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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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ASBU – Task Force

Proposal for ASBU Progress Measurement NACC Region

Tenth Meeting of the Working Group on North America, Central America and the Caribbean (NACC/WG/10)

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INTRODUCTION

Among the objectives of the ASBU Task Force's terms of reference is to develop effective methods to determine the status of regional implementation of ASBU Block 0 elements. This presentation informs, in a brief but concise way, the participants of NACC/WG/10 about the theoretical context in which it carried out its activities, the results obtained, challenges encountered and possible solutions.

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GANP: Key aspects

Definition

It is ICAO's global strategic document that outlines the roadmap for the evolution of air navigation. Its purpose is t guide States and industry towards a harmonised, interoperable and performance-based air traffic management system, thus ensuring coherent and coordinated planning at a global level.

Key components:

ASBU: flexible and adaptable structure that allows for modular modernization, based on regional operational requirements.
BBB's: essential basic services for air navigation.

KPI's: Quantitative tool to evaluate past, present, and expected performance.

How is it implemented?

Through a performance-based methodology, which considers regional characteristics, such as differences, constraints and opportunities.

Implementation Responsibility

PIRG's: responsible for defining regional planning and operational needs of the region.
States: development of National Air Navigation Plans, based on local performance and regional objectives.

Don't jump into the unknown, take a map with you.

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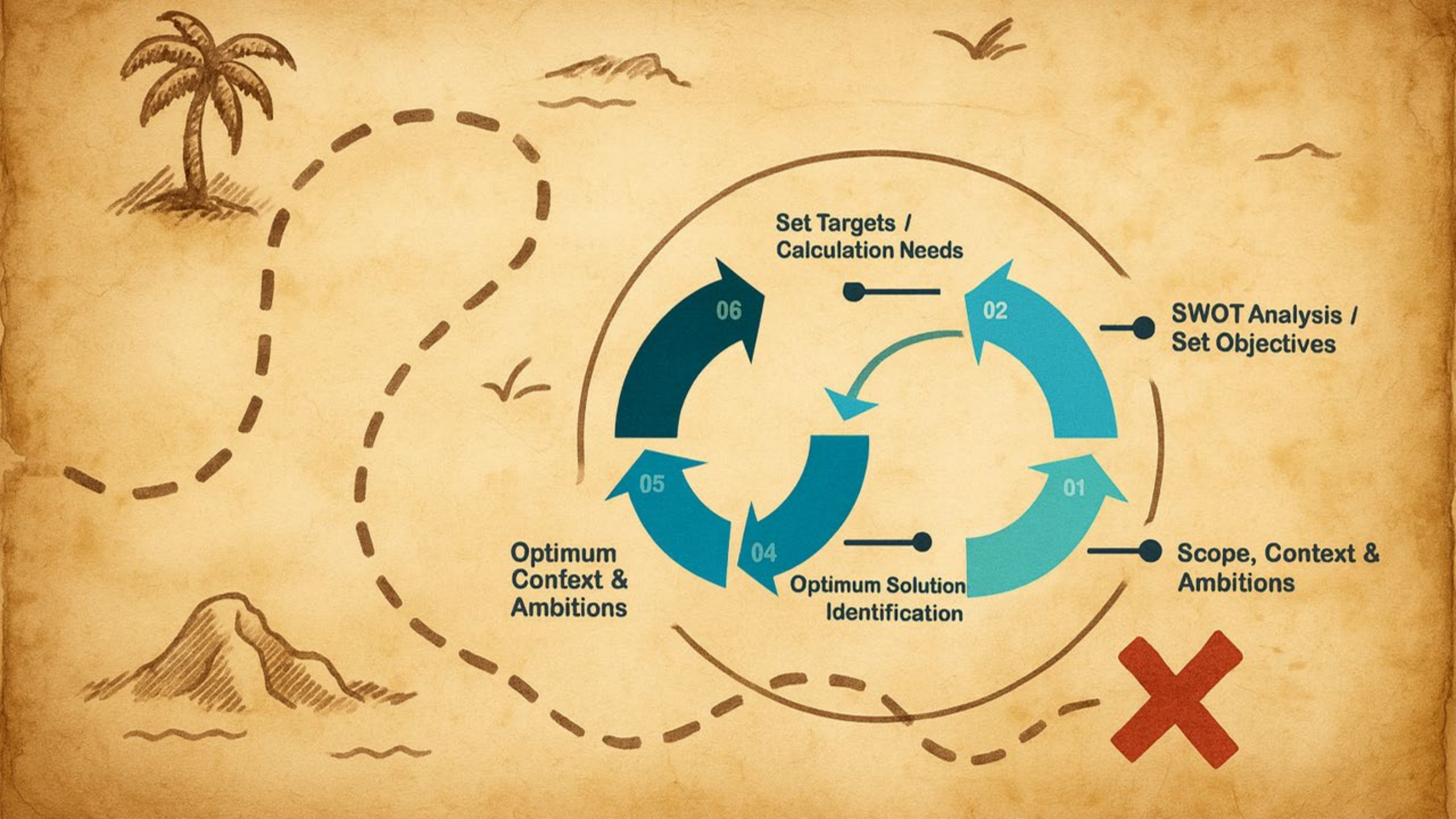
Set Targets /
Calculation Needs
06
02
SWOT Analysis /
Set Objectives
05
01
04
Optimum
Contex &
Ambitions
Optimum Solution
Identification
Scope, Context &
Ambitions

