



Summary Table of Aviation System Block Upgrades (ASBU) Block 0 Modules

Elements, Equipage and Measurement

EXPANATORY NOTES FOR THE TABLES

Title of the Module:		
This part explains the title of the Module		
Elements: List the elements of the module. Should there be elements that are not reflected in the ASBU Module (example: In ASBU B0-80/Airport CDM, Aerodrome certification and data link applications D-VOLMET, D-ATIS, D-FIS are not included; Similarly in ASBU B0-30/AIM, note that WGS-84 and eTOD are not included) but at the same time they are closely linked to the module, specify those elements also.	Equipage/Air Describes what equipage is required in the aircraft for the elements of this module	Equipage/Ground Describes what equipage is required on the ground for the elements of this module
Performance Monitoring and Measurement a) Performance indicators that allows to monitor the status of implementation of equipage needed for the module; b) Benefit metrics that allows to asses benefits accrued as a result of implementation of the module. The benefits or expectations, also known as Key Performance Areas (KPA), are interrelated and cannot be considered in isolation since all are necessary for the achievement of the objectives established for the system as a whole. It should be noted that while safety is the highest priority, the eleven KPAs shown below are in alphabetical order as they would appear in English. They are access/equity; capacity; cost effectiveness; efficiency; environment; flexibility; global interoperability; participation of ATM community; predictability; safety; and security. However, out of these eleven KPAs, for the present, only five have been selected for reporting through ANRF, which are Access & Equity, Capacity, Efficiency, Environment and Safety. It is not necessary that every module contributes to all of the five KPAs. Consequently, a limited number of metrics per type of KPA, serving to measure the module(s)' implementation benefits, without trying to apportion these benefits between module, have been identified at the end of this table. This approach would facilitate States in collecting data for the chosen metrics. States, however, could add new metrics for different KPAs based on maturity of the system and ability to collect relevant data.		

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**Performance Improvement Area 1:
Airport Operations**

Title of the Module:					
B0-65: Optimization of Approach Procedures Including Vertical Guidance					
<u>Elements:</u> 1. APV with Baro VNAV 2. APV with SBAS 3. APV with GBAS		<u>Equipage/Air</u> - Basic IFR GNSS avionics integrated with Baro VNAV functionality - SBAS avionics - GBAS avionics		<u>Equipage/Ground</u> - SBAS (reference stations, master stations, GEO satellites) - GBAS	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u> 1. Indicator: <i>Percentage of international aerodromes having instrument runways with APV on the basis of Baro VNAV/SBAS/GBAS</i>	<u>KPA-Access/Equity</u> Increased aerodrome accessibility	<u>KPA-Capacity</u> Increased runway capacity	<u>KPA-Efficiency</u> Reduced fuel burn due to lower minima, fewer diversions, cancellations, delays	<u>KPA-Environment</u> Reduced emissions due to reduced fuel burn.	<u>KPA-Safety</u> Increased safety through stabilized approach paths.

**Performance Improvement Area 1:
Airport Operations**

Title of the Module:					
B0-70: Increased Runway Throughput through optimized Wake Turbulence Separation					
<u>Elements</u> 1.Revision of current ICAO wake separation minima 2.Increasing International aerodrome Arrival Operational Capacity 3.Increasing International aerodrome Departure Operational Capacity		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - A support tool to aid in the application of the new set of 6 categories of ICAO wakes separation. - Wind sensors and automation support is needed for element 3	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u> 1. Indicator: Percentage of international aerodromes applying the 6 categories of wake vortex separation.	<u>KPA-Access/Equity</u> Not Applicable	<u>KPA-Capacity</u> Aerodrome capacity and departure/arrival rates will increase as the wake categories are increased from 3 to 6	<u>KPA-Efficiency</u> Not Applicable	<u>KPA-Environment</u> Not Applicable	<u>KPA-Safety</u> Not Applicable

