale@ofnac.gouv.ht; jeanlemerque@yahoo.com; Jacques.boursiquot@ofnac.gouv.ht; paulemo46@hotmail.com;
	Nari Williams-Singh, Jamaica and Chairman of the CASSOS Board of Directors	nari.williams-singh@jcaa.gov.jm;
	G.J. (Gloria) Hooplot, MA, Netherlands *for Bonaire, Sint Eustatius and Saba Islands*	gloria.hooplot@minienm.nl; carel.wassink@minienm.nl;
	Kaye Bass, Saint Kitts and Nevis	kaye.bass@mofa.gov.kn; foreigna@sisterisles.kn; atasha.morton@mofa.gov.kn; royston.griffin@mofa.gov.kn; civilaviationaffairs@gmail.com; jessica.boddie@mofa.gov.kn; jwboddie@gmail.com;
	Tracy Polius, Saint Lucia	external@gosl.gov.lc; tracy.polius@govt.lc; eustace.cherry@govt.lc;
	Godfred T. Pompey, Saint Vincent and the Grenadines	office.natsec@mail.gov.vc; pmosvg@vincysurf.com;
	Louis Halley, Sint Maarten	louis.halley@sintmaartengov.org;
	Francis Regis, Trinidad and Tobago	dgca@caa.gov.tt; fregis@caa.gov.tt; hdass@caa.gov.tt;
	Maria Boyle, ASSI, United Kingdom *Anguilla; British Virgin Islands; Montserrat*	icaofocalpoint@dft.gsi.gov.uk; maria.boyle@airsafety.aero; alison.thomas@airsafety.aero;
	Marcus Doller, ASSI, United Kingdom	marcus.doller@airsafety.aero;
	Victoria M. Williams, United States	victoria.m.williams@faa.gov; 9-AWA-API-IGIA@faa.gov;
	Javier Martínez Botacio, ACI/LAC	jmartinez@aci-lac.aero; aci-lac@aci-lac.aero; info@aci-lac.aero;
	Eduardo Iglesias, ALTA	eiglesias@alta.aero; aherrera@alta.aero;
	Jeff Poole, CANSO	dg@canso.org;
	Nico Voorbach, CANSO	nico.voorbach@canso.org;
	Javier A. Vanegas, CANSO	javier.vanegas@canso.org; lamcar@canso.org;
	Pauline Yearwood, CARICOM	pauline.yearwood@caricom.org;
	Cleonie Samuels, CASSOS	adminofficer@cassos.org; cleo.samuels@gmail.com;
	Carlos Cirilo, IATA	ciriloc@iata.org;
	Carole Couchman, IFALPA	carolecouchman@ifalpa.org;
	Osvaldo Lopez Neto, IFALPA CAR/SAM	osvaldo.neto@aeronautas.org.br;
	Alfonso Sierra Candela, IFALPA CAR/WEST	dt@aspa.org.mx; alfonso.sierra@aspa.org.mx; sierra_ja@yahoo.com;
	Chris Witt, IFALPA CAR/EAST	chriswitt18@gmail.com;
	Patrik Peters, IFATCA	pcx@ifatca.org;
	John Carr, IFATCA Americas	evpama@ifatca.org; office@ifatca.org;
cc:	Karim Hodge, Anguilla	Karim.Hodge@gov.ai;
	Thomas Dunstan, Bermuda	tdunstan@bcaa.bm;
	Franklin Penn, British Virgin Islands	fpenn@bviaa.com;
	Richard Smith, Cayman Islands	civil.aviation@caacayman.com; Richard.smith@caacayman.com; john.dick@caacayman.com;
	Albert Anderson, Cayman Islands	albert.anderson@caymanairports.com;
	Beverly Mendes, Montserrat	mendesb@gov.ms; mcw@gov.ms;
	Thomas Swann, Turks and Caicos Islands	tswann.caa@tciway.tc; pforbes.caa@tciway.tc; cad@tciway.tc
	Marcus Doller, ASSI, United Kingdom	marcus.doller@airsafety.aero;
	Alison Thomas, ASSI, United Kingdom	alison.thomas@airsafety.aero;
	NACC Webmaster	webmasternacc@icao.int;

