



ICAO

CAPACITY & EFFICIENCY

Monitoring / Report of implementation ANRF/Dashboards

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ICAO NACC Regional Office

Regional and National Air Navigation Performance Framework/Aviation System
Block Upgrade (ASBU) Implementation Workshop for the NAM/CAR Regions
(Mexico City, Mexico, 22 – 26 August 2016)

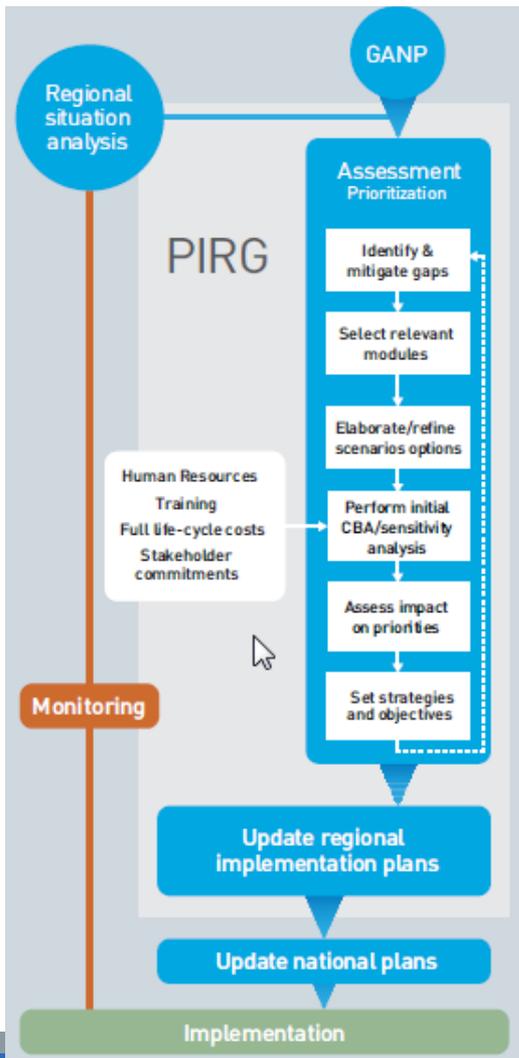




Outline

- Performance-based Approach reporting and monitoring
- ICAO reporting means
- Annual Air Navigation Report
- Air Navigation Dashboards
- Reporting Method/ ANRFs

