1. AIR NAVIGATION REPORT FORM (ANRF)

APAC Regional Planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – Module B0-TBO: Improved Safety and Efficiency through the initial application of Data Link En-Route
Performance Improvement Area 4:
Efficient Flight Path – Through Trajectory-based Operations

3. ASBU B0-TBO: Impact on Main Key Performance Areas (KPA)					
	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	N	Y	Y	Y	Y

4. ASBU B0-TBO: Planning Targets and Implementation Progress	
5. Elements	**6. Targets and implementation progress (Ground and Air)**
ADS-C	November 2015 (Phase I): All FIRs utilise ADS-C to provide service within all category R airspace (remote en-route airspace within ATS communications and surveillance coverage dependent on a third-party CSP)
CPDLC	November 2015 (Phase I): All FIRs utilise CPDLC to provide service within all category R airspace (remote en-route airspace within ATS communications and surveillance coverage dependent on a third-party CSP)

7. ASBU B0-TBO: Implementation Challenges				
Elements	**Implementation Area**			
	Ground System Implementation	**Avionics Implementation**	**Procedures Availability**	**Operational Approvals**
ADS-C	RCP and RSP framework should ensure that the end to end performance is reached and maintained, including CSP performance	Implementation of ADS-C for general aviation	NIL	Lack of duly trained inspectors for approval of operations
CPDLC	RCP and RSP framework should ensure that the end to end performance is reached and maintained, including CSP performance	Implementation of CPDLC for general aviation	NIL	Lack of duly trained inspectors for approval of operations

8. ASBU B0-TBO: Performance Monitoring and Measurement 8A. ASBU B0-TBO: Implementation Monitoring	
Elements	**Performance Indicators/Supporting Metrics**
ADS-C	Indicators: Percentage of FIRs utilising ADS-C to provide service within all category R airspace Supporting metric: Number of FIRs utilising ADS-C to provide service within all category R airspace

8. ASBU B0-TBO: Performance Monitoring and Measurement 8A. ASBU B0-TBO: Implementation Monitoring	
Elements	**Performance Indicators/Supporting Metrics**
CPDLC	Indicators: Percentage of FIRs utilising CPDLC to provide service within all category R airspace Supporting metric: Number of FIRs utilising CPDLC to provide service within all category R airspace

ASBU B0-TBO: Performance Monitoring and Measurement 8 B. ASBU B0-TBO: Performance Monitoring	
Key Performance Areas	**Metrics (if not indicate qualitative Benefits)**
Access & Equity	NA
Capacity	Benefit: A better localization of traffic and reduced separation allow increased capacity. Reduced communication workload and better organization of controller tasks increase sector capacity.
Efficiency	Benefit: Routes/tracks and flights can be separated by reduced minima, allowing flexible routings and vertical profiles closer to the user-preferred ones. In association with AIDC, implementation of DARP procedures.
Environment	Benefit: Reduced emissions as a result of reduced fuel burn
Safety	Benefit: ADS-C based tools support cleared level adherence monitoring, route adherence monitoring, danger area infringement warning and improved search and rescue. Reduced occurrences of misunderstandings; solution to stuck microphone situations. Quicker responses to route deviation requests and emergencies.

— — — — — — — — —