



ICAO

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WORKING PAPER

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Tenth North American, Central American and Caribbean Working Group Meeting (NACC/WG/10)
Tulum, Mexico, from 8 to 12 September 2025

Agenda Item 4: Presentation of NACC/WG Task Forces

ACTIVITIES OF THE ASBU TASK FORCE IN THE PERIOD 2024-2025

(Presented by the TF/ASBU Rapporteur)

EXECUTIVE SUMMARY	
This Working Paper tracks the activities carried out by the Aviation System Block Upgrade Task Force (ASBU) from January 2024 to August 2025.	
Action:	The suggested actions are listed in section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• First Online Meeting of the Aviation System Improvements Task Force (ASBU) of the North American, Central American and Caribbean Working Group (NACC/WG) (Online, 14 June 2024)• Ninth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG/9)• Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Groups (NACC/WG/RAP/03)

1. Introduction

1.1 In accordance with the terms of reference and programme of activities of the ASBU Task Force of the North American, Central American and Caribbean Working Group (NACC/WG/ASBU/TF) for the period 2024 – 2025, it has focused on the development of Air Navigation plans at the regional and national levels, using the Basic Building Blocks (BBB) as a starting point and in compliance with the 7th version of the Global Air Navigation Plan (GANP). In addition, it has focused on establishing a data-driven planning methodology, based on measuring the status of implementation, and has defined key performance indicators (KPIs) as quantitative tools to measure the past, current and expected performance of States, aligning their calculation with ICAO guidelines.

1.2 During the first online meeting of the NACC Region ASBU Task Force, held in June 2024, former rapporteur Ms Midori Tanino of the United States Federal Aviation Administration (FAA) presented the template she developed to support States in preparing their own plans, which is based on version 7 of the GANP and can be found in the annexes to this study note. The document allows for the practical application of the ICAO six-step process and provides air navigation reporting formats as a tool for planning, monitoring, tracking, and reporting.

1.3 The development of air navigation plans depends on understanding the role of BBBs, the GANP/ASBU, and KPIs. The former are the starting point for any implementation. The latter provides the structure that defines the global policies to be followed in aviation and serves as a flexible reference for improving global aviation systems, based on the specific needs of each State. The third are the tool that allows the effectiveness with which air navigation systems have functioned in the past, are functioning today, and are expected to function in the future to be measured.

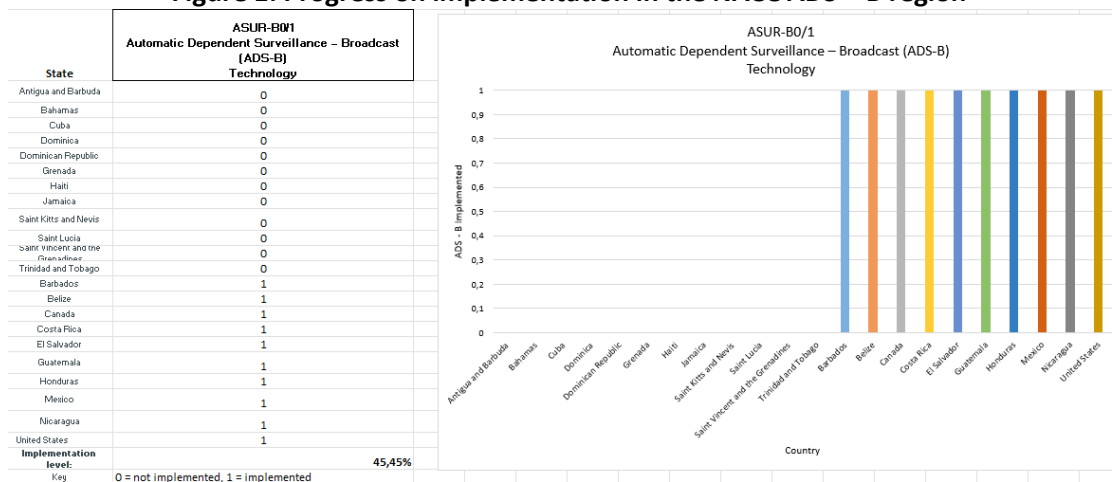
2. Discussion

2.1 At the First Online Meeting of the ASBU Task Force, the Secretariat presented its proposed working methodology for developing a planning process in the CAR region based on assessing the status of implementations and implementing projects based on data. Three additional deliverables were defined, which are based on version 7 of the GANP and should be reviewed and updated with the launch of the eighth version. These are:

- Establish the level of implementation of Air Navigation Services and aerodromes in the region.
- Develop Air Navigation Plans for CAR States.
- Establish regional growth targets for at least the next 10 years.

