

Implementation Status of ASBU Block 0 Modules in the AFI Region

Figure below depicts the workflow for analysing and implementing ASBU Modules.

The significance of each step in the workflow as it pertains to regional planning is as follows:

- **Analysis Not Started** – The requirement to implement this ASBU Module element has not yet been assessed by any State in the Region
- **Analysis In Progress** – A Need Analysis as to whether or not this ASBU Module is required is in progress by at least one State in the Region
- **N/A** – The Region has decided not to implement this ASBU Module
- **Need** - One or more States in the Region have determined the ASBU Module is required, but none have begun planning for the implementation
- **Planning** – Implementation of this ASBU Module is planned, but not started
- **Developing** – Implementation of this ASBU Module is in the development phase, but not yet operational
- **Partially Implemented** – Implementation of this ASBU Module is partially completed and/or operational in at least one area of the Region
- **Implemented** - Implementation of this ASBU Module has been completed and/or is fully operational in all areas of the Region where the need was identified

Figure – Analysis and Implementation Workflow

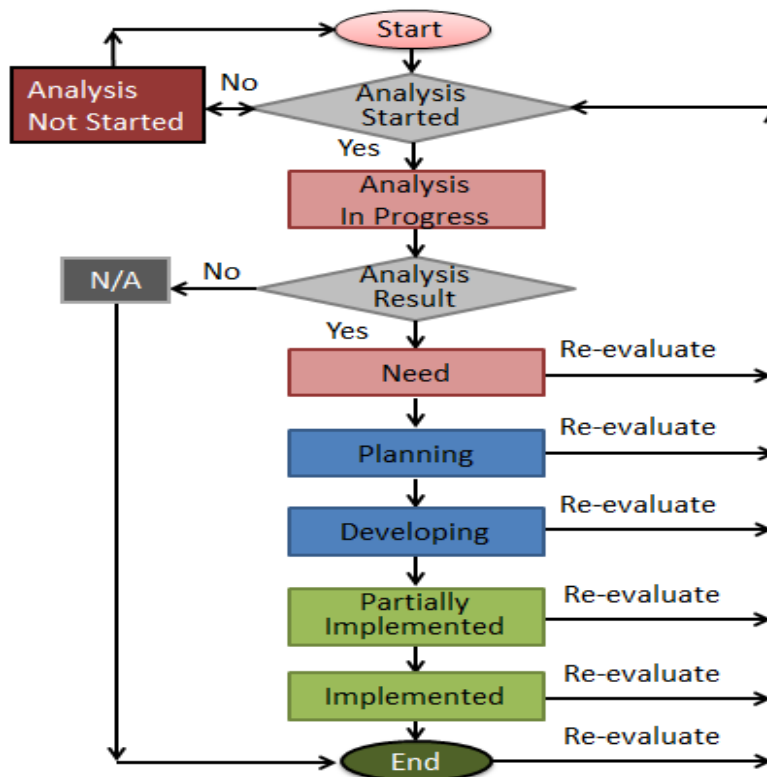


Table –Implementation Status of ASBU Block 0 Modules in the AFI Region

Block 0 Modules	Module Title	Need Analysis of Modules				Implementation Status				High level Implementation Indicator(s)	Category	Priority
		Not Started	In Progress	Need	N/A	Planning	Developing	Partially Implemented	Implemented			
PERFORMANCE IMPROVEMENT AREA 1: AIRPORT OPERATIONS												
APTA	Optimization of Approach Procedures including vertical guidance			X				X		% of international aerodromes having at least one runway end provided with PBN procedures (APV Baro-VNAV or LPV)	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
WAKE	Increased Runway Throughput through optimized Wake Turbulence Separation			X		X				% of applicable international aerodromes having implemented increased runway throughput through optimized wake turbulence separation	Specific (recommended to address a particular operational environment in specific countries)	2
SURF	Safety and Efficiency of Surface Operations			X		X				% of applicable international aerodromes having implemented A-SMGCS Level 2	Optional (recommended to address particular operational requirements in specific countries)	2
ACDM	Improved Airport Operations through Airport-CDM			X				X		% of applicable international aerodromes having implemented improved airport operations through airport-CDM	Essential (provide substantial contribution towards global interoperability, safety or regularity)	1

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		Not Started	In Progress	Need	N/A	Planning	Developing	Partially Implemented	Implemented			
RSEQ	Improve Traffic flow through Runway Sequencing (AMAN/DMAN)			X		X				% of applicable international aerodromes having implemented AMAN/DMAN	Optional (recommended to address particular operational requirements in specific countries)	2
PERFORMANCE IMPROVEMENT AREA 2: GLOBALLY INTEROPERABLE SYSTEMS AND DATA												
FICE	Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration			X					X	% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with neighbouring ACCs	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
DATM	Service Improvement through Digital Aeronautical Information Management			X					X	% of States having implemented an AIXM based AIS database % of States having implemented QMS	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
AMET	Meteorological information supporting enhanced operational efficiency and safety			X					X	% of States having implemented SADIS % of States having implemented QMS	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
PERFORMANCE IMPROVEMENT AREA 3: OPTIMUM CAPACITY AND FLEXIBLE FLIGHTS – THROUGH GLOBAL COLLABORATIVE ATM												
FRTO	Improved Operations through Enhanced En-Route Trajectories			X						% of FIRs in which FUA is implemented	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1

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		Not Started	In Progress	Need	N/A	Planning	Developing	Partially Implemented	Implemented			
NOPS	Improved Flow Performance through Planning based on a Network-Wide view			X						% of FIRs within which all ACCs utilize ATFM systems	Desirable (recommended for implementation because of strong business and/or safety case)	2
ASUR	Initial capability for ground surveillance			X						% of FIRs where ADS-B OUT and/or MLAT are implemented for the provision of surveillance services in identified areas.	Desirable (recommended for implementation because of strong business and/or safety case)	2
ASEP	Air Traffic Situational Awareness(ATSA)			X				X		% of States having implemented air traffic situational awareness	Specific (recommended to address a particular operational environment in specific countries)	2
OPFL	Improved access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B			X		X				% of FIRs having implemented in-trail procedures	Specific (recommended to address a particular operational environment in specific countries)	2
ACAS	ACAS Improvements			X				X		% of States requiring carriage of ACAS (with TCAS 7.1 evolution)	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
SNET	Increased Effectiveness of Ground-Based Safety Nets			X				X		% of States having implemented ground-based safety-nets (STCA, APW, MSAW, etc.)	Desirable (recommended for implementation because of strong business and/or safety case)	2

PERFORMANCE IMPROVEMENT AREA 4: EFFICIENT FLIGHT PATHS

Block 0 Modules	Module Title	Need Analysis of Modules				Implementation Status				High level Implementation Indicator(s)	Category	Priority
		Not Started	In Progress	Need	N/A	Planning	Developing	Partially Implemented	Implemented			
CDO	Improved Flexibility and Efficiency in Descent Profiles (CDO)			X				X		% of international aerodromes / TMAs with PBN STAR implemented % of international aerodromes/TMA where CDO is implemented	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1
TBO	Improved Safety and Efficiency through the initial application of Data Link En-Route			X				X		% of FIRs utilizing data link en-route in applicable airspace	Desirable (recommended for implementation because of strong business and/or safety case)	2
CCO	Improved Flexibility and Efficiency Departure Profiles - Continuous Climb Operations (CCO)			X				X		% of international aerodromes / TMAs with PBN SID implemented % of international aerodromes/TMA where CCO is implemented	Essential (provides substantial contribution towards global interoperability, safety or regularity)	1