ATTACHMENT

ASBU Module	Element	Targets	Progress up to December 2016
B0-FRTO: Improved Operations through Enhanced En-Route Trajectories	1. Airspace Planning	100% of States to have completed a PBN plan by Dec. 2018	90%
	2. Flexible Use Airspace	50% of selected segregated airspaces available for civil operations by Dec. 2016	40%
B0-RSEQ: Improve Traffic Flow Through Runway Sequencing (AMAN/DMAN)	3. AMAN And Time-Based Metering	10% of selected aerodromes with AMAN and time based metering by Dec. 2016	Not available-under development
	4. Departure Management (DMAN)	10% of selected aerodromes with DMAN by Dec. 2016	Not available-under development
	5. Movement Area Capacity Optimization	20% of selected aerodromes with Airport-capacity calculated by Dec. 2016	10%
B0-TBO: Improved Safety and Efficiency through the initial application of En-Route Data Link	6. ADS-C Over Oceanic and Remote Areas	80% of selected FIRs with ADS-C implemented by December 2016	46%
	7. CPDLC	80% of selected FIRs with CPDLC implemented by June 2018	81%
B0-APTA: Optimization of Approach Procedures Including Vertical Guidance	8. APV with Baro VNAV	80% of instrument runways to have APV with Baro VNAV implemented by December 2016 – Service Providers and users	65.2%
	9. APV with SBAS (WAAS)	20% of instrument runways to have APV with SBAS/WAAS implemented by December 2018– Service Providers and users	28.2%
	10. APV with GBAS	20% of instrument runways to have APV with GBAS by December 2018 – Initial implementation at some States (services providers)	28.2%
	11. LNAV	60% of instrument runways to have LNAV procedure implemented by December 2016 – Service Providers and users as per Assembly Resolution A37-11	79.9%
B0-SURF Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)	12. Surveillance System for Ground Surface Movement (PSR, SSR, ADS B or Multilateration)	30% of selected aerodromes with SMR/ SSR Mode S/ ADS-B/ Multilateration for ground surface movement by June 2018 States/airport operator	Not available-under development
	13. On-board Surveillance Systems (transponder with ADS-B capacity)	20% of aircraft on the NAM/CAR State registries to have surveillance system on board (SSR transponder, ADS B capacity) by June 2018 Aircraft operators	Not available-under development
	14. Vehicle Surveillance Systems	20% of vehicles at selected aerodromes with a cooperative transponder systems by June 2018 Vehicle operators	Not available-under development
	15. Visual Aids for Navigation	70% of selected aerodromes complying with visual aid requirements as per Annex 14 by December 2015 States/Airport operators	45%
	16. Aerodrome Bird/Wildlife Organization and Control Programme	70% of selected airports with an aerodrome bird/wildlife organization and control programme by December 2018 Airport operators	45%
B0-ACDM Improved Airport Operations through	17. Airport – CDM	60% of selected aerodromes with Airport-CDM by Dec. 2018 – Airport Operator, Stakeholders	Not available-under development

ASBU Module	Element	Targets	Progress up to December 2016
Airport - CDM	18. Aerodrome Certification	48% of international aerodromes to be certified in the CAR Region by December 2016– State CAA	45%
	19. Heliport Operations	30% of selected Heliports with operational approval by Dec. 2018 – State CAA	Not available-under development
B0-ASUR: Initial Capability for Ground Surveillance	20. Implementation of ADS-B	30% of selected aerodromes with ADS-B implemented by Dec 2018	0 %
	21. Implementation of Multilateration	80% of multilateration system implemented in selected aerodromes by June 2018	0%
B0-ACAS: Improvements	22. ACAS II (TCAS Version 7.1)	10% of aircraft on NAM/CAR State registries equipped with ACAS II (TCAS Version 7.1) by Dec 2018	61,9%
B0-SNET: Increased Effectiveness of Ground-Based Safety Nets	23. Short-term Conflict Alert Implementation (STCA)	80% of selected ATS units with ground based safety nets (STCA) implemented by Dec 2015	45%
	24. Area Proximity Warning (APW)/ Minimum Safe Altitude Warning (MSAW)	70% of selected ATS units with ground based safety nets (APW) implemented / 70% of selected ATS units with ground based safety nets (MSAW) implemented by Dec 2015	41%
	25. Medium-term Conflict Alert (MTCA)	80% of selected ATS units with ground based safety nets (MTCA) implemented by Dec 2016	41%
B0-AMET: Meteorological Information Supporting Enhanced Operational Efficiency and Safety	26. WAFS	100% of States implementation of WAFS Internet File Service (WIFS) by December 2014	100 %
	27. IAVW	70% of MWOs with IAVW procedures implemented by December 2014. Volcanic Ash Advisory Centre, Washington USA and VAAC Montréal, Montréal, Canada	88,9%
	28. Tropical Cyclone Watch	100% of MWOs with tropical cyclone watch procedures implemented by December 2014. Tropical Cyclone Advisory Centre, Miami, USA	100 %
	29. Aerodrome Warnings	50% of selected aerodromes/AMOs with Aerodrome warnings implemented by December 2014	14,29%
	30. Wind Shear Warnings and Alerts	20% of selected aerodromes/AMOs with wind shear warnings procedures implemented (MET provider services) by December 2015	9,52%
	31. SIGMET	90% of selected aerodromes/MWOs with SIGMET procedures implemented (MET provider services) by Dec. 2014	100%
B0-FICE: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration	32. MEVA III IP Network Implementation	100% implementation of MEVA III IP Network by MEVA Member States by August 2015	100%
	33. AMHS Implementation	4 States with Air Traffic Services Message Handling Services (AMHS) interconnected with other AMHS by December 2014	4
	34. AIDC Implementation	50% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with a neighbouring ACC by December 2016	84,09% (NAM/CAR) 42.86% (CAR)
	35. ATN Router Structure Implementation	70% of ATN router structure implemented by June 2016	30,77%