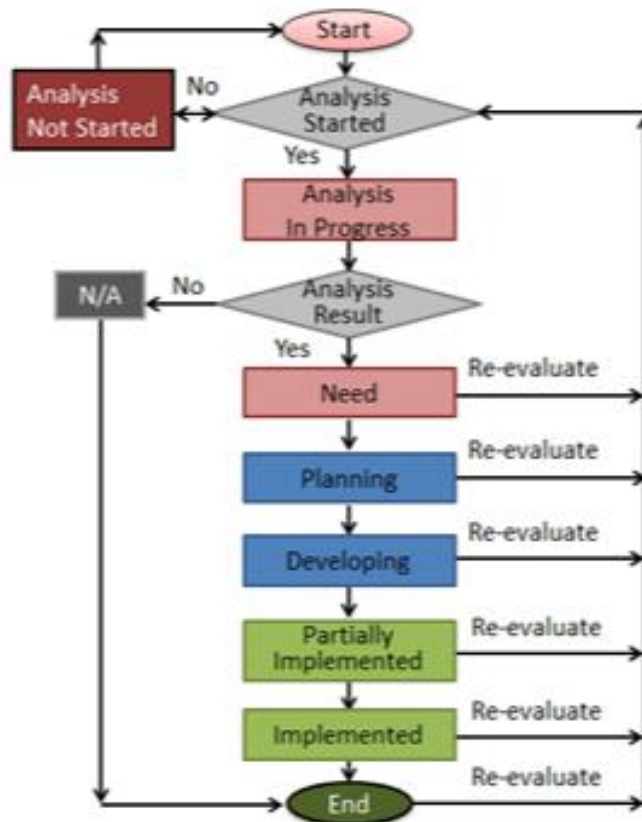
2.2 With regard to the first deliverable at the Third Meeting of Rapporteurs of the North American, Central American and Caribbean Working Groups (NACC/WG/RAP/03), ASBU progress in the region was measured at the regional level, taking into account the operational status of the enablers. It was found that, in general, it is close to 30%, which is low compared to the rest of the regions. For example, ADS-B in the NACC region has been implemented by less than half of the States, as shown in Figure 1:

Figure 1: Progress on implementation in the NACC ADS – B region



2.3 One explanation for this result is that the measurement is based on all 71 elements ready for implementation, rather than those that States have decided to adopt. Considering that the logic behind the ASBU is implementation tailored to the needs of States and/or regions, progress should be measured in a manner consistent with this philosophy, i.e., by measuring only the progress achieved in what has been decided to be implemented. The Appendix to this Study Note includes the basis on which the calculation is currently made.

2.4 Using Figure 1 as a reference, assuming that only half of the States will declare ADS-B a requirement, progress should be measured only by those within the region that have decided to implement it. As a prerequisite for this new measurement methodology, it is essential that the Region choose regional operational objectives and establish implementation targets. The previously developed National Air Navigation Plans template includes a workflow for analysing which elements to adopt:



2.5 The main benefit of this change is that the implementation percentage will accurately reflect the progress made, allowing those responsible to assess how close they are to achieving the desired results. This will translate into effective and efficient control of the work performed and better decision-making in the future.

2.6 A change in the methodology for measuring ASBU progress raises several questions that must be answered through thorough and thoughtful discussion, such as: At what point will an element be considered fully implemented? Is implementation complete when the technical solution is already installed, or only when the laws and/or regulations that govern and allow its use are created? Are enablers measured separately or together? Groups define operational elements for them to implement and analyse which elements should be implemented.

2.7 With regard to the development of the second deliverable, the NACC office, in collaboration with COCESNA and with the support of Project RLA09801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP), organised the Workshop for the Development/Updating of National Air Navigation Plans at the ICCAE in Ilopango, El Salvador. Belize, Cuba, El Salvador, Guatemala, Honduras, the Dominican Republic, and Mexico also participated. This activity addressed important conceptual issues related to the GANP, the Basic Building Blocks, the ASBU, and key performance indicators (KPIs). This activity enabled participants to update their work agendas, using the current level of implementation as a starting point to identify priorities and develop projects.

2.8 At the Ninth Meeting of the NACC Working Group (NACC/WG/9), held in Mexico City in October 2024, the importance of defining operational objectives in advance and implementing only those improvements that directly contribute to achieving them was discussed. There are tools available to support the selection process for the elements that complement the diagram shown in 2.4, such as the ANSPA available on the ICAO GANP portal, the six-step methodology, and other techniques such as cost-benefit analysis.

2.9 In light of the discussions held in NACC/WG/9, it was recognised that calculating key performance indicators involves overcoming two major challenges: firstly, the availability of information and, secondly, the complexity of the calculation. It was therefore decided to focus on measuring those indicators where these barriers are minimal, thus prioritising KPIs 01, 05, 08, 09 and 23.

2.10 In order to achieve what was agreed at this meeting, a workshop on the key performance indicators (KPIs) of the Global Air Navigation Plan was held in cooperation with DECEA to help States calculate the agreed KPIs. The NACC, in conjunction with EASA, is developing a support guide for States to measure their KPIs, which will be a key input for progress on this issue.

2.11 Looking ahead, the ASBU Task Force has decided to prioritise working with the ACMB working group in 2025 to jointly develop the AIDC, Direct Routing and FRO elements, with the aim of avoiding duplication of work and achieving more efficient implementation. Its work plan for the remainder of 2025 and 2026 includes the evaluation and update of its terms of reference, as well as the organisation of virtual workshops for KPIs 06 and 09. The English version of the workshop given in Spanish on the development of Air Navigation Plans will be held in Trinidad and Tobago in accordance with the results of the last ECAR/CATG meeting after the 8th version of the ASBU is approved.

2.12 We closed the discussion by thanking the former rapporteur of the ASBU Working Group, Ms. Midori Tanino of the FAA, who has retired, for her invaluable contribution, and we took the opportunity to invite the other delegates present at the meeting to join this group and collaborate in the development of National Air Navigation Plans and KPI calculations.

3 Recommended actions

3.1 The Meeting is kindly invited to:

- a) review the information presented in this Working Paper;
- b) urge the NACC/WG to define regional operational objectives so that the task forces can update their work plans accordingly.
- c) join the ASBU Task Force
- d) take any other action deemed appropriate.

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