AN - SPA

Tool available on the GANP portal that serves as a guide for applying the six-step process and selecting operational improvements within the ASBU framework.

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Step 1: Define scope, context and ambitions

Delimitation

You can't do everything at once, so it's important to prioritize where we need to improve. The AN-SPA tool shows the key areas of the GANP's performance to select where to direct efforts.

Step 2: Analysis SWOT .

SWOT analysis defined according to the regional and state-by-state methodology, based on the key performance areas that were chosen to improve.

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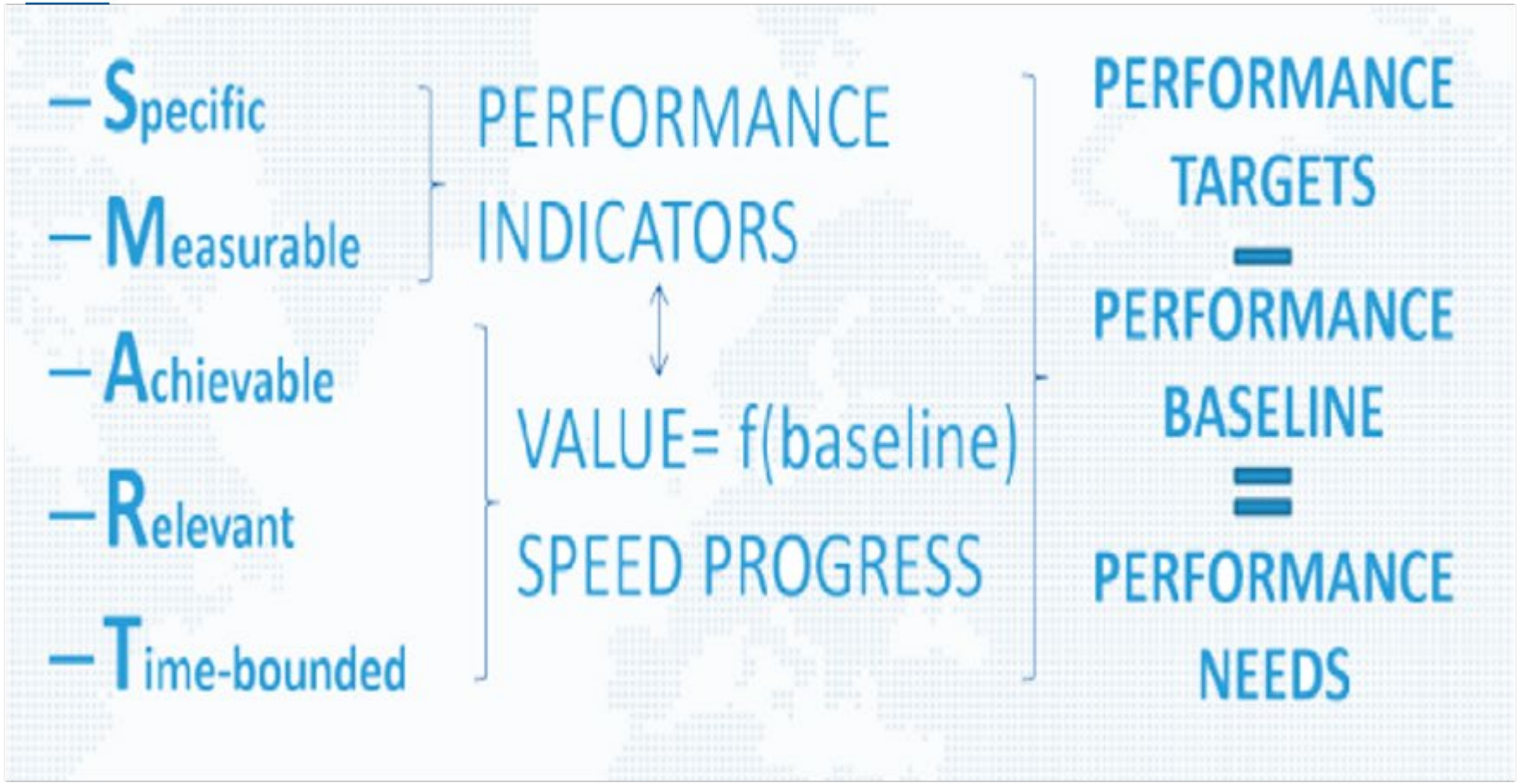
IDENTIFY OBJECTIVES

