

WP 3.1B – Appendix A - Development of ASBU implementation data collecting tool

1. Screenshots of ASBU Threads and modules

ASBU Threads and Modules







[+ New](#) [Update](#) [Delete](#)

AIM AOP **ATM/SAR** CNS MET

ACAS	Airborne Collision Avoidance System (ACAS)	Operational	▼
APTA	Improve arrival and departure operations	Operational	▼
CSEP	Cooperative Separation	Operational	▼
DATS	Digital Aerodrome Air Traffic Services	Operational	▼
FICE	Flight and Flow Information for a Collaborative Environment (FF-ICE)	Information	▼
FRTO	Improved operations through enhanced en-route trajectories	Operational	▼
GADS	Global Aeronautical Distress and Safety System (GADSS)	Operational	▼
NOPS	Network Operations	Operational	▼

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AIM AOP **ATM/SAR** CNS MET

ACAS		Airborne Collision Avoidance System (ACAS)	Operational	^
Module	Description			+
ACAS Baseline	Airborne collision avoidance system (ACAS) is the last resort safety net for pilots. Although ACAS is independent from the means of separation provision, ACAS is part of the ATM system. ACAS is subject to global mandatory carriage for airplanes with a maximum certificated take-off mass greater than 5.7 tons.			 
ACAS-B1	The traffic alert and collision avoidance system (TCAS) version 7.1 provides short-term improvements to existing airborne collision avoidance systems (ACAS) to reduce nuisance alerts as well as enhancing the logic for some geometries (i.e., Uberlinghen accident). This will reduce trajectory deviations and increase safety in cases where there is a breakdown of separation.			 
ACAS-B2	Implementation of a new airborne collision avoidance system will support more efficient operations and airspace procedures while complying with safety regulations. Fewer "nuisance alerts" will reduce pilot and controller workload as personnel spend less time responding to such alerts, increasing safety. Remotely-Piloted Aircraft Systems (RPAS) will be provided with a new collision avoidance function.			 

2. Screenshots of the applicable ASBU elements

ASBU Elements

+ New Update Delete

AIM AOP









DAIM-B1/1	Provision of quality-assured aeronautical data and information	Standardization	Applicable	▼
DAIM-B1/2	Provision of digital Aeronautical Information Publication (AIP) data sets	Ready for implementation	Applicable	▼
DAIM-B1/3	Provision of digital terrain data sets	Ready for implementation	Applicable	▼
DAIM-B1/4	Provision of digital obstacle data sets	Ready for implementation	Applicable	▼
DAIM-B1/5	Provision of digital aerodrome mapping data sets	Ready for implementation	Applicable	▼
DAIM-B1/6	Provision of digital instrument flight procedure data sets	Ready for implementation	Applicable	▼
DAIM-B1/7	NOTAM improvements	Ready for implementation	Applicable	▼

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AIM AOP

DAIM-B1/1	Provision of quality-assured aeronautical data and information	Standardization	Applicable	^
Purpose	The main purpose of this element is to ensure that aeronautical data and information comply with quality standards in order to meet the needs of airspace users and support the safety of flight operations.			
Capabilities	Provision of high quality aeronautical data and information; consistent interpretation and timely exchange of aeronautical data and information; and, automatic management, processing, verification, usage and exchange of aeronautical data and information.			
Description	<p>This element ensures that processes, procedures and systems are improved to allow for an enhanced quality of aeronautical information products and services. This element includes:</p> <ol style="list-style-type: none"> 1. Full move into an automated data-centric environment so that the management, processing, verification, usage and exchange can be done in a structured, automatic manner and human intervention is reduced. 2. Aeronautical data and information is of high quality if it is aggregated and provided by authoritative sources. This requires to properly control relationships along the whole data chain from the origination to the distribution to the next intended user (formal arrangements with data originators, neighbouring States, data and information service providers and others). 			
Element enablers				+
Element deliverables - Expected procedures, services and facilities				+

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Element enablers +		
Element deliverables - Expected procedures, services and facilities -		
Deliverable code	Deliverable name	+
DAIM-B1/1-DEL1	Quality management system	 
DAIM-B1/1-DEL2	Formal arrangements for data quality between AIS and Data originators	 
DAIM-B1/1-DEL3	AIRAC adherence	 
DAIM-B1/1-DEL4	WGS-84 full compliance	 