Performance Framework Principles



Focuses on results

through adoption of performance objectives
and targets

Encourages collaborative decision making

Relies on facts and data for decisions

Emphasizes on **performance monitoring**



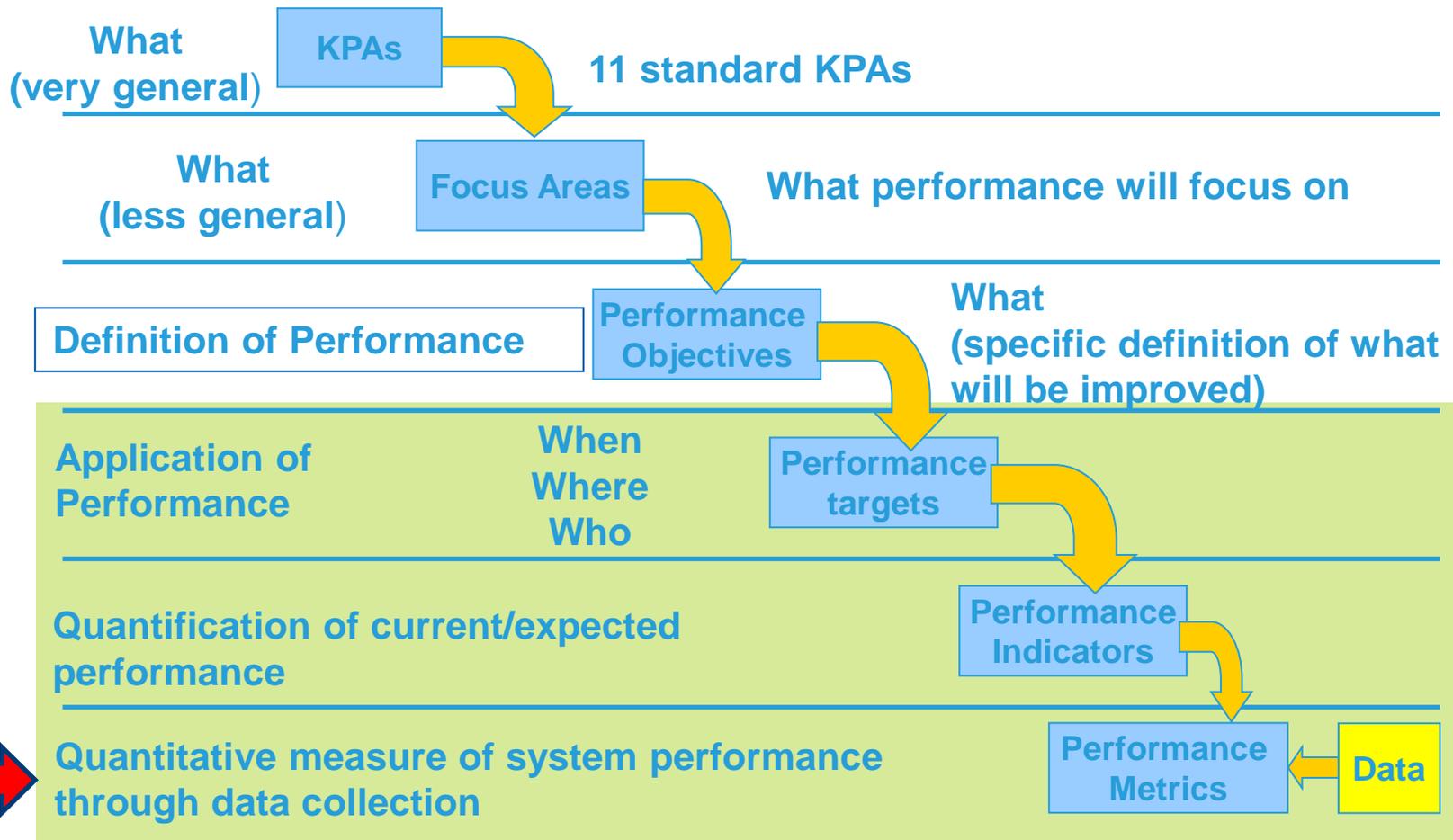
Performance Framework State/ Organization Requirements

- Once an organization, State or a region has adopted performance based planning, it must acknowledge the following:
 - Commitment (*at the top*)
 - Agreement on goals (*desired results*)
 - Responsibility (*who is accountable*)
 - Human resources and know-how (*Culture & Skills*)
 - **Data collection, processing, storage and reporting**
 - Collaboration and coordination (*with other partners*)
 - Cost implication (*what does it cost*)





Measurement Approach





*Outlines Global Priorities and Targets
Reviewed by ANC; Approved by Council
Endorsed by Assembly*



*Feedback loop for
continuous
improvement*



*Reporting against Global Priorities
Global Reports (online) Annually
Currently Available: 2016*



*Adopts Global Priorities, sets additional as needed
Used by PIRGs and RASGs to Measure Performance*





REPORTS

Attributes

ACTIVITY: AIR, ANS, LEG, OPS, PEL

1) STATE: Sample State

2) CITIES: Sample City

4) PROVIDER: Sample Provider

5) FUNDING: Sample Funding

Buttons: Delete, OK

ONLINE

DATA



ONLINE

ANALYSIS



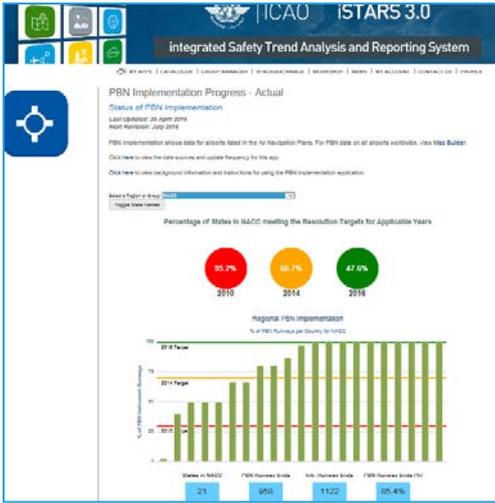
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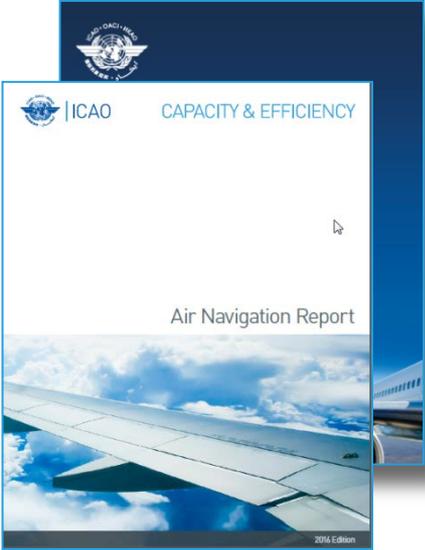
Regional Bodies