Once you know your operational environment, it is important to set objectives. Please find hereafter a proposed list of performance objectives from the ICAO Performance Objective Catalogue based on the answers provided to the questions. Please confirm your selection of objectives and if necessary select/deselect other performance objectives from the catalogue.

Save Changes

Efficiency	Ignore
Capacity	Ignore
Predictability	Ignore
Safety	Ignore
Security	Ignore
Environment	Ignore
Cost effectiveness	Ignore

Step 3 : Define objectives, set goals, and identify needs



Practical example : KPI 01 - Departure punctuality

10%

GOAL

IT'S THE VALUE WE WANT FOR THE KPI

15%

BASE LINE

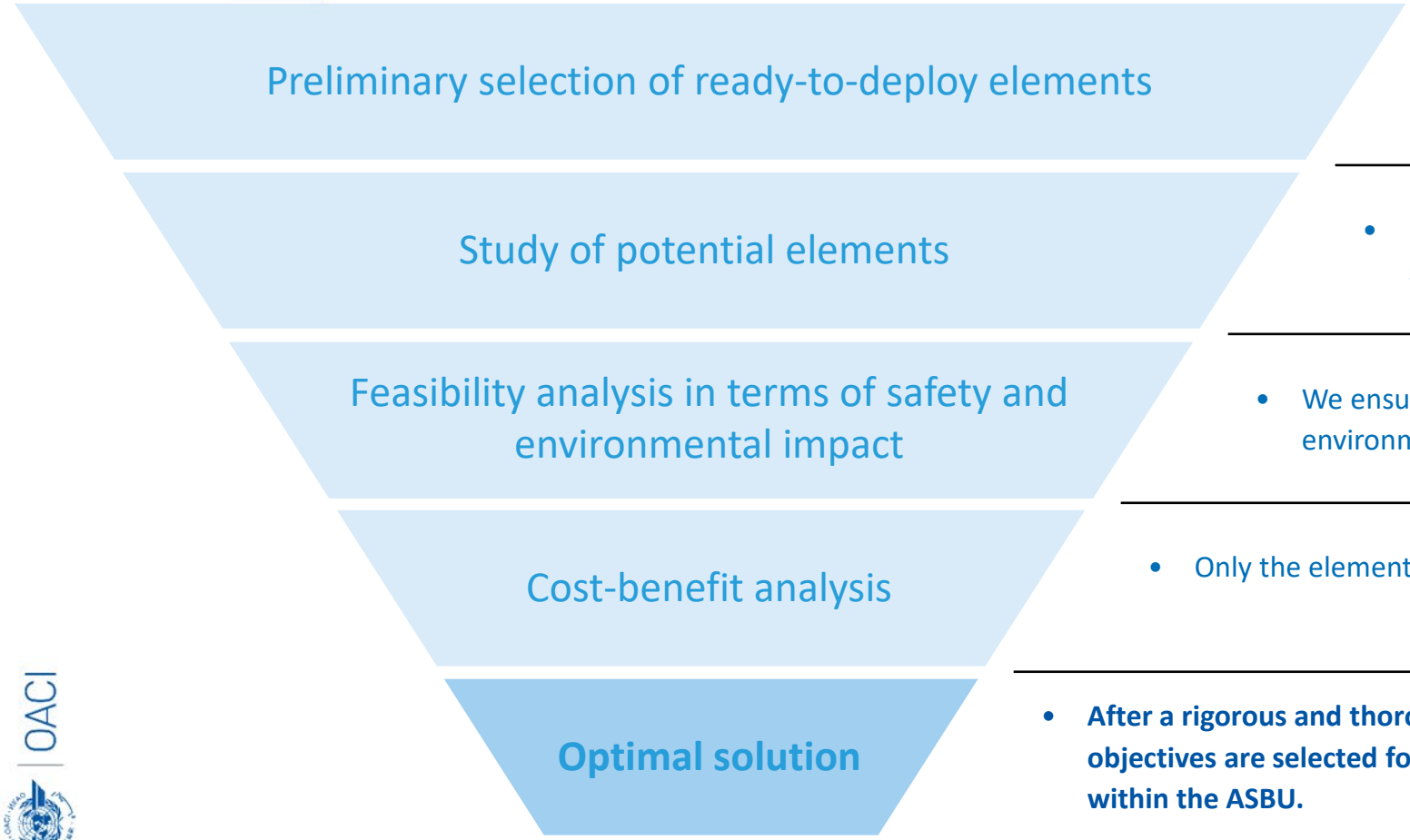
THIS IS THE CURRENT VALUE OF THIS KPI

5%

NEED FOR PERFORMANCE

DIFFERENCE BETWEEN CURRENT AND DESIRED PERFORMANCE

Step 4: Selection of optimal solutions.



Of the 71 available elements, a list is made of those that can improve operational objectives/KPIs

- Possible solutions are studied in terms of enablers, stakeholders, limitations.

- We ensure the viability of potential solutions in our specific operating environment.

- Only the elements whose benefits are going to exceed their costs are selected.

- **After a rigorous and thorough analysis, solutions that contribute to meeting operational objectives are selected for implementation. There is a possibility that you will not be within the ASBU.**

Step 5: Solution Implementation

"The trouble with not having a goal is that you can spend your life running up and down the field and never score." *Bill Copeland*

Step 6: Analysis of results

