



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY FIFTH MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND  
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

*Kuala Lumpur, Malaysia, 8 – 11 September 2014*

**Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation**
**3.0: Regional and National Performance Framework**
**MEASURES FOR PLANNING & IMPLEMENTATION OF  
AVIATION SYSTEM BLOCK UPGRADES (ASBU)**

(Presented by International Business Aviation Council)

**SUMMARY**

With the implementation of ASBU Block 0 now underway in the APAC Region, it is timely for APANPIRG to review, based on experience to date, the necessary measures to be applied for planning and successful implementation. Doing so will ensure continued support of all airspace users and States as implementation continues to unfold.

*Strategic Objectives:*

A: **Safety** – Enhance global civil aviation safety

B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system

**1. INTRODUCTION**

1.1 With the implementation of ASBU Block 0 now underway in the APAC Region, it is timely for APANPIRG to review, based on experience to date, the necessary measures to be applied for planning and successful implementation. Doing so will ensure continued support of all airspace users and States, both within and outside the Region, as implementation continues to unfold.

**2. DISCUSSION**

2.1 Planning steps for implementation of new procedures and use of new technologies need to be based on a thorough analysis and evaluation of the impact on airspace users. Options or scenarios, including phased implementation, handling of mixed equipage, and stratification of airspace should be an integral part of this planning.

2.2 Implementation involving airspace over the high seas must respect and be based on the established ICAO consultation and approval processes, an essential element of which involves amendment of Regional Supplementary Procedures. These include undertaking consultations with ICAO Headquarters and ultimately with States of users of the international airspace concerned.

2.3 In the event of measures commencing in or culminating eventually in mandates over the high seas, especially those resulting in exclusionary airspace (i.e., denial of access based on lack of equipage), adequate, formal notification of lead times for equipage are of utmost importance to all airspace users. The ICAO consultation steps and approval processes noted in paragraph 2 provide, in large part, the basis for such notification and lead time.

### **3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- (a) Discuss the foregoing;
- (b) Agree on the necessity of following established ICAO consultation and approval processes in amending Regional Supplementary Procedures, in particular with regard to implementation of new procedures and technologies over the high seas;
- (c) Continue to support the need for thorough analysis and evaluation of the impact on all users of proposed requirements, including those of an exclusionary nature, and provision of adequate, formal notification of equipage lead times through established ICAO processes; and
- (d) Reiterate that States within the APAC Region as well as the APAC Office will proceed accordingly in the management and conduct of further work, consistent with established ICAO processes.

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