Web Portal



Report



- **Visualize** the status of implementation through dynamic and interactive charts
- Provide **feedback** on the data (qualification of the data)
- Perform **self-assessments**, generate ad-hoc **reports** and **export** data
- Provide a venue for data collection towards the **Annual Reports**



CONFLICT ZONE UPDATES

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ICAO / Air Navigation / Air Navigation Reports

Global Plans

Global Air Navigation Plan (GANP)

GANP Resources

Air Navigation Priorities

Performance-based Navigation

Continuous Climb and Descent Operations

Air Traffic Flow Management

SARPs and PANS

Aviation System Block Upgrades (ASBU)

Standardization

Air Navigation Reports

Title and Year	Download
2016 Air Navigation Report	en
2015 Air Navigation Report	en
2014 Air Navigation Report	en fr es ru ar zh

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ICAO SAFETY

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ICAO / Safety / Regional Performance Dashboards

Global Plans
Global Aviation Safety Plan (GASP)
Safety Priorities
Runway Safety
Controlled Flight Into Terrain (CFIT)
Loss of Control-Inflight (LOC-I)
SARPs and PANS
Standardization
Implementation
Safety Implementation
Safety Fund (SAFE)
Aviation Safety Implementation Assistance Partnership (ASIAP)
Next Generation of Aviation Professionals (NGAP)
RASGs and PIRGs
IMPLEMENT
COSCAPs / RSOOs / RAIOs
Safety Management
Performance Based Navigation (PBN)
CAPSCA
Guidance Material
Assess and Measure
iSTARS
API Data Service

Regional Performance Dashboards

This **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 **Global Air Navigation Plan (GANP)**.

DISCLAIMER: This version is still a work-in-progress, and will be improved in both performance and quality of data/information in further versions. Some metrics used in this Dashboard are still under discussion, and data collection is currently ongoing for better representative metrics.

Select an Agreement: Port-of-Spain Declaration (NACC) | Select a Regional Grouping: NACC

Group Composition | Toggle State Labels

SAFETY | **AIR NAVIGATION** | Dashboards Guide | Adoption History

Implementation of PBN Approach Procedures for NACC

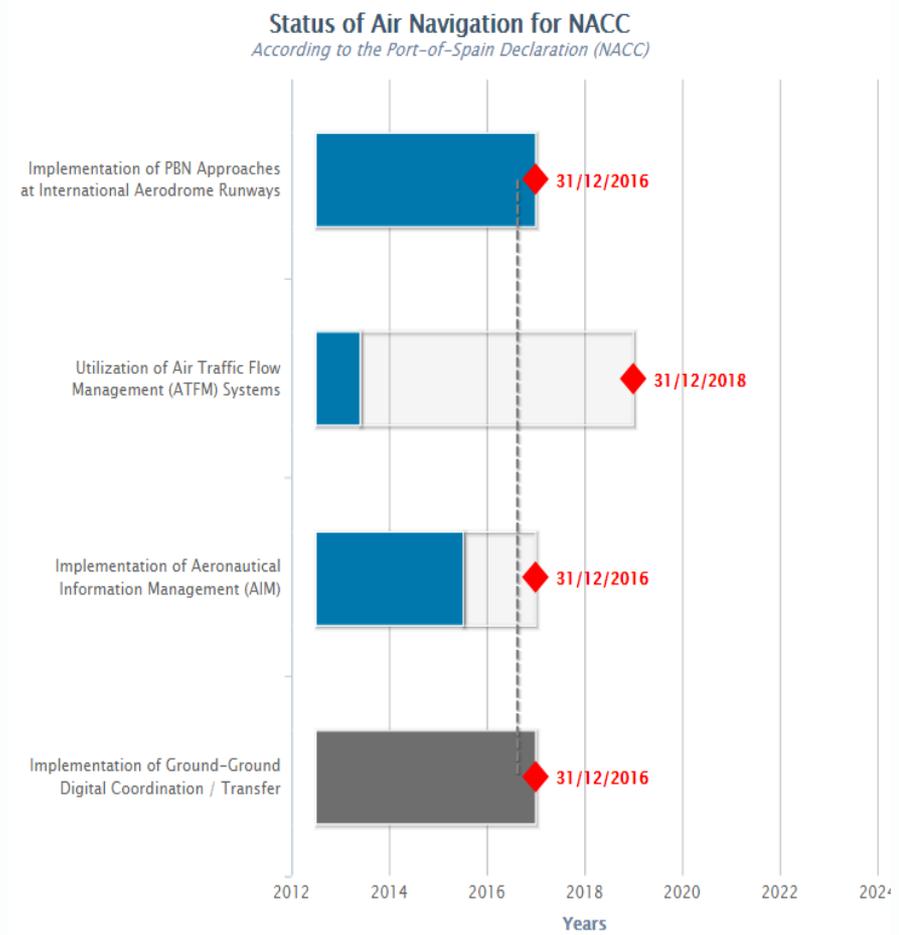
% of Instrument runways at international aerodromes with APV or LNAV-only procedures