**Performance Improvement Area 1:
Airport Operations**

<u>Title of the Module:</u> B0-75: Safety and Efficiency of Surface Operations (A-SMGCS Level 1-2)		
<u>Elements</u> 1. Surveillance 2. Alerting systems 3. (Not included in the Module but added here as they are not addressed else ware) Visual aids for navigation and Wild life strike hazard reduction	<u>Equipage/Air</u> - ADS-B / SSR transponder system	<u>Equipage/Ground</u> - SMR/SSR Mode S/ ADS B/ Multilateration - Surveillance display with alerting functionalities in the tower. - A cooperative transponder system for vehicles - Visual aids for navigation
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)		

<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
<i>1. Indicator: Percentage of international aerodromes with SMR/ SSR Mode S/ ADS-BMultilateration</i>	Improves KPA-Access/Equity to portions of the manoeuvring area obscured from view of the control tower for vehicles and aircraft. Ensures equity in ATC handling of surface traffic regardless of the traffic's position on the international aerodrome.	Sustained level of aerodrome capacity during periods of reduced visibility	Reduced taxi times through diminished requirements for intermediate holdings based on reliance on visual surveillance only. Reduced fuel burn.	Reduced emissions due to reduced fuel burn	Reduced runway incursions. Improved response to unsafe situations. Improved situational awareness leading to reduced ATC workload.
<i>2. Indicator: Percentage of international aerodromes with a cooperative transponder systems on vehicles</i>					
<i>3. Indicator: Percentage of international aerodromes complying with visual aid requirements as per Annex 14</i>					

**Performance Improvement Area 1:
Airport Operations**

Title of the Module: B0-80; Improved Airport Operations through Airport-CDM					
<u>Elements:</u> 1.Airport –CDM 2.(Not included in the Module but added here as they are not addressed else ware) Aerodrome certification, Aerodrome emergency planning, Airport planning and Heliport operations		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - Interconnection of ground systems of different partners for Airport-CDM - Rescue and Fire Fighting (RFF) Equipment as per Annexe 14	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity & Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: <i>percentage of international aerodromes with Airport-CDM</i> 2. Indicator: <i>Percentage of certified international aerodromes</i> 3. Indicator: <i>Percentage of international aerodromes with RFF equipment as per Annex 14</i>	Enhances equity on the use of aerodrome facilities.	Enhanced use of existing Implementation of gate and stands (unlock latent capacity). Reduced workload, better organization of the activities to manage flights.	Improved operational efficiency (fleet management); and reduced delay. Reduced fuel burn due to reduced taxi time and lower aircraft engine run time.	Reduced emissions due to reduced fuel burn	Not Applicable

**Performance Improvement Area 1:
Airport Operations**

Title of the Module: B0-15: Improve Traffic Flow Through Runway Sequencing (AMAN/DMAN)					
<u>Elements:</u> 1.AMAN 2.DMAN		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> -Automation support	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. <i>Indicator:</i> <i>Percentage of international aerodromes with AMAN/DMAN</i>	Not Applicable	Time-based metering will optimize usage of terminal airspace and runway capacity.	Efficiency is positively impacted as reflected by increased runway throughput and arrival rates.	Not Applicable	Not Applicable

**Performance Improvement Area 2:
Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management**

Title of the Module:					
B0-25: Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration					
<u>Elements:</u> 1.AIDC 2.(Not included in the Module) AMHS/IPS		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - A set of AIDC messages in FDPS - AFTN (AMHS/IPS)	
Performance Monitoring and Measurement (Performance Indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: Percentage of ATS units with AIDC 2. Indicator: States implementing AMHS/IPS	Not Applicable	Reduced controller workload and increased data integrity supporting reduced separations translating directly to cross sector or boundary capacity flow increases.	The reduced separation can also be used to more frequently offer aircraft flight levels closer to the optimum; in certain cases, this also translates into reduced en-route holding.	Not Applicable	Better knowledge of more accurate flight plan information. .

