



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

INFORMATION PAPER

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

- Agenda Item 4: Follow-up on the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)**  
**4.2 National Plans Reports on Aviation System Block Upgrade (ASBU) (AIM, ATM and CNS)**

**STATE INDUSTRY COLLABORATIVE PROCESS FOR THE TRANSITION FROM CURRENT SYSTEMS TO THOSE SPECIFIED IN THE ASBU**

(Presented by IATA and RTCA)

<b>EXECUTIVE SUMMARY</b>	
This information paper presents an update of the proposal presented by IATA and RTCA at the GREPECAS.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Doc 9750 – <i>Global Air Navigation Plan</i></li><li>• Bogota Declaration</li><li>• <i>Port of Spain Declaration</i></li><li>• RTCA NextGen Mid-Term Implementation Task Force</li><li>• GREPECAS/17 - IP/15 - Presented by Brazil, United States, ALTA, IATA, IFALPA, RTCA</li></ul>

**1. Introduction**

1.1 During the last GREPECAS/17 and SAM/IG/14 meetings, IATA and RTCA presented the IP/WP, where was proposed the establishment of a state/industry collaboration project with the objective to provide fundamental input to the state or regional implementation plan(s) using the methodology based on the ASBU and aligned with the GANP strategic objectives.

1.2 The reach of the project is to produce a written report that includes a comprehensive list of ASBU modules with timelines, locations and intended benefits, along with all the critical components of each capability of the modules that must be fully addressed in order to deliver the intended benefits to all the relevant ATM stakeholders.

## **2 Discussion**

2.1 Following the last SAM/IG meeting both RTCA and IATA worked to secure funding to source the project through industry. While some industry organizations were open to funding the project, we recognized that our current approach would not be a viable business model going forward.

2.2 RTCA and IATA have worked over the past several months to find an alternative approach that might be able to be funded and can be used as a “proof of concept” to the original project.

2.3 Under this new proposal, the same strategy and scope will be used but on a smaller scale in order to reduce the amount of investments by selecting a single country within the region with the goal of modelling a regional approach upon the successful completion of the project.

2.4 The ultimate outcomes remain the same, providing the region a systematic approach to prioritization of the Aviation System Block Upgrades (ASBU) and a clear implementation plan defining all the elements that must be addressed to realize benefits of capabilities.

2.5 The effort will continue to work with ICAO, industry, users, as well as the selected country’s ANSP and regulator.

2.6 As the funding issues are worked through and an initial country is selected, more information will come available.