2016 Target: 80%

2014 Target: 72%

2012 Target: 22%

STATES (21)



<http://www.icao.int/safety/Pages/Regional-Targets.aspx#tabs-2>



- ❑ States to send data to RO through Air Navigation Report Form (ANRF) or equivalent form/on ongoing basis
- ❑ RO (through PIRGs) will consolidate data from all States and submit to HQ to publish through Performance Dashboard /on ongoing basis
- ❑ HQ will consolidate data from all ROs and publish Global Air Navigation Report/annually





GREPECAS Conclusion 17/7 – *Approval of the Forms to Follow-Up on the Progress on Indicators and Targets for the CAR/SAM Regions*

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 this forms for the progress reporting in the regional performance dashboards.



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)





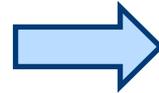
FORM TO FOLLOW UP ON THE PROGRESS ON INDICATORS AND TARGETS FOR THE CAR/SAM REGIONS BY GREPECAS

Revision: July 2016

Indicators		CAR			SAM		
		July 2015	Current Value	Goal December 2016	July 2015	Current Value	Goal Dec 2016
1. PBN TERMINAL	% of runways with APV instrument approach with Baro VNAV, in accordance with Resolution A-37/11	84.8%	84.8%	80%	65.88%	69.14%	100%
5. Fuel / CO2 savings	Reduction of emissions based on IFSET	Not provided	Target to be provided from ongoing PBN revision	Annual reduction of 40,000 Tons of CO2	2014-51,132 Tons of CO2	Being calculated but expected to exceed the target	Annual reduction of 40,000 Tons of CO2
6. ATFM	% of Area Control Centres (ACCs) providing Air Traffic Flow Management (ATFM) service	60%	60%	100% (by December 2018)	52%	56%	100%
7. AIM	% of elements (AIS to AIM roadmap) required for AIS-to-AIM transition that have been implemented in Phase I	80%	85%	100% Phase 1 composed of 4 elements	70%	84%	100%
9. Interconnection of automated systems (ATS AIDC)	% of automated system interconnections	81.82% (NAM/CAR)	84.09 % (NAM/CAR) 50% (CAR only)	50% of ACCs with at least 1 interface (AIDC/OLDI)	12%	26.67%	100%
11. Aerodrome Certification (*)	% certified aerodromes	35%	36%	48%	12%	16%	20%



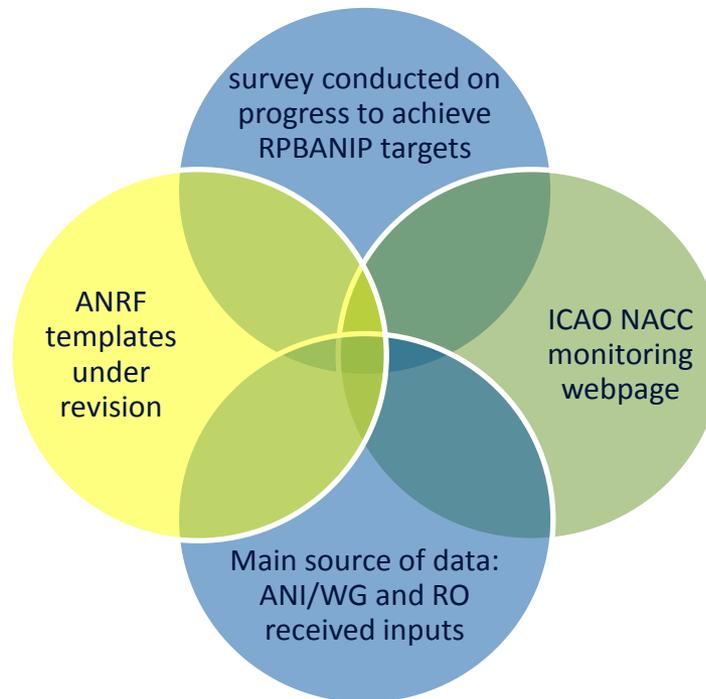
ASBU
framework



Air Navigation Report Form
(ANRF)
basis for performance reporting

ANRF templates for all the 18 Modules of ASBU are in the Regional eANP Volume III.