Are we achieving what we set out to do?

Progress monitoring

Periodically evaluate, especially in long-term projects, the progress made in implementation.

Evaluation of results

Evaluate the performance achieved by the solution once implemented and the closing of the gap.

1. Data collection
2. Data Release
3. Data analysis
4. Formulation of conclusions
5. Formulation of recommendations

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Ready-to-deploy elements.

In order to find the optimal solutions for the region, the ASBU elements of each module have been identified that are ready to be implemented.

They only represent potential solutions if the states have previously defined operational objectives, based on indicators.

	A	B	C	D	E
1	ASBU ELEMENTS				
2		B1	B2	B3	B4
3	Ready for implementation:	71			
4	Standarization:	0			
5	Validation:	0			
6	Concept:	0			
7	No define:	0			
8					
9	ACAS (Airborne Collision Avoidance System)				
10	B0	B1	B2	B3	B4
11		ACAS-B1/1 ACAS Improvements Operational	ACAS-B2/1 New collision avoidance system Operational		
12			ACAS-B2/2 New collision avoidance capability as part of an overall detect and avoid system for RPAS Operational		
13					
14	ACDM (Airport Collaborative Decision Making)				
15	B0	B1	B2	B3	B4
16	ACDM-B0/1 Airport CDM Information Sharing (ACIS) Operational		ACDM-B2/1 Airport Operations Plan (AOP) Operational	ACDM-B3/1 Full integration of ACDM and TAM in TBO Operational	
17	ACDM-B0/2 Integration with ATM Network function Operational		ACDM-B2/2 Airport Operations Centre (APOC) Operational		

Implementation in the NACC Region: Progress Scale.

