Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)
Puntarenas, Costa Rica, 1 to 4 June 2015

Agenda Item 3　　　**Global/Regional Air Navigation Developments**
　　　　　　　　　　3.2　　**First Annual Global Air Navigation Report and Regional Performance Dashboards**

FIRST ANNUAL GLOBAL AIR NAVIGATION REPORT AND REGIONAL PERFORMANCE DASHBOARDS

(Presented by the Secretariat)

EXECUTIVE SUMMARY
This information paper provides an overview of the regional performance dashboards and their conforming indicators, as well as the first annual Global Air Navigation Report following up the fourth edition of the *Global Air Navigation Plan* (GANP) - Doc 9750 for monitoring and reporting the progress on air navigation/safety in each ICAO Region.

Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Environmental Protection
References:	• Doc 9750 – *Global Air Navigation Plan* • 38th ICAO Assembly, ICAO Headquarters, Montreal, Canada, 24 September to 4 October 2013 • Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5), Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014 • Port of Spain Declaration • Seventeenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/17), Cochabamba, Bolivia, 21 to 25 July 2014

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 38th 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 metric or set of initial data which include global air navigation key priorities referred to in Conclusion 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 indicators and performance targets for the CAR/SAM Regions were dealt with during 2013-2014 by the First Meeting of Directors of Safety and Air Navigation of the CAR Region (CAR/DCA/OPSAN/1), the Air Navigation Implementation Group for the NAM/CAR Regions (ANI/WG) and the North American, Central American and Caribbean Working Group (NACC/WG), both for safety and air navigation.

1.5　　　　　All Directors of Civil Aviation of the NAM/CAR Regions in the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) signed the *Port of Spain Declaration* as the regional NAM/CAR agreement and commitment to achieve a minimum set of metrics based on performance and goals/objectives for safety, air navigation and environment. *The Port of Spain Declaration* is available at: http://www.icao.int/NACC/Documents/Meetings/2014/NACCDCA5/POSDeclarationEN_SP.pdf

2.　　　　　Regional Performance Dashboard

2.1　　　　　Since 5 May 2014, ICAO has published the Regional Performance Dashboards on the ICAO website. This initial dashboard is in the process of improvement in order to globalize information sources and represents the beginning of the measurement of regional achievements; it also shows the performance of the objectives at regional level and initially contains graphics and charts. The dashboard currently published presents a responsibility exemption because of the current use of information, including air transport, air navigation and data and statistics regarding safety that are presented to ICAO are given by third parties. All third party content was obtained from sources believed to be reliable. ICAO specifically makes no guarantee or representation as to the accuracy, integrity or preciseness of such information and assumes no liability for its reliance or use.

2.2   The safety and air navigation goals are included in the regional performance dashboards. However, some adjustments will be made. The Regional Performance Dashboards are available at: http://www.icao.int/safety/Pages/Regional-Targets.aspx

2.3   Both safety goals as well as air navigation goals of the *Port-of-Spain Declaration* are included in the Regional Performance Dashboards, as illustrated below in Figure 1. The website also contains a user guide for this application and selections for handling graphics by regional or global comparison.
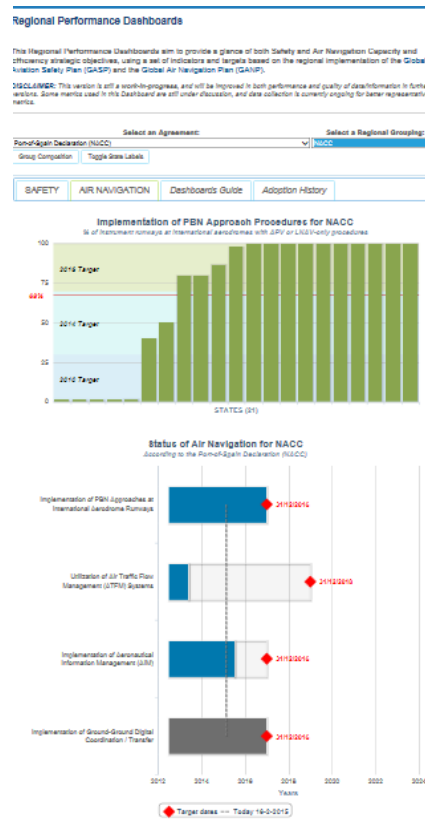

Figure 1

3.   **Annual Global Air Navigation Report - 2014**

3.1   Under the performance-based approach to air navigation planning and implementation, there is a measurement strategy composed by data compilation, processing, storage and reporting for the identified regional performance metrics. The dashboard and Annual Global Air Navigation Report have been developed in order to support this ongoing task of collecting, measuring and reporting data.

3.2   The First Annual Global Air Navigation Report presents to all interested States and industry the annual results, and suggests new areas where the report could provide additional indicators, including information on traffic growth, regional priorities, implementation success stories and explanations of the Regional Performance Dashboards.

3.3   This report consists of qualitative and quantitative data and covers air navigation system key performance areas. The 2014 first edition contains the operational measurement status for performance improvement and the corresponding implementation progress in accordance with the States operational requirements and selected priority Block 0 Modules. It is focused on air navigation priorities highlighted in the Fourth edition of the GANP, such as: PBN, CDO, CCO, AIM, ATFM and estimated environmental benefits obtained as a result of the operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET).

3.4   The first Annual Global Air Navigation Report - 2014 is available at: http://www.icao.int/airnavigation/Pages/Air-Navigation-Report.aspx

3.5   The second Annual Global Air Navigation Report corresponding to 2015 is scheduled for late May 2015.

4.   Follow-up of air navigation indicators by the NACC Regional Office and GREPECAS

4.1   Further to ICAO A38 Resolution, the Planning and Implementation Regional Groups (PIRGs) will follow-up on the progress of indicators and metrics of air navigation priorities, so that GREPECAS would conduct the monitoring on the progress of indicators and metrics of the CAR/SAM Regions. In this regard, it was considered, through PPRC Conclusion 2/3 - *Regional and Global Air Navigation Report*, that the GREPECAS Programmes and Projects Review Committee (PPRC) be responsible for collecting, monitoring and reporting progress on the implementation of operational improvements in the CAR/SAM Regions through the Regional Offices; requesting States to provide the necessary information to the ICAO Regional Offices to demonstrate, periodically, operational improvements.

4.2   Similarly, the GREPECAS/17 Meeting, considering that the CAR and SAM Regions had already selected their indicators and regional targets, agreed that progress on these indicators would be in charge of each Region, being the Regional Offices responsible for updating data, and collection would be done during the annual PPRC meetings.

4.3   Through de ANI/WG and the implementation regional groups actions are continued to establish a measurement and apply the above-mentioned notification strategy.

5.   Conclusion

5.1   The regional Civil Aviation Authorities have recognized that a measurement strategy, which includes data collection, processing, storage and reporting on identified regional performance metrics is critical for the success of a performance-based approach. This is reflected in the commitments made by the CAR/SAM Regions both in the *Bogota Declaration* as in the *Port-of-Spain Declaration*.

5.2   The measurement and the reporting strategy are being used through the implementation of the Annual Global Air Navigation Report and Regional Performance Dashboards, supported by States through implementation Groups and the ANI/WG.

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