



Agenda Item 4: Follow-up to the State Industry collaborative process for the transition from the current air navigation support systems to those specified in the ASBU

Follow-up to the State Industry collaborative process for the transition from the current air navigation support systems to those specified in the ASBU

(Presented by the Secretariat)

SUMMARY	
This working paper present a follow up to the State-Industry collaborative process for its transition from current systems to those specified in the ASBU.	
REFERENCES:	
<ul style="list-style-type: none"> • Final Report of the Seventeenth Meeting of the CAR/SAM Planning and Implementation Regional Group (GREPECAS/17), Cochabamba, Plurinational State of Bolivia, 21 - 25 July 2014. • Final Report of the Fourteenth Workshop/Meeting of the SAM Implementation Group (SAM/IG/14) – Regional Project RLA/06/901 (Lima, Peru, 10 to 14 November 2014). • Final Report of the Third Meeting of the Programmes and Project Review Committee of GREPECAS (CRPP/3) (Mexico City, 21 to 23 July 2015). 	
<i>ICAO Strategic Objectives:</i>	<i>A - Safety</i> <i>B - Air navigation capacity and efficiency</i>

1. Introduction

1.1 The GREPECAS/15 meeting noted that one of the main challenges to achieve the goals of the Declarations of Bogota and Puerto Spain, were the problems inherent in the transition from the current systems to those specified in the ASBU framework. In this sense, the meeting was informed about the advantages of incorporating a collaborative process for decision making that could serve as a mechanism to define the necessary steps to implement short and medium-term operational capabilities that are already defined in the regional plans. This proposal was presented by Brazil, United States, ALTA, IATA, IFALPA and RTCA.

1.2 In this regards, the GREPECAS/15 meeting agreed that regional implementation groups, the SAM/IG and ANI/WG could discuss the best options for the proposed framework, approve the co-ordinated approach for the Pan-American region and present further suggestions to the PPRC.

2. **Analysis**

2.1 The SAM/IG/14 Meeting when making a follow up to the activities related to the State-Industry collaborative process for its transition from current systems to those specified in the ASBU, reviewed the report presented by the ad-hoc group, and based in it formulated Conclusion SAM/IG/14-1 *State-industry collaborative process for the transition from current systems to those specified in the ASBU*.

2.2 As a follow up to actions formulated in Conclusion SAM/IG/14-1 to enable the State-Industry collaborative process for the transition from the current systems to those specified in the ASBU, IATA developed a draft project with the support of ICAO SAM Regional Office.

2.3 The draft was reviewed by the SAM Region States and IATA and in order to have it approved as a GREPECAS project, letter SA628 was send to GREPEAS Member States on 10 December 2014 requesting them to examine and approve the project through the GREPECAS fast track process. The approval was received on February 2015. Only Argentina, Chile, Cuba and United States forwarded replies. Taking into account that the letter indicated that the lack of reply would be understood as an approval, the Secretariat proceed to include it as a project of GREPECAS. Copy of the Project is presented as **Appendix** to this working paper.

2.4 As a result of the teleconferences conducted between RTCA, IATA and ICAO (SAM and NACC Regional Offices), RTCA reported that due to the lack of funds to carry out the project, this could not be done regionally, but instead it would be feasible from a project of collaborative process between a SAM or CAR Region State to be define.

2.5 In view of the difficulties for the implementation of the project in regional form the CRPP/3 meeting considered to amend the draft so that the collaborative process States-Industry for the transition of the current systems in those specified in ASBU was oriented to a single State to define from the CAR/SAM regions and that the same results are shared regionally for the benefit of all.

2.6 The CRPP/3 meeting considered that the process of amendment of the project will be carried out by IATA and that the result will be sent to the Secretariat of GREPECAS by the end of September 2015.

3. **Suggested action:**

3.1 The Meeting is invited to:

- a) Take note on the information presented; and follow-up the project activities under the new orientation.