**Performance Improvement Area 2:
Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management**

Title of the Module: B0-30; Service Improvement through Digital Aeronautical Information Management					
<u>Elements:</u> 1.AIXM 2.eAIP 3.Digital NOTAM 4. (Not included in this Module) WGS-84; eTOD; and QMS for AIM		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> AIXM; eAIP and Digital NOTAM WGS-84; eTOD; QMS for AIM The aeronautical information is made available to external users via either a subscription to an electronic access or physical delivery; The electronic access can be based on Internet protocol services.	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: States implementing AIXM; eAIP, Digital NOTAM WGS-84; eTOD; QMS for AIM	Not Applicable	Not Applicable	Not Applicable	Reduced amount of paper for promulgation of information	Reduction in the number of possible inconsistencies

**Performance Improvement Area 2:
Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management**

Title of the Module:					
B0-105: Meteorological information supporting enhanced operational efficiency and safety					
<u>Elements:</u> 1.WAFS-IAVW-TCW 2.Aerodrome warning, wind shear warning and alerts 3.SIGMET information		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - Connection to the AFS satellite and public Internet distribution systems - Connection to the AFTN - Local arrangements for reception of aerodrome warning ,wind shear warning and alerts	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1 Indicator: States implementation of SADIS 2G satellite broadcast and/or Secure SADIS FTP service.	Not Applicable	Optimized usage of airspace and aerodrome capacity due to MET support	Reduced arrival/departure holding time, thus reduced fuel burn due to MET support	Reduced emissions due to reduced fuel burn due to MET support	Reduced incidents/accidents in flight and at international aerodromes due to MET support.
2. Indicator: States implementation of WAFS Internet File Service (WIFS)					

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

<u>Title of the Module:</u> B0-10: Improved Operations through Enhanced En-Route Trajectories					
<u>Elements:</u> 1.Airspace planning 2.Flexible Use of airspace 3.Flexible Routing		<u>Equipage/Air</u> - FANS 1/A and ACARS		<u>Equipage/Ground</u> - CDM through Internet portal	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: <i>Percentage of time segregated airspaces are available for civil operations in the State</i> 2. Indicator: Percentage of PBN routes implemented	Better access to airspace by a reduction of the permanently segregated volumes of airspace.	Flexible routing reduces potential congestion on trunk routes and at busy crossing points. The flexible use of airspace gives greater possibilities to separate flights horizontally. PBN helps to reduce route spacing and aircraft separations.	In particular the module will reduce flight length and related fuel burn and emissions. The module will reduce the number of flight diversions and cancellations. It will also better allow avoiding noise sensitive areas.	Fuel burn and emissions will be reduced.	Not Applicable

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

<u>Title of the Module:</u> B0-35: Improved Flow Performance through Planning based on a Network-Wide view					
<u>Elements:</u> Air Traffic Flow Management		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - System software for ATFM	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
<i>1. Indicator: Percentage of ATS units using ATFM services.</i>	Improved Access and equity in the use of airspace or aerodrome by avoiding disruption of air traffic. ATFM processes take care of equitable distribution of delays.	Better utilization of available capacity, ability to anticipate difficult situations and mitigate them in advance.	Reduced fuel burn due to better anticipation of flow issues; Reduced block times and times with engines on.	Reduced fuel burn as delays are absorbed on the ground, with shut engines; or at optimum flight levels through speed or route management. .	Reduced occurrences of undesired sector overloads

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

<u>Title of the Module:</u> B0-84: Initial capability for ground surveillance					
<u>Elements:</u> 1.ADS-B 2.Multilateration		<u>Equipage/Air</u> - ADS-B OUT. - Mode S radar transponders for Multilateration		<u>Equipage/Ground</u> - FDPS and SDPS - ADS-B - Multilateration	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
<i>1. Indicator: Percentage of international aerodromes with ADS-B/MLAT</i>	Not Applicable	Typical separation minima are 3 NM or 5 NM enabling an increase in traffic density compared to procedural minima. TMA surveillance performance improvements are achieved through high accuracy, better velocity vector and improved coverage.	Not Applicable	Not Applicable	Reduction of the number of major incidents. Support to search and rescue.

