

Technology Implementation and Relevant ASBU alignment within Air Traffic Management

Presented by Colin Bryant

Aviation System Block Upgrades



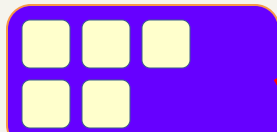
- ICAO 15 year plan
- Agreed to implement all Block 0 and Block 1 models.
- NAMP, ATM Roadmap, AIS to AIM Roadmap, PBN Roadmap, etc
- 4 Performance improvement areas

South Africa ASBU Alignment

Performance
Improvement
Areas

Airport
Operations

Block 0
(2013)



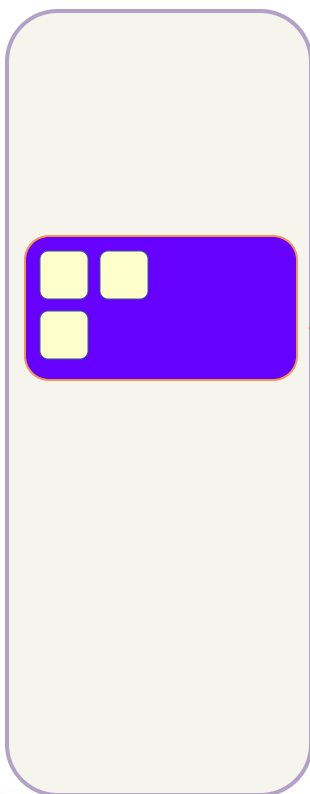
1. Optimised Approach Procedures including Vertical Guidance
2. Increased Runway Throughput through Optimised Wake Turbulence Separation
3. Safety and Efficiency of Surface Operations (A-SMGCS level 1-2)
4. Improved Airport Operations through Airport-CDM
5. Improve Traffic Flow through Sequencing (AMAN/DMAN)

South Africa ASBU Alignment (continued)

Performance
Improvement
Areas

Block 0
(2013)

Globally
Interoperable
Systems and Data



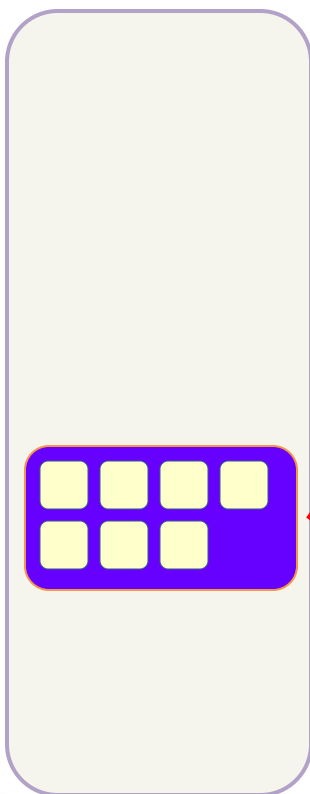
1. Increased Interoperability, Efficiency and Capacity through Ground-Ground Integration
2. Service Improvement through Digital Aeronautical Information Management
3. Meteorological Information Supporting Enhanced Operational Efficiency and Safety

South Africa ASBU Alignment (continued)

Performance
Improvement
Areas

Block 0
(2013)

Optimum
Capacity and
Flexible Flights



1. Improved Operations through Enhanced En-route Trajectories
2. Improved Flow Performance through Planning based on a Network-wide view
3. Initial Capability for Ground Surveillance
4. Air Traffic Situational Awareness (ATSA)
5. Improved Access to Optimum Flight Levels through Climb/Descent Procedures using ADS-B
6. Airborne Collision Avoidance Systems (ACAS) Improvements
7. Increased Effectiveness of Ground-Based Safety Nets

South Africa ASBU Alignment (continued)

Performance
Improvement
Areas

Block 0
(2013)

Efficient Flight
Path

1. Improved Flexibility and Efficiency in Descent Profiles using Continuous Descent Operations (CDO)
2. Improved Safety and Efficiency through the Initial Application of Data Link En-route
3. Improved Flexibility and Efficiency Departure Profiles — Continuous Climb Operations (CCO)

- ATNS acknowledges the current drive within the AFI Region to prioritize and categorize the ASBU modules and confirms that all the activities within the 2014 Permission are aligned to the deliverables of Block 0. This is due to the ATNS planning processes continuously being aligned to the ICAO ATM Operational Concept Document

Thank You.