Conclusion ANI/WG/2/20 ADOPTION OF NEW ANRF AND REPORTING APPROACH TO ASBU IMPLEMENTATION



North American, Central American and Caribbean Regional Office (NACC) Office

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Port-of-Spain Declaration

NAM/CAR Regional Performance-Based Air Navigation Implementation Plan - RPBANIP

CAR/SAM Electronic Regional Navigation Plan (eANP)

Reuniones

2016 Calendar

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ANI/WG

E/CAR/CATG

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E/CAR/NTG

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Air Navigation Targets

Following the ICAO Assembly Resolution A35-15, Appendix 1, the ICAO Framework for Air Navigation Systems, as well as the development of the system. The Third Meeting of North American, Central American and Caribbean Regional Office (NACC) was held in Punta Cana, Dominican Republic, in September 2014. The meeting adopted the Navigation Implementation Plan (NAM/CAR RPBANIP) and navigation implementation activities for the NAM and CAR regions.

The RPBANIP was updated by the NAM/CAR Air Navigation Implementation Plan with the ICAO version 3 was finalized by the Third Meeting of the North American, Central American and Caribbean Regional Office (NACC/WG03) in March 2014. The Fifth Meeting of North American, Central American and Caribbean Regional Office (NACC/DCA5), held in Port of Spain, Trinidad and Tobago, in October 2015, approved the updated RPBANIP.

Introduction

The RPBANIP establishes the NAM/CAR regional priorities to be accomplished during the period 2013 to 2018, aligned with the ICAO performance-based metrics and indicators, and the ICAO Air Navigation System (ANS) objectives.

The RPBANIP is a living document that can be reviewed and updated as needed to maintain the validity, accuracy, and applicability of the Plan. The RPBANIP is structured into modules of the ASBU methodology.

The RPBANIP agreed regional performance-based metrics and indicators.

If you require any 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).

ASBU Module: B0- FICE

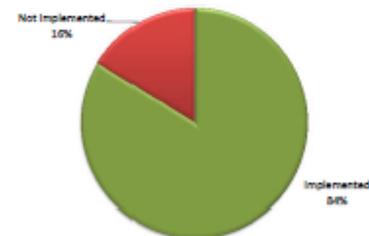
34. AIDC Implementation

Target: 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

	Region	AIDC/ OLDI Implemented (Y/N)	If Yes, indicate ICDs used
Central American	CAR	Y	
Curacao	CAR	N?	
Habana	CAR	Y	NAM
Houston Oceanic	CAR	Y	NAM, NAS
Kingston	CAR	N	
Mazatlan Oceanic	CAR	N	AIDC
Mexico	CAR	Y	NAM
Miami Oceanic	CAR	Y	NAM, NAS
Nassau	CAR	N	N
New York Oceanic (W)	CAR	Y	AIDC (NAT now PAN)/NAS
Port-Au-Prince	CAR	N	N
PIARCO	CAR	N	N
San Juan	CAR	N	NAS
Santo Domingo	CAR	N	N
Edmonton	NAM	Y	NAM
Gander Domestic	NAM	Y	AIDC
Montreal Domestic	NAM	Y	NAM
Vancouver Domestic	NAM	Y	NAM
Winnipeg Domestic	NAM	Y	NAM
Moncton Domestic	NAM	Y	NAM
Albuquerque	NAM	Y	NAM/NAS
Anchorage /Anchorage Artic	NAM	Y	AIDC/NAM
Anchorage continental Oceanic	NAM	Y	AIDC/NAM/NAS
Atlanta	NAM	Y	NAS
Boston	NAM	Y	NAS
Chicago	NAM	Y	NAS
Cleveland	NAM	Y	NAM/NAS
Denver	NAM	Y	NAS
FL Worth	NAM	Y	NAS
Houston	NAM	Y	NAS

Implemented	36
Not Implemented	7
TOTAL FIRs	44
IMPLEMENTATION RATE	81.82%

FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with a neighbouring ACC



(<http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>).



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THANK YOU