ASBU BLOCK 0 QUESTIONARE UPDATE FORM

STATE		
Performance Improvement	**Modules Number and Title**	**Module description**
Airport Operations	B0-65 GNSS-based Approaches Optimisation of approach procedures including vertical guidance	The use of performance-based navigation (PBN) and ground-based augmentation system (GBAS) landing system (GLS) procedures will enhance the reliability and predictability of approaches to runways, thus increasing safety, accessibility and efficiency. This is possible through the application of Basic global navigation satellite system (GNSS), Baro vertical navigation (VNAV), satellite-based augmentation system (SBAS) and GLS. The flexibility inherent in PBN approach design can be exploited to increase runway capacity
	B0-70 Better Wake Vortex Minima	Improved throughput on departure and arrival runways through optimized wake turbulence separation minima, revised aircraft wake turbulence categories and procedures.
	B0-75 A-SMGCS	Basic A-SMGCS provides surveillance and alerting of movements of both aircraft and vehicles on the aerodrome thus improving runway/aerodrome safety. ADS-B information is used when available (ADS-B APT).
	B0-80 Airport CDM	To implement collaborative applications that will allow the sharing of surface operations data among the different stakeholders on the airport. This will improve surface traffic management reducing delays on movement and manoeuvring areas and enhance safety, efficiency and situational awareness.
	B0-15 Improved Metering	Improved RunwayTraffic Flow through Runway Sequencing (AMAN/DMAN)

Globally Interoperable Systems and Data	B0-25 Ground-Ground Integration based on AIDC	To improve coordination between air traffic service units (ATSUs) by using ATS interfacility data communication (AIDC) defined by the ICAO Manual of Air Traffic Services Data Link Applications (Doc 9694). The transfer of communication in a data link environment improves the efficiency of this process particularly for oceanic ATSUs.
	B0- 30 Digital AIM using AIXM	The initial introduction of digital processing and management of information, through aeronautical information service (AIS)/aeronautical information management (AIM) implementation, use of aeronautical information exchange model (AIXM), migration to electronic aeronautical information publication (AIP) and better quality and availability of data
	B0-105 Enhanced Operational Decisions through Integrated Meteorological Information (Planning and Near-term Service)	This module enables the reliable identification of solutions when forecast or observed meteorological conditions impact aerodromes or airspace. Full ATM-Meteorology integration is needed to ensure that: meteorological information is included in the logic of a decision process and the impact of the meteorological conditions (the constraints) are automatically calculated and taken into account The decision time-horizons range from minutes, to several hours or days ahead of the ATM operation (this includes optimum flight profile planning and tactical in-flight avoidance of hazardous

		tactical in-flight avoidance of hazardous meteorological conditions) to typically enable near-term and planning (>20 minutes) type of decision making. This module also promotes the establishment of standards for global exchange of the information. This module builds, in particular, upon module B0-105, which detailed a sub-set of all available meteorological information that can be used to support enhanced operational efficiency and safety
Optimum Capacity and Flexible Flights	B0-10 Improved Operations through Enhanced En-Route Trajectories	To allow the use of airspace which would otherwise be segregated (i.e. special use airspace) along with flexible routing adjusted for specific traffic patterns. This will allow greater routing possibilities, reducing potential congestion on trunk routes and busy crossing points, resulting in reduced flight length and fuel burn.
	B0-101 ACAS Improvements	To provide short-term improvements to existing airborne collision avoidance systems (ACAS) to reduce nuisance alerts while maintaining existing levels of safety. This will reduce trajectory deviations and increase safety in cases where there is a breakdown of separation.
	B0-35 Improved Flow Performance through Planning based on a Network-Wide view	Air traffic flow management (ATFM) is used to manage the flow of traffic in a way that minimizes delay and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or flight information region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including crisis caused by human or natural phenomena.

	B0-85 AIR TRAFFIC SITUATIONAL AWARENESS (ATSA)	Two air traffic situational awareness (ATSA) applications which will enhance safety and efficiency by providing pilots with the means to enhance traffic situational awareness and achieve quicker visual acquisition of targets: a) AIRB (basic airborne situational awareness during flight operations); and b) VSA (visual separation on approach).
	B0-86 Improved Access to Optimum Flight Levels through Climb/Descent Procedures using	This module enables an aircraft to reach a more satisfactory flight level for flight efficiency or to avoid turbulence for safety. The main benefit of ITP is significant fuel savings and the uplift of greater payloads.
	B1-10 Improved Operations through OPTIMIZED ATS Routing	To provide, through performance-based navigation (PBN), closer and consistent route spacing, curved approaches, parallel offsets and the reduction of holding area size. This will allow the sectorization of airspace to be adjusted more dynamically. This will reduce potential congestion on trunk routes and busy crossing points and reduce controller workload. The main goal is to allow flight plans to be filed with a significant part of the intended route specified by the user-preferred profile. Maximum freedom will be granted within the limits posed by the other traffic flows. The overall benefits are reduced fuel burn and emissions.
	B0-84 Initial capability for ground surveillance	Ground surveillance supported by ADS-B OUT and/or wide area multilateration systems will improve safety, especially search and rescue and capacity through separation reductions. This capability will be expressed in various ATM services, e.g. traffic information, search and rescue and separation provision.