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

<u>Title of the Module:</u> B0-85: Air Traffic Situational Awareness(ATSA)					
<u>Elements:</u> 1.ATSA-AIRB 2.ATSA-VSA		<u>Equipage/Air</u> - ADS-B OUT - ADS-B IN - Traffic display		<u>Equipage/Ground</u> - Nil	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
<i>1. Indicator: Percentage of aircraft with ADS-B OUT</i> <i>2. Indicator: Percentage of aircraft with ADS-B IN</i>	Not Applicable	Not Applicable	Improved situational awareness in identifying level change opportunities with current separation minima (AIRB) and improved visual acquisition (VSA).	Not Applicable	Improved situational awareness and reduced likelihood of wake turbulence encounters and missed approaches.

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

Title of the Module: B0-86: Improved KPA-Access/Equity to Optimum Flight Levels through Climb/Descent Procedures using ADS-B					
<u>Elements:</u> ITP using ADS-B		<u>Equipage/Air</u> - ADS-B IN - ADS-B OUT		<u>Equipage/Ground</u> - Conflict probe logics	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: <i>Percentage of aircraft used ITP</i>	Not Applicable	Improvement in capacity on a given air route.	Increased efficiency on oceanic and potentially continental en-route	Reduced emissions	A reduction of possible injuries for cabin crew and passengers.

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

Title of the Module: B0-101: ACAS Improvements					
<u>Elements:</u> ACAS II (TCAS version 7.1)		<u>Equipage/Air</u> - TCAS V7.1		<u>Equipage/Ground</u> Nil	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: Percentage of aircraft with ACAS, logic Version 7.1	Not Applicable	Not Applicable	ACAS improvement will reduce unnecessary resolution advisory (RA) and then reduce trajectory deviations.	Not Applicable	ACAS increases safety in the case of breakdown of separation.

**Performance Improvement Area 3:
Optimum Capacity and Flexible Flights – Through Global Collaborative ATM**

Title of the Module:					
B0-102: Increased Effectiveness of Ground-Based Safety Nets					
<u>Elements:</u> 1.Short Term Conflict Alert (STCA) 2.Area Proximity Warning (APW) 3.Minimum Safe Altitude Warning (MSAW)		<u>Equipage/Air</u> - SSR Mode C/S transponder - ADS-B OUT		<u>Equipage/Ground</u> - Short Term Conflict Alert, - Area Proximity Warnings and - Minimum Safe Altitude Warnings	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
Implementation	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: Percentage of ATS units with ground based safety nets	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Significant reduction of the number of major incidents

**Performance Improvement Area 4:
Efficient Flight Path – Through Trajectory-based Operations**

Title of the Module: B0-05: Improved Flexibility and Efficiency in Descent Profiles (CDO)					
Elements: 1. CDO 2. PBN STARs		Equipage/Air - Nil		Equipage/Ground - Nil	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
Implementation	KPA-Access/Equity	KPA-Capacity	KPA-Efficiency	KPA-Environment	KPA-afety
1. Indicator: Percentage of international aerodromes/TMAs with CDO implemented 2. Indicator: Percentage of international aerodromes/TMAs with PBN STARs implemented	Not Applicable	Not Applicable	Cost savings through reduced fuel burn. Reduction in the number of required radio transmissions.	Reduced emissions as a result of reduced fuel burn	More consistent flight paths and stabilized approach paths. Reduction in the incidence of controlled flight into terrain (CFIT).

