



International Civil Aviation Organization

**SIXTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP (CNS/MET SG/16) OF APANPIRG**

Bangkok, Thailand, 23 – 27 July 2012

Agenda Item 2:

Review:

- 4) SIP Workshop 12th Air Navigation Conference and Aviation System Block Upgrades (ASBUs)

SPECIAL IMPLEMENTATION PROGRAMME WORKSHOP ON ASBU

(Presented by the Secretariat)

SUMMARY

This paper presents outcome of the two workshops on 12th Air Navigation Conference and ASBUs held in Bangkok from 14 to 18 May 2012 in Bangkok and from 21 to 25 May 2012 in Nadi, Fiji for review by the meeting.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives: All

1. Introduction

1.1 The SIP Workshop on 12th Air Navigation Conference and ASBUs was held in Bangkok from 14 to 18 May 2012. 64 participants, representing 12 Administrations of the ICAO Asia and Pacific Regions and two international organizations (CANSO & IATA) participated in the workshop.

1.2 A similar workshop sponsored by Fiji Island was held in Nadi, Fiji from 21 to 25 May 2012. Twenty participants, representing 5 Pacific States of the ICAO and one international organization (IFALPA) participated in the workshop.

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2. Discussion

2.1 The objective of the workshops was to enhance the knowledge of civil aviation professionals in planning and implementation of air navigation systems on the basis of Aviation System Block Upgrades (ASBU) methodology and also support States in their preparations for participation in the upcoming AN-Conf/12 in November 2012.

2.2 Workshop comprised of three modules:

- Strategic issues - ASBU initiative and Performance Framework
- ASBU methodology - Planning and Implementation; and
- Hands-on exercises - Development of National ASBU Planning Framework and use of ICAO Fuel Savings Estimation Tool (IFSET) for estimating fuel savings and corresponding environmental benefits as a result of operational improvements.

2.3 The workshop developed better understanding of the ASBU methodology in planning and implementation of air navigation systems and its relationship with regional and national planning

2.4 The participating Administrations through exercises gained a better understanding of ASBU methodology for planning and implementation of air navigation systems and use of IFSET for estimating fuel efficiency and environmental benefits for the operational improvements.

2.5 Some recommendations on ASBU made during the workshop are provided in the **Attachment** to this paper and have been forwarded to ICAO Headquarters for consideration. More detailed suggestions on some modules were also forwarded to Headquarters for consideration.

2.6 The agenda items of AN Conf/12 were presented to the workshop. It was noted that ASBUs concept will be officially discussed at the Conference and the Conference is expected to adopt new planning methodology. A State Letter from ICAO Headquarters on ASBUs for comments was being circulated to member States in June 2012.

3. Action by the Meeting

3.1 The meeting is invited to review the outcome of the Workshops on the AN Conf/12 and ASBU planning methodology.

ICAO SIP Workshop on Preparations for AN – Conf/12 - ASBU Methodology
Attachment 2 to the Report

Recommendations and Suggestions developed by the Workshop

- **Comment:** Modules are arranged according to the conditions of the developed countries and all States should be given the opportunity to provide input related to the modules so that modules could be further improved.

Suggestions:

- To improve the modules, suggest all the modules to provide more details information and detailed steps for how to implement in the individual country.
- ATM Automation System is one key element to support many important new function as many ASBU such as the TBO, CDM etc. Suggest to add related module on the subject to reflect the requirement and evolution of ATC Automation Systems.
- Each ASBU should contain guidance material to assist States in determining what operational performance problem the ASBU addresses and triggers on when to implement the ASBU.
- Discuss ASBU modules together with the new GANP. In particular with the process to identify performance gaps and analyze whether/which ASBU module can close them (under section of “Airspace Modernization Planning”)
- Propose to add a presentation on Doc 9883 PBA’s Performance Case as an extension of the standard business case. If so, for example note the sensitivity to traffic forecasts, importance of senior management buy-in; steps of the PBA etc.
- Search and Rescue (SAR) may also be covered as one of in the modules.
- The ANRF form may include an additional column on training requirements.
- ICAO should publish the proposed Wake Turbulence Categories and CCO manuals as mentioned in BO-70 and BO-20 respectively for study and preparation for AN-Conf/12.
- ICAO should clarify the referred standards for A-SMGCS (Levels 1 and 2 in Module BO-75).
- ICAO should standardize the unit of measurement as it is important for interoperability & seamless operation between FIRs.
- Regarding the “Metrics”, more options and suggested lists of indicators for each KPA are needed.
- Key performance area of some of the modules should be reviewed such as need to add KPA – Efficiency.
- There are some bugs in the IFSET which need to be fixed. En-route operation supports only single level. It would be much better if it could be programmed to support multiple levels with different type of aircraft in the same category of operation.
