



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Eighth Meeting of the AASPG Airspace and Aerodrome Operations Sub-Group

(AAO/SG8)

Dakar, Senegal, 14-18 July 2025

Agenda Item 3: Achievements in AOP and ATM/SAR

STATUS OF THE IMPLEMENTATION OF ASBU ELEMENTS BY ASECNA

(Note submitted by ASECNA.)

SUMMARY	
This briefing note focuses on the status of the implementation of the ASBU elements in ASECNA Member States following the sixth edition of the GANP.	
Action by the Meeting is in paragraph 3	
<i>Strategic Objectives</i>	A-Safety and B- Air Navigation Capacity and Efficiency

1 INTRODUCTION

- 1.1 The 41st ICAO Assembly approved the seventh edition of the GANP with minor changes including the relocation of some ASBU elements from Block 1 to Block 2, the renaming of the RATS wire to DATS, etc.

2. DISCUSSION

- 2.1. The ASBU elements to be implemented by ASECNA are determined and prioritized on a priority basis covering the areas of air navigation performance, safety and efficiency and planned in its service and equipment plan to meet the agency's strategic objectives.
- 2.2. Since the last presentation, progress has been made in several areas of improvement, particularly those related to the level of Block 0 and Block 1.

- 2.3. Some modules of Block 1 are now fully implemented by ASECNA. Appendix 2 details the state of implementation of certain modules of block 1 by ASECNA.
- 2.4. As regards the elements of Block 2, many of them are being studied for implementation, some other elements of Block 2 could be taken into account in the Agency's next investment plans (PSE 2023-2027 and PSE 2028-2032). This is the case for the ASUR-B2/1 element on the evolution of ADS-B and Mode S to provide new data types in support of air traffic management/MET services and the NAVS-B2/2 element on Dual Frequency and Multi-Constellation (DFMC) SBAS. Appendix 3 presents the status of a module of Block 2.

3 ACTION BY THE MEETING

1. The meeting is invited to take note of the information contained in this paper.

APPENDIX 1 : ASECNA's implementation status of the ASBU elements of Block 0 presented according to the new ASBU framework

GROUP	THREAD	MODULE	TITLE	IMPLEMENTATION STATUS	% of Implementation
OPERATIONAL	APTA	APTA-B0/1	PBN Approaches (with Core Capabilities)	LNAV procedures are implemented at 100% of ASECNA Airports LNAV/VNAV procedures are implemented at 85% of airports A SBAS implementation programme is underway and LPV procedures are planned from 2030 onwards for all airports	90
		APTA-B0/2	PBN SID and STAR procedures (with basic capabilities)	The PBN SID and STAR procedures are implemented at all aerodromes where it is needed, especially those with high traffic.	100
		APTA-B0/3	CAT-I SBAS/GBAS Precision Approach Procedures	A programme for the implementation of SBAS is underway and CAT-I LPV procedures are planned from 2030 onwards for all major airports.	
		APTA-B0/4	CDO (Basic)	The CCO/CDO flight procedures have been implemented at the aerodromes of Libreville, Ouagadougou, Dakar and Douala.	40
		APTA-B0/5	CCO (Basic)	Those at the Bamako aerodrome are currently being designed. The other ASECNA aerodromes will be programmed and also equipped with CCO/CDO flight procedures.	40
		APTA-B0/6	Helicopters Point in Space (PinS) PBN Operations	The implementation will begin at the Kidal airfield in Mali. It will continue on other sites as needed.	As required and for helicopter platforms
		APTA-B0/7	Performance-based aerodrome operational minima – Advanced aircraft	Baro-VNAV procedures are implemented at almost all ASECNA aerodrome where the local QNH is provided.	90
		APTA-B0/8	Performance-based aerodrome operating minima – Basic aircraft	All runways at ASECNA airports are equipped with LNAV procedures.	100%
	FRT0	FRT0-B0/1	Direct Route (DCT)	1. Implementation of SSR and ADB-B resources (terrestrial and satellite) to grant direct routes;	100%

