



INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

Agenda Item 5: Future Work Programme

IMPACT OF THE IMPLEMENTATION OF THE ICAO AVIATION SYSTEM BLOCK UPGRADE
(ASBU) METHODOLOGY ON REGIONAL WOR PROGRAMMES

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents the possible impact of the ICAO Aviation System Block Upgrade (ASBU) Methodology on regional programmes, including planning, implementation, monitoring and reporting aspects, and the need for APIRG to transition toward a project based organizational structure, based on project management principles as opposed to the current organizational structure.</p>	
<p>Action: The action to be taken by the meeting is at paragraph 3.</p>	
<p>References:</p> <ul style="list-style-type: none">• ICAO Special Regional Air Navigation Meeting (2008) Report (Doc 9930)• ICAO Twelfth Air Navigation Conference (AN-Conf/12) Report• ICAO Global Air Navigation Plan (Doc 9750), 4th Edition	
Strategic Objectives	<p>This working paper is related to Strategic Objectives:</p> <ul style="list-style-type: none">A. Safety – Enhance Global Civil Aviation SafetyC. Environmental Protection and Sustainable Development of Air Transport

1. INTRODUCTION

1.1. The ICAO Twelfth Air Navigation Conference (AN-Conf/12) Recommendation 6/1–*Regional performance framework–planning methodologies and tools*, requests –inter alia- that States and PIRGs finalize the alignment of regional air navigation plans with the Fourth Edition of the *Global Air Navigation Plan* (Doc 9750, GANP) by May 2014, and focus on implementing the ICAO Aviation System Block Upgrade (ASBU) Block 0 Modules according to their operational needs, recognizing that these modules are ready for deployment. The alignment of the Regional Air Navigation System Implementation Plan with the ASBU Methodology is discussed under Agenda Item 3 of APIRG/19 Meeting.

1.2. This working paper analyses the impact of the implementation of the ASBU Methodology on regional programmes and the future work programme of the APIRG.

2. DISCUSSION

2.1. The ICAO Special Regional Air Navigation Meeting (SP AFI RAN 2008) supported the need to adopt a performance-based approach to regional and national air navigation planning in the AFI Region, which was aligned with the *Global Air Navigation Plan* (Doc 9750, GANP). The meeting noted that the GANP was developed to assist States and regional planning groups in identifying the most appropriate operational improvements to achieve near - and medium-term benefits on the basis of current and foreseen aircraft capabilities and ATM infrastructure while the *Global Air Traffic Management Operational Concept* (Doc 9854) provided the overall vision of a performance based ATM system.

2.2. The ICAO SP AFI RAN 2008 recognized the need to have a clearly defined strategy to implement ATM systems as well as the need to align work programmes of the States, regions and ICAO.

In follow-up to the discussion, the meeting agreed that APIRG should review its structure to determine if changes would be beneficial in light of the performance-based approach to air navigation planning being proposed. The meeting also felt that the structure and organization of regional air navigation plans (ANPs) should be reviewed on a global basis with a view to aligning the regional ANPs with the Global Air Navigation Plan and the performance-based approach to planning. The meeting therefore, agreed to adopt the following recommendations:

Recommendation 6/3 — Re-organization of the regional air navigation plan

That ICAO, at the global level and in coordination with regional offices, review the regional air navigation plans and propose changes to their structure, organization and format to ensure alignment of the regional air navigation plans with the Global Air Navigation Plan and the performance-based approach to air navigation planning.

Recommendation 6/4 — Re-organization of APIRG

That APIRG review its working methods and organization and consider making adjustments to better support the ICAO performance framework in its planning and implementation activities.

2.3. The meeting may wish to note that the performance - based approach adopted by the ICAO SP AFI RAN 2008 applies to the AFI Regional Air Navigation System Implementation Plan aligned with the ASBU Methodology (WP/12 of this meeting refers).

2.4. In implementing the ASBU Methodology, due consideration should be given to the following aspects:

Planning aspects

- Align the Regional Air Navigation Plans (ANPs) with ASBUs
- Transition from PIRG Meetings to PIRG Projects
- Project based approach for ASBUs to be applied to PIRG Subgroups/Task Forces as necessary
- Align with ASBUs ex: AO/NO/AS/PBN/TBO (based on Modules or PIAs)
- Changing roles of Regional Offices and Work Plans: Oriented to performance improvements
- Involvement of users and regulators
- Commitment through regional plans

Implementation aspects

- Categorize and determine priority for ASBU Block 0 Modules at regional/interregional/global levels
- Disseminate ASBU Block 0 Modules details
- Training/Workshops/Seminars/Computer-Based Training (CBT)
- PIRG Deficiency List according to aligned ANPs
- Mission to States (CAAs, Service Providers)
- ASBU oriented approach for missions to States (CAAs, Service Providers) based on Safety and Air Navigation priorities

Monitoring aspects

- Key Performance Indicators (KPI) /Supporting metrics for ASBUs
- Geographic Information System (GIS) based reporting for global AN Report
- Reporting mechanism/Webpage for Regions/Dashboard Reporting
- Performance Targets/Indicators/Collection of data
- Air Navigation Reporting Forms (ANRFs)
- Reporting on Mission to States/ASBU oriented reporting (based on ANRF template)
- Continuous Monitoring Approach (CMA)/Mapping to ASBUs for oversight
- Use of tools for ASBU monitoring

Implications for the PIRGs under the new ICAO Global Plan

2.5. The ICAO Planning and Implementation Regional Groups (PIRGs) process are in the process of adopting the ASBU Modules through regional agreements. In so doing, PIRGs should ensure that all required supporting procedures, regulatory approvals and training capabilities are set in place. These supporting requirements need to be reflected in regional online Air Navigation Plans (eANPs) developed by the PIRGs, ensuring strategic transparency, coordinated progress and certainty of investment.

2.6. To support States' efforts, the development of business cases for any operational benefit will be facilitated with the detailed information available in the Global Plan's technology roadmaps and Module descriptions.

2.7. PIRGs function primarily on the basis of regular consultations with States and industry to align the specific measures and initiatives that they integrate into Regional Air Navigation Plans.

2.8. PIRGs are additionally responsible under the performance framework work programme for coordinating the reporting from States and industry that feeds into later analysis activities, the annual Air Navigation Capacity and Efficiency Report, and any required tactical work programme revisions.

2.9. Performance reviews are to be conducted via annual reports that will be developed by each ICAO regional office/PIRG in collaboration with local industry stakeholders. These are to be supported by data submission by States with respect to Block Upgrade Module metrics.

2.10. As a result, PIRG schedules will need to be revised in order to be effectively synchronized with the annual reporting schedule. Similarly, as the standardization effort is completed at the global level, PIRGs which have not yet transitioned will need to rationalize their sub-groups away from technologies and toward operational performance.

2.11. In view of the above and mindful of ICAO SP RAN 2008, the following Draft Decision is proposed to the meeting:

Draft Decision: Re-organization of APIRG

That:

- a) **APIRG review its working methods and organization using project management principles, and consider making adjustments to better support the ICAO performance framework in its planning and implementation activities related to Aviation System Block Upgrades (ASBUs) and other enhancements of relevance to its terms of reference; and.**
- b) **The Secretariat accordingly develop a revised structure of the APIRG taking due account of set targets and priorities, and the need to for synergies between similar or complementary activities.**

3. CONCLUSION

3.1. The meeting is invited to review, amend as necessary and adopt the above Draft Decision.

END