INTERNATIONAL CIVIL AVIATION ORGANIZATION

WESTERN AND CENTRAL AFRICA OFFICE

Workshop on Performance Enhancement of the Air Navigation System through the Aviation Systems Block Upgrades (ASBUs) Framework
Dakar, Senegal, 18 – 22 September 2017.

Recommendation 1: *Development of a template of a National Air Navigation Plan*

That;

In order to assist States, ICAO Headquarters develop a template for National Air Navigation Plan aligned with the Regional and Global Air Navigation Plans.

Recommendation 2: *Operationalization of the Performance Based Approach*

That;

APIRG:

a) Expedite the operationalization of its Performance Base Approach when planning the implementation of Air navigation improvements and align the implementation targets and performance monitoring, in order to optimize the use of available resources.
b) Reflect this performance base approach in Volume III of the regional Air Navigation Plan.

Recommendation 3: *Submission of the Performance objectives to the AFI DGCAs meeting*

That;

APIRG note and consider the proposal of the AFI Air Navigation Regional Performance Objectives defined in some of the ICAO Key Performance Areas for endorsement by the DGCAs Conference.

Recommendation 4: *Refinement of the AFI regional implementation strategy*

That;

ICAO Regional Offices (WACAF & ESAF), in the framework of the APIRG Sub Groups activities, revise the AFI regional implementation strategy to achieve the Regional Performance Objectives based on the AFI regional implementation Action Plan.

Recommendation 5: *Promotion of National development Plans*

That;

ICAO Regional Offices (ESAF & WACAF) promote the effective definition of States national development Plans covering civil aviation at the ministerial or higher levels, and highlight the relevance of the air navigation systems in the socioeconomic development of States.

Recommendation 6: *Establishment of Air Navigation Teams for National Air Navigation Plan development and implementation*

That;

States establish National Air Navigation Plan Development and Implementation multidisciplinary Teams provided with the adequate resources including training, to collaboratively develop and implement plans, ensure continuity and facilitate performance monitoring.

Recommendation 7: Establishment of Regional Air Navigation Supporting Teams

That;

ICAO Regional Offices (ESAF & WACAF) establish *Regional Air Navigation Supporting Teams* (**RANST**) to support States in their efforts to implement air navigation operational improvements in a harmonized approach, aligned with the Global Air Navigation Plan as well as with the AFI Regional Air Navigation Plan.

Appendix

AFI Regional Performance Objectives

AFI Regional Performance Management Process

Objective: To accommodate traffic growth in an interoperable and high-quality[1] air navigation system that ensures safe, secure and seamless air operations at an affordable cost in an environmentally sustainable manner.

Access and equity

- % of States with the 5 freedoms of the air implemented
- Number of non-regional agreed mandates

Interoperability

- % of FIRs in an area of routing with separation provision other than the one regional agreed for that area of routing
- Millions of dollars invested in resolving interoperability issues post-implementation
- Number of ground-ground systems that cannot have handshake
- Number of air-ground systems that cannot have handshake

Quality of service: Predictability, Efficiency, flexibility

Efficiency

- Fuel consumption per flight
- Number of missed approaches
- Number of diversions

Predictability

- Departure delay (min)
- Arrival delay (min)
- Flight time variability

Flexibility

- % FIR where dynamic re-routing is applied

Participation by ATM community

- % flights without a FPL in the system
- % of new air navigation operational improvements collaborative agreed among all stakeholders affected

Safety

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[1] Quality of service is understood as efficiency, predictability and flexibility

- Number of accidents per million flights: No increase/decrease in aircraft accidents with ANS contribution despite traffic increase
- Number of ariprox per 100000 flights: No increase/decrease in airproxs with risk of collision with ANS contribution despite traffic increase
- Number of incidents per million flights

Security

- Number of long service disruptions reported due to security incidents

Cost Effectiveness

- % of charges non reinvested in the aviation system
- Charges increase non justified

Capacity

- Accommodate forecasted demand

Environment

- Tons of extra CO_2 emissions caused by ANS inefficiencies