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NACC Region Implementation Measurement Methodology

Today, the NACC office globally measures progress in the implementation of the ASBU using all the elements ready to be implemented as a baseline.

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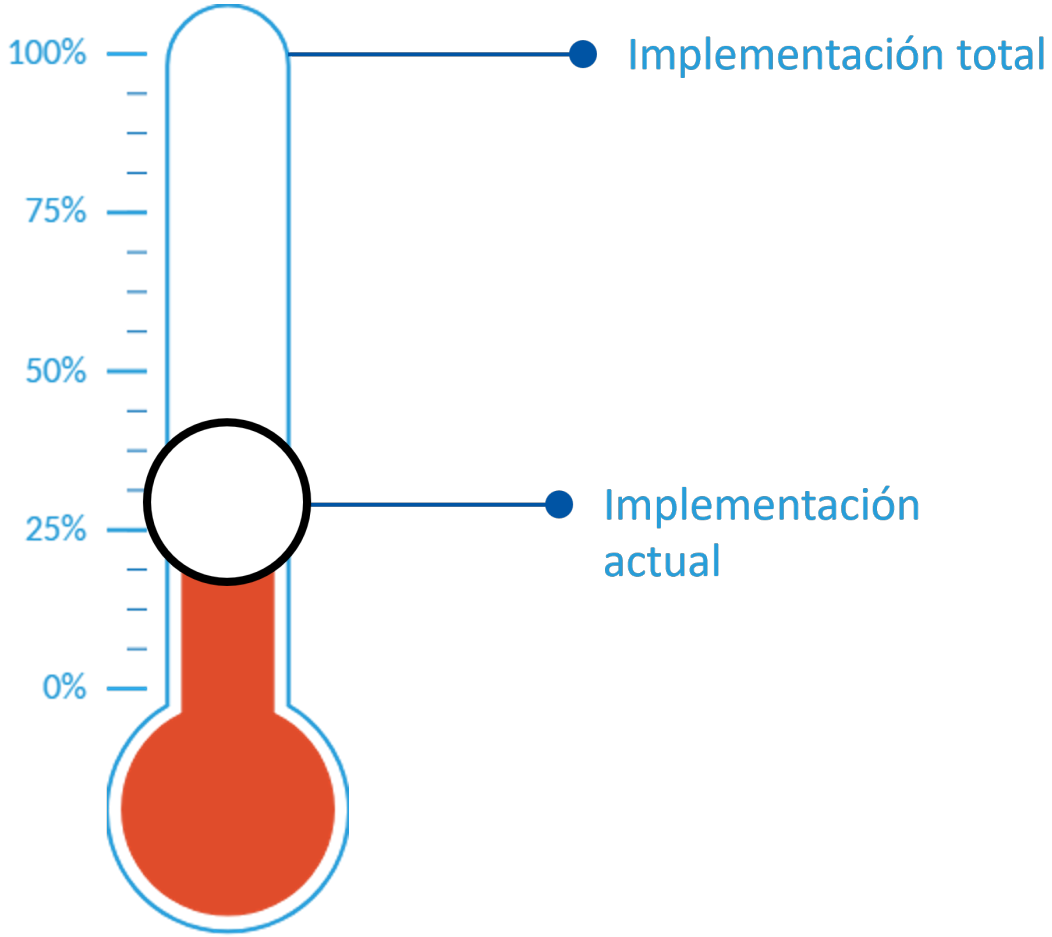
Current methodology challenges



- To be coherently linked to the philosophy of the GANP and the ASBU to find solutions tailored to each region or State.
- Reflect the true progress of the region in meeting its needs.
- Be linked to regionally agreed targets.

Proposed methodology

- Linked to the philosophy of the GANP and the ASBU.
- It reflects the real progress that the region has made in meeting its regional objectives.
- It promotes a more efficient allocation of resources by directing efforts only on solutions linked to regional operational objectives.

Gracias!

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