



1. AIR NAVIGATION REPORT FORM (ANRF)

APAC Regional Planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – Module N° B0-FRTO: Improved Operations through Enhanced En-Route Trajectories					
Performance Improvement Area 3: Optimum Capacity and Flexible Flights – Through Global Collaborative ATM					
3. ASBU B0-FRTO: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y

4. ASBU B0-FRTO: Planning Targets and Implementation Progress	
5. Elements	6. Targets and implementation progress (Ground and Air)
1. Effective establishment and review mechanisms for military or State SUA established	November 2015 (Phase I): All States should ensure that SUA are regularly reviewed by the appropriate Airspace Authority to assess the effect on civil air traffic and the activities affecting the airspace
2. Strategic and tactical Civil/military cooperation and formal civil-military liaison established	November 2015 (Phase I): All States should ensure that a national civil/military body coordinating strategic civil-military activities and a formal civil-military liaison for tactical responses are established

7. ASBU B0-FRTO: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. Effective establishment and review mechanisms for military or State SUA established	NIL	NIL	States without an independent airspace authority may have trouble achieving effective airspace management	NIL

7. ASBU B0-FRTO: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
2. Strategic and tactical Civil/military cooperation and formal civil-military liaison established	Integration may imply major upgrades (airspace management, flight plan and surveillance processing) and data sharing. Progress monitored through Seamless ATM plan – item 390, Civil Military System Integration	NIL	Adoption and execution of common procedures for real-time use of airspace may be challenging. For some States, expansion of civil/military cooperation on airspace management may be difficult due to lack of trust or political environment. Progress monitored through Seamless ATM plan – item 420 Civil Military common procedures and Seamless ATM plan item - 410 Civil Military common training	NIL

8. ASBU B0-FRTO: Performance Monitoring and Measurement	
8A. ASBU B0-FRTO: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
1. Effective establishment and review mechanisms for military or State SUA established	Percentage of States having made arrangements to effectively manage the designation, size, activation and operation of military/State SUA Supporting metric: number of States having made arrangements to effectively manage the designation, size, activation and operation of military/State SUA
2. Strategic and tactical Civil/military cooperation established	Percentage of FIRs within which all ACCs utilise FUA techniques for operation of SUA <ul style="list-style-type: none"> • with strategic civil/military liaison capability • with tactical civil/military liaison capability Supporting metric: number of FIRs within which all ACCs utilise FUA techniques for operation of SUA <ul style="list-style-type: none"> • with strategic civil/military liaison capability • with tactical civil/military liaison capability Percentage of FIRs within which all ACCs utilise Civ/mil integrated ATM systems Supporting metric: Number of FIRs within which all ACCs utilise Civ/mil integrated ATM systems Percentage of States performing Civil Military common training Supporting metric: Number of States performing Civil Military common training Percentage of States performing Civil Military common procedures Supporting metric: Number of States performing Civil Military common procedures

ASBU B0-FRTO: Performance Monitoring and Measurement	
8 B. ASBU B0-FRTO: Performance Monitoring	
Key Performance Areas	Metrics (if not indicate qualitative Benefits)
Access & Equity	Benefit: More flexibility in airspace management to provide different airspace users with access to airspace and optimal routes
Capacity	Benefit: more airspace offered allowing access to optimal routes
Efficiency	Benefit: Reduced fuel burn due to better anticipation of flow issues; Reduced block times and times with engines on
Environment	Benefit: Reduced fuel burn as delays are absorbed on the ground, with shut engines; or at optimum flight levels through speed or route management
Safety	Benefit: Reduction of occurrences of sector capacity being lesser than demand
