



International Civil Aviation Organization

WORKING PAPER

AN-Conf/13-WP/69

27/8/18

Revision No. 1

25/9/18

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

- Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)**
4.3: Implementing ASBUs for performance improvement

SIMPLIFIED ASBU METHODOLOGY

(Presented by South Africa)

REVISION NO. 1

EXECUTIVE SUMMARY

This paper presents the status of South Africa with the aviation system block upgrade (ASBU) concept as well as the wide concerns expressed by some States whom do not have a sufficient understanding to effectively plan for or carry out implementation of the applicable air navigation requirements. In turn, this challenge may impact on the development of national and regional plans, which will impact on the implementation of the Global Air Navigation Plan (Doc 9750, GANP). The paper, therefore, highlights an urgent need to provide the necessary guidance and tools to regional groups to address commonly reported challenges related to the ASBU methodology and the understanding thereof by States.

Action: The Conference is invited to request that ICAO develop a simplified version of the ASBU methodology to assist States in identifying their requirements.

1. INTRODUCTION

1.1 The 38th Session of the ICAO Assembly endorsed, under Resolution A38-2, *ICAO global planning for safety and air navigation*, the Fourth Edition of the *Global Air Navigation Plan* (GANP, Doc 9750), of which the aviation system block upgrade (ASBU) methodology was a key component.

1.2 The Global ASBU methodology was designed as a programmatic and flexible global system engineering approach that would allow all Member States to advance their air navigation capacities based on global, regional as well as their specific national operational requirements.

1.3 At that time, the GANP was meant to "provide clear guidance on the guiding operational targets and supporting technologies, avionics, procedures, standards and regulatory approvals needed to realize them" and to establish "a framework for incremental implementations based on the specific operational profiles and traffic densities of each State".

1.4 In addition, during the triennium following the 38th Session of the Assembly, ICAO would develop a comprehensive plan for the development of Standards and Recommended Practices (SARPs) and guidance material to support the ASBUs. Once complete, this would have become an Appendix to the Fifth Edition of the GANP to be presented to the 39th Session of the Assembly.

1.5 South Africa has adopted the ASBU methodology within its National Airspace Master Plan (NAMP) and have agreed to implement all Block 0 and Block 1 modules where operational benefits and needs analysis supports implementation.

2. DISCUSSION

2.1 Although the GANP has a world-wide perspective, it is not intended that all block modules are required to be applied in every State and region. The inherent flexibility in the ASBU methodology allows States to implement modules based on their specific operational requirements.

2.2 However, from lessons learned, over the last five years since the 38th Assembly, the ASBU methodology, as contained in the GANP, has been complicated and not easily understandable for many States. Accordingly, the associated challenges related to the ASBUs should be addressed in support of the ICAO No Country Left Behind (NCLB) initiative.

2.3 It should be noted that currently, the block upgrades are not specific on when or where a particular ASBU module, once available, is to be implemented which leads to confusion in some States as to what is actually required to address the operational need. In addition, in the absence of clear guidance, some States become vulnerable to members of the aviation industry who approach them at political level to present expensive solutions to implement modules that may not be required or that are an overkill in that specific State.

2.4 During an informal briefing to the Council, the majority of the ICAO Regional Directors highlighted the need to simplify the ASBU approach to avoid the existing confusion in States. In a related development, during a presentation on safety week (C-DEC 210/4), the Council also noted the challenges posed by the range of emerging issues that were outlined, including that of ASBU implementation.

2.5 Furthermore, during a recent review of the consolidated annual report on the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2017 to March 2018, the Air Navigation Commission (ANC) expressed concern that many States still do not understand the ASBU concept, and identified the need to simplify it for States to better understand the actions required.

2.6 The Commission highlighted that this may impact the development of national plans which will impact the implementation of the GANP. It was noted that the industry has a much better understanding of the ASBU framework than some States and action is required to rectify the situation.

2.7 In a related development, on the same subject of ASBUs, the Council's Implementation, Strategy and Planning Group (ISPG) reviewed the consolidated PIRGs and RASGs report and discussed the challenges faced by States amongst others, the implementation of ASBUs.

2.8 Finally, the ANC reported to Council that one of the common challenges faced by the regions is the need to improve the understanding of States related to ASBU modules as this may affect the implementation of the GANP (C-DEC 214/7).

3. CONCLUSION

3.1 Although South Africa and some other States have been planning and incorporating the ASBU modules into their National Planning Activities, there is an urgent need to simplify the ASBU methodology for States whom are experiencing planning and implementation constraints. Failure to do so will hamper the development of national and regional plans which will impact the implementation of the GANP.

4. RECOMMENDATION

4.1 The Conference is invited to agree on the following recommendation:

Recommendation 4.3/x – Implementing ASBUs for performance improvement

That the Conference:

- a) request States that have incorporated the ASBU methodology requirements into their National Air Navigation Plans to coordinate and support States whom have not yet commenced this activity in line with APIRG 21 Conclusion 17;
- b) that, States that have not yet done so develop their national ASBU plans (as a component of their National Air Navigation Plan) based on APIRG's categorization and prioritization of ASBU Modules, by not later than 30 June 2018; and
- c) request ICAO to continue to provide support in terms of facilitation of workshops and training programs addressing the requirements for National as well as Regional Air Navigation Planning.

— END —