APPENDIX

PROJECT: STATE-INDUSTRY COLLABORATIVE PROCESS FOR THE TRANSITION FROM EXISTING SYSTEMS TO THOSE SPECIFIED IN THE ASBU

<i>SAM Region</i>	PROJECT DESCRIPTION (DP)	DP N°	
Programme	Project Title	Start	End
<i>SAM Implementation Group (SAM/IG)</i> <i>(Programme coordinator: Onofrio Smarrelli)</i>	State-Industry collaborative process for the transition from existing systems to those specified in the ASBU <i>Project coordinator: Marco Vidal (IATA)</i>	2015	2016
Objective	<p>The objective of the Project is to take due account the constant evolution and harmonised modernisation of air transportation systems in South America. The State-Industry collaborative process for the transition from the existing systems to those specified in the ASBU will be a fundamental contribution to regional or State implementation plans, making use of the ASBU-based methodology, aligned with the strategic objectives of the GANP.</p> <p>The Project will focus on implementation in the short- and medium-term framework, with a view to achieving initial operational capacity in 2017.</p>		
Scope	<p>The scope of the project is to produce a report that includes a complete list of ASBU modules, with deadlines, locations, and expected benefits. Furthermore, it shall include all the critical components of each capability of the modules to be considered, with a view to deriving the relevant benefits for all ATM stakeholders.</p>		
Metrics	<ul style="list-style-type: none"> • Project budget and scope • Delivery of work packages • Quality of deliverables 		

<p>Strategy</p>	<p>The Project will apply the following strategic framework:</p> <ul style="list-style-type: none"> • WHAT operational capabilities described in ASBU modules will be implemented, defined not only based on technologies, but also on procedures, decision-making support tools, and all the other relevant aspects, including the desired benefit in terms of performance. • WHERE (what airports, what airspace) to implement each capability. • WHO in the user community (for example, airlines, general aviation, cargo airlines, military) will commit to make the necessary investments for using the new capabilities. • WHEN must the capability be fully implemented and providing benefits. <p>The process used in the Project will guarantee that all operational capabilities in the final list of priorities include at least one user committed to be part of implementation and to make the necessary investments. The Project methodology includes business case analysis and assures those who must invest that benefits exceed costs and that there is a reasonable expectation that the air navigation service provider (ANSP) and the community will deliver on the benefits of the new capabilities.</p> <p>It is of critical importance for the success of ATM modernisation to understand that, in order to deliver the benefits of any operational capability, the States and its aeronautical stakeholders must take some associated initiatives. It is essential that the work associated to these critical elements be included in the implementation plan.</p> <p>The Project report will focus on the following objectives:</p> <ol style="list-style-type: none"> a) use the lessons learned from the "NextGen mid-term implementation task force" as a basis and apply a similar framework to support the Project; b) serve as a mechanism to define the steps required to implement the short- and medium-term operational capabilities defined in the SAM Performance-Based Air Navigation Implementation Plan (PBIP); <p>The Project Report will be sent to the GREPECAS Programmes and Projects Review Committee (PPRC).</p>
<p>Goals</p>	<ul style="list-style-type: none"> • Project delivered within budget and scope. • Work packages delivered on time. • Quality of deliverables validated by ICAO.
<p>Rationale</p>	<p>The 38th General Assembly of ICAO approved the Global Air Navigation Capacity and Efficiency Plan for the period 2013-2018. The Global Aviation System Block Upgrades (ASBU) Plan will allow aviation to visualise global harmonisation, capacity improvements, environmental efficiency enhancements required by modern traffic worldwide. In this sense, the State-Industry collaborative process for the transition from existing systems to those specified in the ASBU will provide a complete list of ASBU modules, with deadlines, locations and expected benefits, including the critical components of each module capability that must be addressed in order to deliver benefits to all ATM stakeholders.</p>
<p>Related projects</p>	<ul style="list-style-type: none"> • All projects within the context of the SAM/IG.

Project deliverables	Relationship with the Regional performance-based plan (PFF)	Responsible party	Status of implementation*	Delivery date	Comments
Start-up meeting. Goal: Define the Project plan.				SAM/IG/14	Meeting #1
Meeting to agree on ASBU and the methodology. Goal: All members at the same level of understanding				Feb. 2015	Virtual meeting
Complete high-level cost-benefit analysis. Goal: CBA document.				Jul. 2015	

Project deliverables	Relationship with the Regional performance-based plan (PFF)	Responsible party	Status of implementation*	Delivery date	Comments
Apply criteria to the modules; produce initial implementation list. Goal: Initial list of capabilities of the module to be implemented (ASBU B0 and B1 subset).				Jul. 2015	Meeting #2
Location criteria. Goal: Final list of site selection criteria.				Jul. 2015	Meeting #2
Prioritise locations. Goal: Select implementation sites.				Jul. 2015	Meeting #2
Preparation of the report. Goal: Draft report.				SAM/IG/16	Period of virtual comments
Review of final implementation report with all the capabilities and associated elements/incentives. Goal: Final report.				SAM/IG/17	
Resources required	450K US dollars				

*

- Grey Task not yet started
- Green Activity under way as scheduled
- Yellow Activity under way, started with some delay but estimated to be completed on time
- Red It has not been possible to carry out this activity on the date foreseen; mitigation measures are required