	B0-102 Increased Effectiveness of Ground-Based Safety Nets	This module provides a baseline set of ground-based safety nets assisting the Air Traffic Controller and generating, in a timely manner, alerts of an increased risk to flight safety (collision, unauthorised airspace penetration and controlled flight into terrain).
Efficient Flight Path	B0-05 Improved Flexibility and Efficiency in Descent Profiles (CDO)	To use performance-based airspace and arrival procedures allowing aircraft to fly their optimum profile using continuous descent operations (CDOs). This will optimize throughput, allow fuel efficient descent profiles and increase capacity in terminal areas.
	B0-20 Improved Flexibility and Efficiency in Departure Profiles - Continuous Climb Operations (CCO)	Has your State have published CCO procedures OR have CCO procedures ben D75+D74:H79tactically applied (i.e. have an uninterrupted climb profile from take-off to the top of climb)?
	B0-40 Improved Safety and Efficiency through the initial application of Data Link En-Route	To implement an initial set of data link applications for surveillance and communications in ATC, supporting flexible routing, reduced separation and improved safety.

Question (Elements)	Answers Please Check or Click the approprite box with your mouse (click again to uncheck in case of correction)			
	YES	NO	N/A	Planned before 2019
Have you carried any WGS-84 Surveys in your State?	☐	☐	☐	☐
Has your States implemented GNSS Approach Procedures in any of your airports?	☐	☐	☐	☐
Has your State implemented any PBN final approachesprocedures?	☐	☐	☐	☐
Has your State implementeed Electronic Terrain and Obstacle Data (eTOD)	☐	☐	☐	☐
Has your State/region implemented RECAT(Wake Turbulence Re-categorisation) prior to the end of 2018?	☐	☐	☐	☐
Has your State implemented A-SMGCS	☐	☐	☐	☐
Has yur State implemented ADS-B APT	☐	☐	☐	☐
Has your State implemented A-CDM in any of your airports?	☐	☐	☐	☐
Has your State implemented an AMAN?	☐	☐	☐	☐
Has your your State implemnted DMAN?	☐	☐	☐	☐

Has your State/ANSP implemented, or does it plan to implement AIDC prior to 2018?	☐	☐	☐	☐
Has your State implemented eAIP	☐	☐	☐	☐
Has your State implemented digital NOTAMs?	☐	☐	☐	☐
Has your State developed a Road Map for migration from AIS to AIM	☐	☐	☐	☐
Doesyour State have qualified AIS Technical Staff?	☐	☐	☐	☐
Has your AIS Department been ISO Certified?	☐	☐	☐	☐
Has your State imlplemented QMS?	☐	☐	☐	☐
Ha syour State implemented an Integrated Terminal Weather System (ITWS)	☐	☐	☐	☐
Has your State/Region joined or established a Centralised Data Base	☐	☐	☐	☐
Has your State implemented ATS Message Handling System (AMHS)	☐	☐	☐	☐
Has your State implemented Broadcast of Automatic Terminal Information Service via data link (DATIS)	☐	☐	☐	☐
Has your State implemented Broadcast of regular meteorological information for aircraft in flight via data link (D-VOLMET)	☐	☐	☐	☐

Does your State Meteorology support enhanced operational efficiency and safety Global, regional and local meteorological information provided by world area forecast centres, volcanic ash advisory centres etc	☐	☐	☐	☐
Is FUA currently implemented in your State/region?	☐	☐	☐	☐
Has your State implemented TCAS in your air space?	☐	☐	☐	☐
Is strategic traffic flow management currently used to manage runway/airspace slot allocation in your State/region?	☐	☐	☐	☐

Has your State implemented ATSA?	☐	☐	☐	☐
Has your State implemented ADS-B	☐	☐	☐	☐
Has your State implemented W-MLAT	☐	☐	☐	☐
Has your State implemented SSR mode S Extended squitter?	☐	☐	☐	☐
Has your State implemented PBN Routes	☐	☐	☐	☐
Has your State implemented ADS-B OUT or MLAT	☐	☐	☐	☐

Has your State implemented safety nets to provide timely alerts on the ground (Short Term Conflict Alert, Area Proximity Warnings and Minimum Safe Altitude Warnings)	☐	☐	☐	☐
Has your State published CDO procedures OR have CDO procedures ben tactically applied?	☐	☐	☐	☐
Has your State published CCO procedures OR have CCO procedures been tactically applied (i.e. have an uninterrupted climb profile from take-off to the top of climb)?	☐	☐	☐	☐
Has your State iplemented VDL 2	☐	☐	☐	☐
Is ADS-C/CPDLC in operation in your FIR?	☐	☐	☐	☐
Is HF Data Link operational in your FIR	☐	☐	☐	☐

REMEMBER TO SAVE YOUR WORK!