



1. AIR NAVIGATION REPORT FORM (ANRF)

APAC Regional Planning for ASBU Modules

2. REGIONAL PERFORMANCE OBJECTIVE – B0-DATM: Service Improvement through Digital Aeronautical Information Management					
Performance Improvement Area 2: Globally Interoperable Systems and Data – Through Globally Interoperable System Wide Information Management					
3. ASBU B0-DATM: Impact on Main Key Performance Areas					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y

4. ASBU DATM: Planning Targets and Implementation Progress	
5. Elements	6. Targets and implementation progress (Ground and Air)
1. Support ATM systems by implementing provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37	November 2015 (Seamless ATM Phase I): all States implement provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37
2. Implement the provisions of Annex 15 Amendment 38	November 2018 (Seamless ATM Phase II): all States implement the provisions of Annex 15 Amendment 38

7. ASBU B0-DATM: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. Support ATM systems by implementing provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37	<ul style="list-style-type: none"> Current AIS systems may be too segmented. Slow implementation of electronic databases. AIS/AIM departments of State Regulators and/or ANSPs not being accorded appropriate priority within their organizations Late updating of AIM guidance material (ICAO Doc 8126 – <i>AIS Manual</i>) and delayed publication of new PANS/AIM may delay State progress. 	NIL	Lack of procedures to allow airlines to provide digital AIS data to on-board devices, in particular electronic flight bags (EFBs). Lack of training for AIS/AIM personnel.	Operational approvals of EFB.
2. Implement the provisions of Annex 15 Amendment 38	<ul style="list-style-type: none"> Lack of IP-based infrastructure for data integration and user access. System configuration (populating of data models) may require time 	NIL	NIL	NIL

8. ASBU B0-DATM: Performance Monitoring and Measurement	
8A. ASBU B0-DATM: Implementation	
Elements	Performance Indicators/Supporting Metrics
1. Support ATM systems by implementing provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37	Indicator: Percentage of States which implement provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37 Supporting Metric: number of States which implement provisions of Annex 15 Amendment 36 and Annex 15 Amendment 37
2. Implement the provisions of Annex 15 Amendment 38	Indicator: Percentage of States which implement the provisions of Annex 15 Amendment 38 Supporting Metric: number of States which implement the provisions of Annex 15 Amendment 38

8A. ASBU B0-DATM: Performance Monitoring and Measurement	
8 B. ASBU B0-DATM: Performance Monitoring	
Key Performance Areas	Metrics (if not indicate qualitative Benefits)
Access & Equity	Benefit: Improved access to aeronautical information through dynamically updated web-based applications
Capacity	Benefit: Improved capacity resulting from higher quality data and its application to improvements in airspace and ATS route and flight procedure design.
Efficiency	Benefit: Improved flight efficiency facilitated by better quality data and consequent improvements in airspace and airport capacity.
Environment	Benefit: Reduced amount of paper for promulgation of information. Reduced carbon emissions as a consequence of improved flight efficiency.
Safety	Benefit: Improved quality management, accessibility, usability and dynamic update of aeronautical information.