



INTERNATIONAL CIVIL AVIATION ORGANIZATION

AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP NINETEENTH MEETING (APIRG/19) (Dakar, Senegal, 28 to 31 October 2013)

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation

Aviation Systems Block Upgrades

(Presented by CANSO)

SUMMARY	
<p>The 4th edition of the Global Air Navigation Plan (GANP, Doc 9750) provides a global planning framework for incremental operational improvements through a methodology, better known as the aviation systems block upgrades (ASBUs). This framework will ensure that the much needed upgrades are coordinated and globally harmonised over the next 20 years and ensure that global harmonisation and interoperability in Air Navigation are met. As the global voice of ANSPs and a key contributor to the collaborative development effort of the ASBU methodology, CANSO has been actively engaged in socializing the ASBU concept among its Membership, and with the development of guidance material, tools and training designed to assist air navigation service providers (ANSPs) and other stakeholders in the implementation of the ASBUs.</p>	
<p>REFERENCES: Doc. 10001- 38th Session of the ICAO Assembly Doc. XXXXX- 12th Air Navigation Conference Doc. 9750 Global Air Navigation Plan 4th Edition Doc. 10004 Global Aviation Safety Plan</p>	
Related ICAO Strategic Objective(s):	Environmental Protection and Sustainable Development of Air Transport

1. INTRODUCTION

1.1 The 4th edition of the Global Air Navigation Plan (GANP, Doc 9750), introduces the Aviation System Block Upgrades (ASBU) methodology and its technology roadmaps for Communications, Navigation and Surveillance (CNS), Information Management (IM) and Avionics requirements in support of a harmonised global air navigation system.

1.2.1 The GANP establishes a framework for incremental implementations based on the specific operational profiles and traffic densities of each State. This is accomplished through the aviation system block upgrades (ASBUs) methodology which forms the basis of the revised GANP.

1.1 CANSO fully endorses the ASBU initiative. Implementing ASBUs and sharing best practice form an important part of CANSO's vision 2020 to transform global ATM performance.

2. DISCUSSION

2.1 Coupled with the ICAO Global Aviation Safety Plan (GASP), the GANP and the ASBU framework provides a tiered approach to Air Navigation planning in order to guide and harmonize the development of Regional and individual State Air Navigation plans. An evolutionary sequence of improved capabilities that are well-defined, scalable and cost effective; the PIRGs will play a key role in ensuring that the intra and inter-regional issues have been suitably addressed.

2.2 ANSPs must therefore consider carefully a number of factors in order to implement the necessary ASBU modules and their capabilities. Thus, how ANSPs are to proceed with module capability selection, implementation and transition in order to deliver the desired operational benefits needs to be closely coordinated at a regional and intra-regional level.

2.3 ICAO Policy Principle 6 - Regional and State Air Navigation Priorities states “ICAO regions, sub-regions and individual States through the PIRGs should establish their own Air Navigation priorities to meet their individual needs and circumstances in line with the Global Air Navigation Priorities”. Beyond the planning phase, ANSPs will need to commit to implementation milestones and make the necessary investment decisions, and must do so in a synchronized manner. The geographic location of an ANSP is perhaps the most important consideration for the selection of the modules. ANSPs need to plan globally, yet implement based on specific local operational profiles and traffic needs.

2.4 CANSO continues to promote a better understanding and recognition of the benefits to ANSPs in using the ASBU methodology for their planning and implementation activities. It is therefore not surprising that CANSO African region members fully endorse the ASBU initiatives.

2.4.1 Within an African context certain priority areas have been identified by CANSO members as follows:

- **PIA 1- APTA (B0-65), PIA 4 CDO (B0-05)** Optimise approach procedures through PBN implementation
- **PIA 1 – ACDM (B0-80)** Reduce delays and improve runway traffic flow and sequencing through A-CDM and AMAN/DMAN
- **PIA 3 – ASUR (B0-84)** Improve safety and efficiency of surface operations through ADS-B and MLAT
- **PIA 4 – TBO (B0-40)** Improve en route safety and efficiency through improved appropriate surveillance and communication infrastructure
- **PIA 2 – DAIM (B0-30)** Improve service delivery through transition to digital AIM
- **PIA 2 – FICE (B0-25)** Increase interoperability and efficiency through improved ground-to-ground communication and integration
- **PIA 3 – FRTO (B0-10) and NOPS (B0-35)** Improve air traffic flow performance through ATFM and CDM

2.4 CANSO will continue to work closely with ICAO and our aviation partners to ensure that the ASBU methodology is followed to the fullest extent possible.

2.5 To ensure that all our members are ready to implement ASBU in a harmonised manner, CANSO is planning the first Africa ASBU implementation Seminar Scheduled for the 13 -14 November 2013 in Maputo, Mozambique. The seminar is being hosted by Aeroportos de Moqambique and intended to assist member ANSPs and working closely with their respective States to assess their level of readiness in implementing a regionally agreed set of Modules as described in para 2.4.1 above. This will be done in close coordination with ICAO and the Regional offices of ESAF and WACAF. The outcomes of this CANSO Implementation Seminar will be subsequently reported to the ICAO Regional offices in due course.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information contained in this paper.
- b) Recognize the efforts with the CANSO African ASBU Implementation seminar to be held in Maputo to promote the ICAO ASBU within the AFI Regional Planning PIRG framework.

END