**Performance Improvement Area 4:
Efficient Flight Path – Through Trajectory-based Operations**

Title of the Module:					
B0-40: Improved Safety and Efficiency through the initial application of Data Link En-Route					
Elements: 1.ADS-C over oceanic and remote areas 2.Continental CPDLC		Equipage/Air - FANS 1/A; ATN B1		Equipage/Ground - ADS-C - VDL Mode 2/Continental CPDLC	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
Implementation	KPA-Access/Equity	KPA-Capacity	KPA-Efficiency	KPA-Environment	KPA-safety
1. Indicator: Number of ADS-C /CPDLC procedures available over oceanic and remote Areas	Not Applicable	A better localization of traffic and reduced separation allow increased capacity. Reduced communication workload and better organization of controller tasks allowing increasing sector capacity.	Routes/tracks and flights can be separated by reduced minima, allowing to apply flexible routings and vertical profiles closer to the user-preferred ones.	Reduced emissions as a result of reduced fuel burn.	ADS-C based safety nets supports cleared level adherence monitoring, route adherence monitoring, danger area infringement warning and improved search and rescue. Reduced occurrences of misunderstandings; solution to stuck microphone situations.

**Performance Improvement Area 4:
Efficient Flight Path – Through Trajectory-based Operations**

Title of the Module: B0-20: Improved Flexibility and Efficiency in Departure Profiles (CCO)					
<u>Elements:</u> 1.CCO 2.PBN SIDs		<u>Equipage/Air</u> - Nil		<u>Equipage/Ground</u> - Nil	
Performance Monitoring and Measurement (Performance indicators and performance benefit associated with five main KPAs only)					
<u>Implementation</u>	<u>KPA-Access/Equity</u>	<u>KPA-Capacity</u>	<u>KPA-Efficiency</u>	<u>KPA-Environment</u>	<u>KPA-Safety</u>
1. Indicator: Percentage of TMAs with CCO implemented 2. Indicator: Percentage of international aerodromes with PBN SIDs implemented	Not Applicable	Not Applicable	Cost savings through reduced fuel burn and efficient aircraft operating profiles. Reduction in the number of required radio transmissions.	Authorization of operations where noise limitations would otherwise result in operations being curtailed or restricted. Environmental benefits through reduced emissions.	More consistent flight paths. Reduction in the number of required radio transmissions. Lower pilot and air traffic control workload

LIST OF PERFORMANCE (BENEFIT) METRICS FOR ASBU MODULES - EXAMPLES

Key Performance Area	Related Performance Metrics
1. Access & Equity	1. KPA/Access: Number of international aerodromes with APV
	2. KPA/Access: Percentage of time Special Use Airspace (SUA) available to Civil Operations
	3. KPA/Equity Percentage of aircraft operators by class who consider that equity is achieved
	4. KPA/Access: Percentage of requested flight level versus cleared flight level
	5. KPA/Equity: Percentage of different types of aircraft operating in a particular airspace or international aerodrome.
	6. KPA/Access: Number of access denials due to equipment failure
2. Capacity	1. Number of operations (arrivals+departures) per international aerodrome per day
	2. Average ATFM delay per flight at an international aerodrome
	3. Number of landings before and after APV per international aerodrome
	4. Average en-route ATFM delay generated by airspace volume
	5. Number of aircraft in a defined volume of airspace for a period of time
3. Cost effectiveness	1. IFR movements per ATCO hour on duty
	2. IFR flights (en-route) per ATCO hour duty
4. Efficiency	1. Kilograms of fuel saved per flight
	2. Average ATFM delay per flight at the international aerodrome
	3. Percentage of PBN routes
5. Environment	1. Kilograms of CO ₂ emissions reduced per flight (= KGs fuel saved per flight x 3.157)
	2. The number of electronic pages dispatched
6. Flexibility	1. Number of backups available in emergency
	2. Number of changes approved to the flight plan
	3. Number of alternatives granted
7. Global Interoperability	1. Number of ATC automated systems that are interconnected
8. Participation of the ATM	1. Level of participation in meetings

Key Performance Area	Related Performance Metrics
Community	2. Level of responses to planning activities
9. Predictability	1. Arrival/departure delay (in minutes) at international aerodrome
10. Safety	1. Number of runway incursions per international aerodrome per year
	2. Number of incidents/accidents with MET conditions as a sole or as a contributory factor
	3. Number of ACAS RA events
	4. Number of CFIT accidents
	5. Number of missed approaches avoided due to use of CDO
11. Security	Not Applicable

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