ASBU Module	Element	Targets	Progress up to December 2016
B0-DAIM: Service Improvement through Digital Aeronautical Information Management	36. QMS - AIM	100 % of States QMS Certified by Dec.2016	41%
	37. e-TOD Implementation	10 % of States e-TOD Implemented by Dec.2018	Not available-under development
	38. AIXM 5.1 Implementation	40 % of States with AIXM 5.1 implemented by Dec.2018	26%
	39. e-AIP Implementation	45 % of States with e-AIP implemented by Dec.2018	28,2%
	40. Digital NOTAM	35 % of States with Digital NOTAM implemented by Dec. 2018	2.56 %
B0-NOPS: Improved Flow Performance through Planning Based on a Network-Wide View	41. Air Traffic Flow Management	100% of FIRs within which all ACCs have ATFM measures available by Dec. 2018	60%
B0-CDO: Improved Flexibility and Efficiency in Continuous Descent Operations (CDOs)	42. CDO implementation	50% of selected. Aerodromes with continuous descent operations (CDO) implemented by Dec.2016	30%
	43. PBN STARs	80% of selected. Aerodromes with PBN STARs implemented by Dec.2016	60%
B0-CCO: Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCOs)	44. CCO Implementation	60 % of selected aerodromes with continuous climb operations (CCO) implemented by Dec.2016	30%
	45. PBN SIDs Implementation	60% of selected aerodromes with PBN SIDs implemented by Dec.2016	60%
	46. Results from 36-40	100% of Aeronautical Information Services (AIS) to implement AIM Roadmap – Phase I required elements by December 2016	79.49%
PBN related-RPBANIP environmental target	47. Result form PBN-IFSET	Reduce Regional CO2 emissions by 40,000 tons per year through PBN implementation by December 2016	Not available-under review in PBN implementation

	POS Regional Safety Targets	Achievements by December 2016
1	**Safety Oversight** • 80% Effective Implementation (EI) regional average by December 2016 • No State in the Region to have EI of ICAO USOAP Critical Element 3 (CAA Staff) and Critical Element 4 (Inspector Competency) below 70% by December 2016	• EI = 69.85% • CE 3 = 70.23% • CE 4 = 60.19%
2	**Accidents** • Using 2010 as the baseline, reduce fatality risk for accidents in the CAR Region for Part 121 or like commercial air transport operations by 50% by the year 2020	Estimated fatality risk in 2015 was 0.45 in Latin America and the Caribbean (RASG-PA). No data available for 2016.
3	**Runway Excursions** • Reduce runway excursions by 20% relative to the 2007-2012 regional average by December 2016	In 2005-2014 a downtrend on the total RE occurrences distribution per year; and from 2013-2014 also shows a downtrend on unstable approach rates in Latin America and the Caribbean (RASG-PA). No data available for 2016.
4	**Aerodrome Certification** • 48% of international aerodromes in the CAR Region to be certified by December 2016	
5	**State Safety Programme (SSP)/ Safety Management System (SMS) Implementation** • 60% of States to have SSP - Phase 1 implemented, service provider SMS safety performance indicators accepted, and an initial Acceptable Level of Safety Performance (ALoSP) established by December 2016 • 60% of service providers to have Phase 1 of their SMS implemented with a minimum of Reactive Phase functional risk management procedures by December 2016	SSP • 95.24% of States - Gap Analysis: completed • 14.29% of States - Implementation Plan Defined: completed SMS • States do not provide SMS implementation information

Regional Air Navigation Targets (Port of Spain Declaration)	Achievements by December 2016
1. Approach - Performance-Based Navigation (PBN) • 80% of instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation (Baro VNAV) implemented by service providers and users by December 2016	65.2%
2 Air Traffic Flow Management (ATFM) • 100% of Flight Information Regions (FIRs) within which all Area Control Centres (ACCs) to have ATFM measures available by December 2018	60%
3 Aeronautical Information Management Transition (AIM) • 100% of Aeronautical Information Services (AIS) to implement AIM Roadmap - Phase I required elements by December 2016	79.49%
4 Ground-Ground Digital Coordination/Transfer • 50% of FIRs within which all applicable ACCs to have implemented at least one interface to use Air Traffic Services Inter-Facility Data Communication (AIDC)/On-Line Data Interchange (OLDI) with neighbouring ACCs by December 2016	84,09% (NAM/CAR) 42.86% (CAR)
5 Environmental Benefit • Reduce regional CO2 emissions by 40,000 tons per year through PBN implementation by December 2016	Not available- under review in PBN implementation

— END —