GROUP	THREAD	MODULE	TITLE	IMPLEMENTATION STATUS	% of Implementation
				-Implementation in the Antananarivo FIR by ASIO ACG of the Indian Ocean -Strategic Partnership for the Reduction of Emissions (INSPIRE); - Implementation of the AORRA allowing preferential flight trajectories in the FIR Dakar Océanique.	
		FRT0-B0/2	Flexible Airspace Planning and Use	Civil/military coordination has been implemented in most States to promote the flexible use of airspace on the basis of memoranda of understanding. However, the deployment of automated space management systems to support a more flexible management of spaces with special status through the collaborative decision-making mechanism is not effective.	100%
		FRT0-B0/4	Basic conflict detection and compliance monitoring	Implementation of backup nets for short-term conflict alerts and warning alarms for the proximity of minimum safe altitudes on deployed ATM systems.	100%
	NOPS	NOPS-B0/1	Initial integration of collaborative airspace management with air traffic flow management.	Ongoing studies for the implementation of the ATFM	30%
		NOPS-B0/2	Collaborative Flight Network Updates	Ongoing studies for the implementation of the ATFM	30%
		NOPS-B0/3	Fundamentals of Network Operations Planning	Ongoing studies for the implementation of the ATFM	30%
		NOPS-B0/4	ATFM/Airport Initial Slots and A-CDM Network Interface	Ongoing studies for the implementation of the ATFM	10%
		NOPS-B0/5	Dynamic ATFM Slot Allocation	Ongoing studies for the implementation of the ATFM	10%
	SNET	SNET-B0/1	Short-term conflict alert (STCA)	Implementation of backup nets for short-term conflict alerts and warning alarms for proximity to minimum safe altitudes on deployed ATM systems	100%

GROUP	THREAD	MODULE	TITLE	IMPLEMENTATION STATUS	% of Implementation
		SNET-B0/2	Minimum Safe Altitude Warning (MSAW)	Implementation of backup nets for short-term conflict alerts and warning alarms for the proximity of minimum safe altitudes on deployed ATM systems.	100%
		SNET-B0/3	Area Proximity Warning (APW)	The ATM systems deployed have this capability	100%
		SNET-B0/4	Approach path Monitoring (APM)	The ATM systems deployed have this capability	100%
	SURF	SURF-B0/1	Basic ATCO Tools for Traffic Management in Ground Operations	The A-SMGCS system is already installed at Dakar-Diass and Nouakchott Oumtounsy airports. The A-SMGCS system is not currently planned for the other airports.	10%
		SURF-B0/2	Comprehensive situational awareness of surface operations		10%
		SURF-B0/3	ATCO Initial Alerting Service for Surface Operations		10%

ANNEXE 2 : Etat de mise en œuvre par l'ASECNA de certains modules du Bloc 1 du nouveau cadre ASBU

MODULE	TITRE	GROUPE	ETAT DE MISE EN OEUVRE	Etat de mise en œuvre
CSEP-B1/3	Performance-Based Longitudinal Separation Minima	Operational	In progress	-
CSEP-B1/4	Performance-Based Lateral Separation Minima	Operational	In progress	-
FRT0-B1/1	Espace aérien avec libre choix de routes (FRA)	Operational	Achieved	100%
RATS-B1/1	Aerodrome Remote Air Traffic Services	Operational	A prévoir dans le prochain plan d'investissement (2023-2027)	-

APPENDIX 3: Status of implementation by ASECNA of selected elements of Block 2 of the new ASBU framework

MODULE	TITLE	GROUP	IMPLEMENTATION STATUS	Percentage of implementation
ASUR-B2/1	Evolution of ADS-B and Mode S,	Operational	To be expected in the next investment plans (2023-2027 et 2028-2032)	-