3. Screenshots of the reporting on implementation of ASBU elements

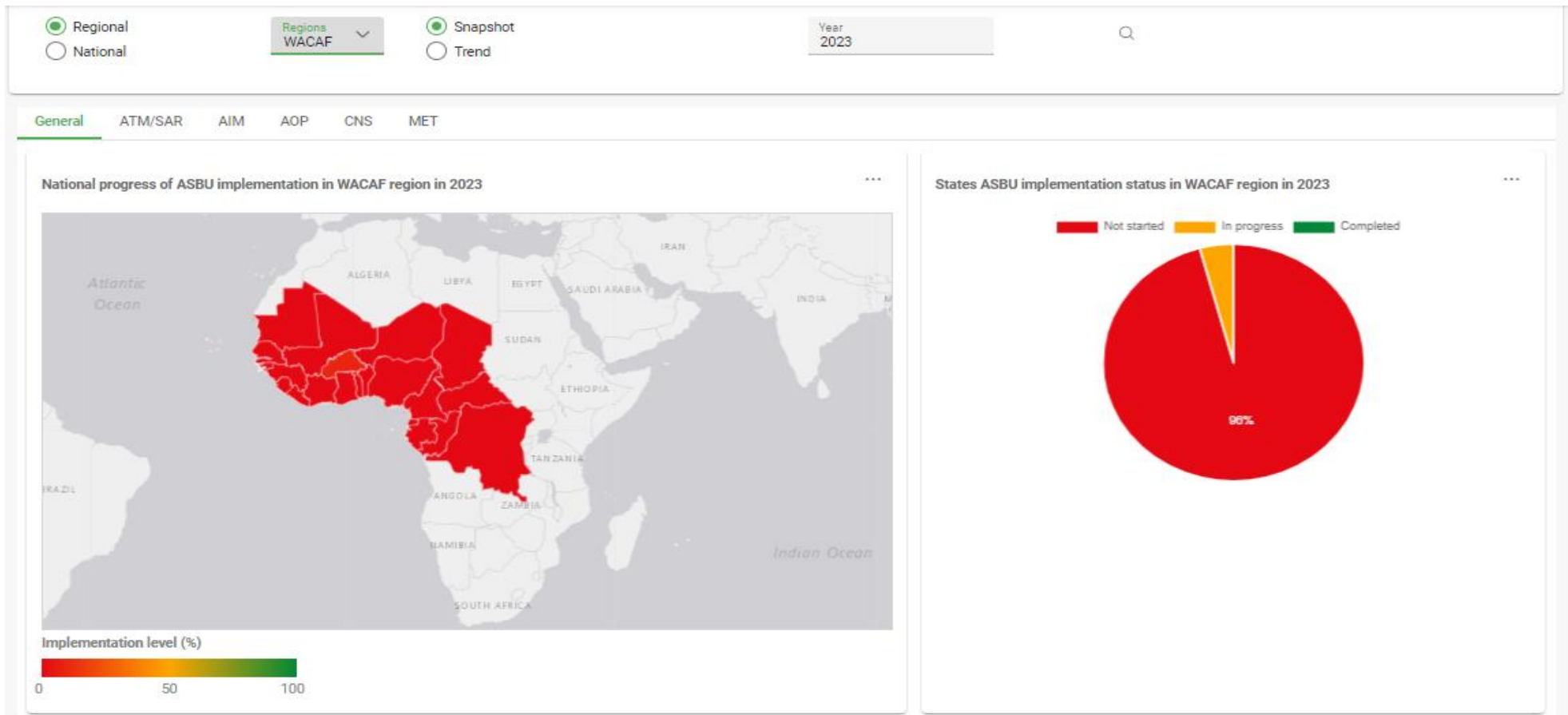
ASBU Implementation

State ▼

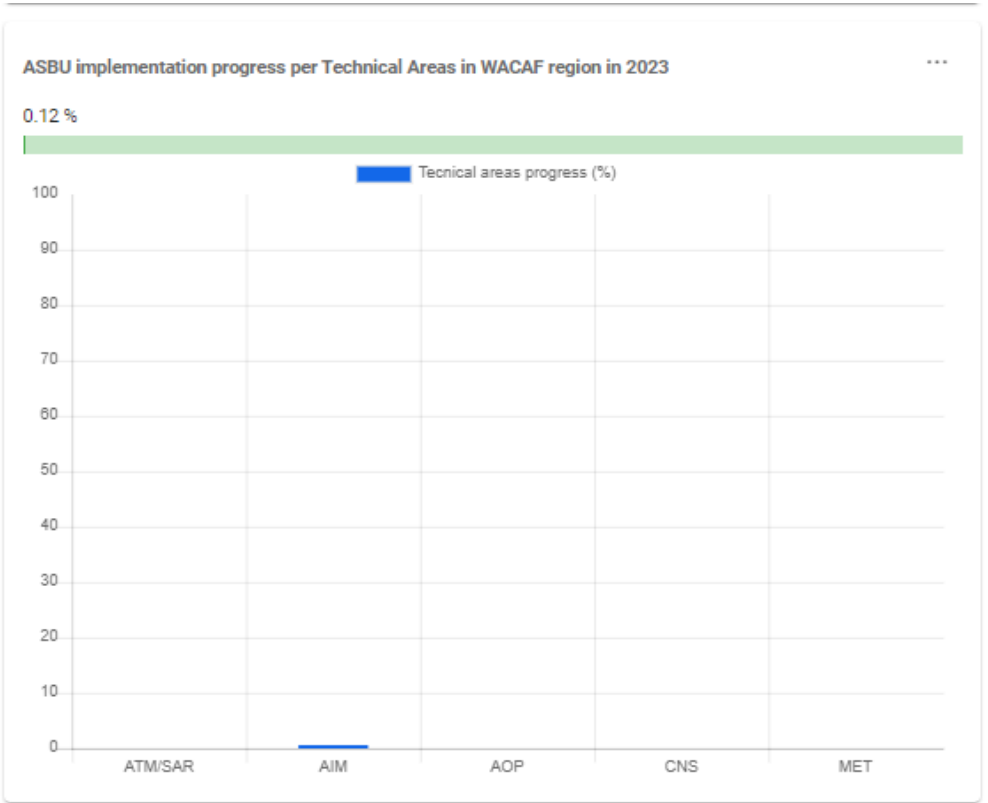
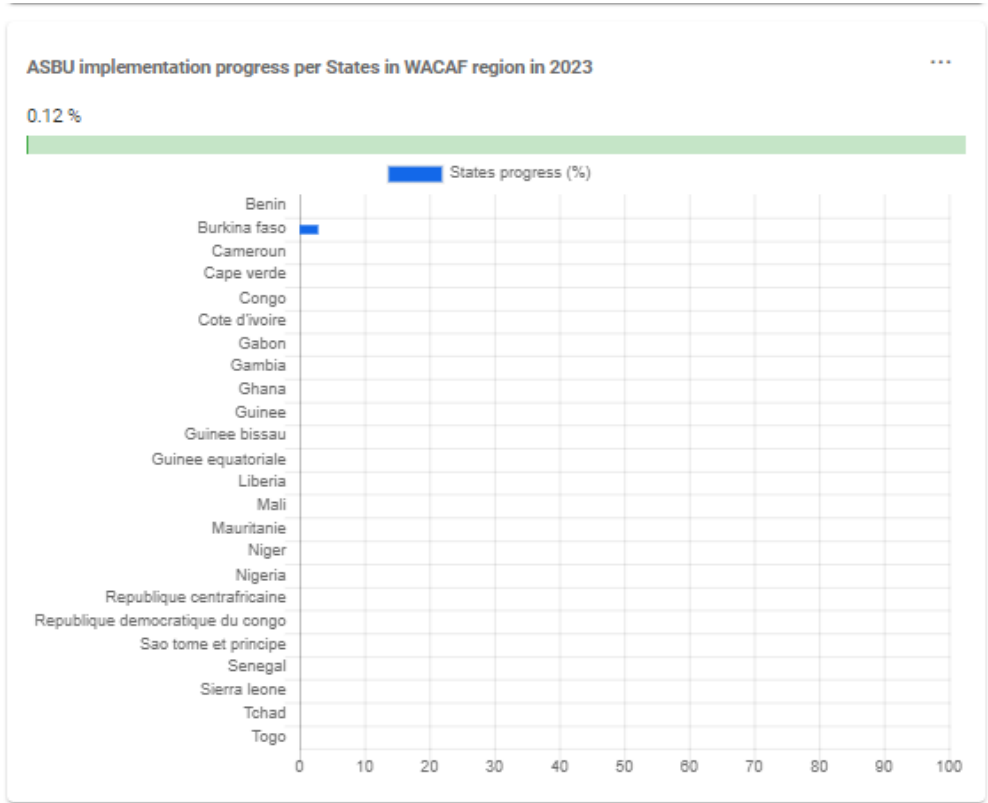
AIM AOP

DAIM-B1/1		Provision of quality-assured aeronautical data and information				Standardization		Applicable		^
Deliverable code	Deliverable name	Implementation status	Date Planned	Due date	Date completed	% Progress level	Evidences	Comments		
DAIM-B1/1-DEL1	Quality management system	Completed			31-01-2022	100		QMS implemented by ANSP		
DAIM-B1/1-DEL2	Formal arrangements for data quality between AIS and Data originators	Completed			01-01-2022	100		SLA between AIS and data originators		
DAIM-B1/1-DEL3	AIRAC adherence	Completed			01-01-2023	100		AIRAC compliance		
DAIM-B1/1-DEL4	WGS-84 full compliance	Completed			31-01-2018	100		WGS-84 compliance		
DAIM-B1/2		Provision of digital Aeronautical Information Publication (AIP) data sets				Ready for implementation		Applicable		v

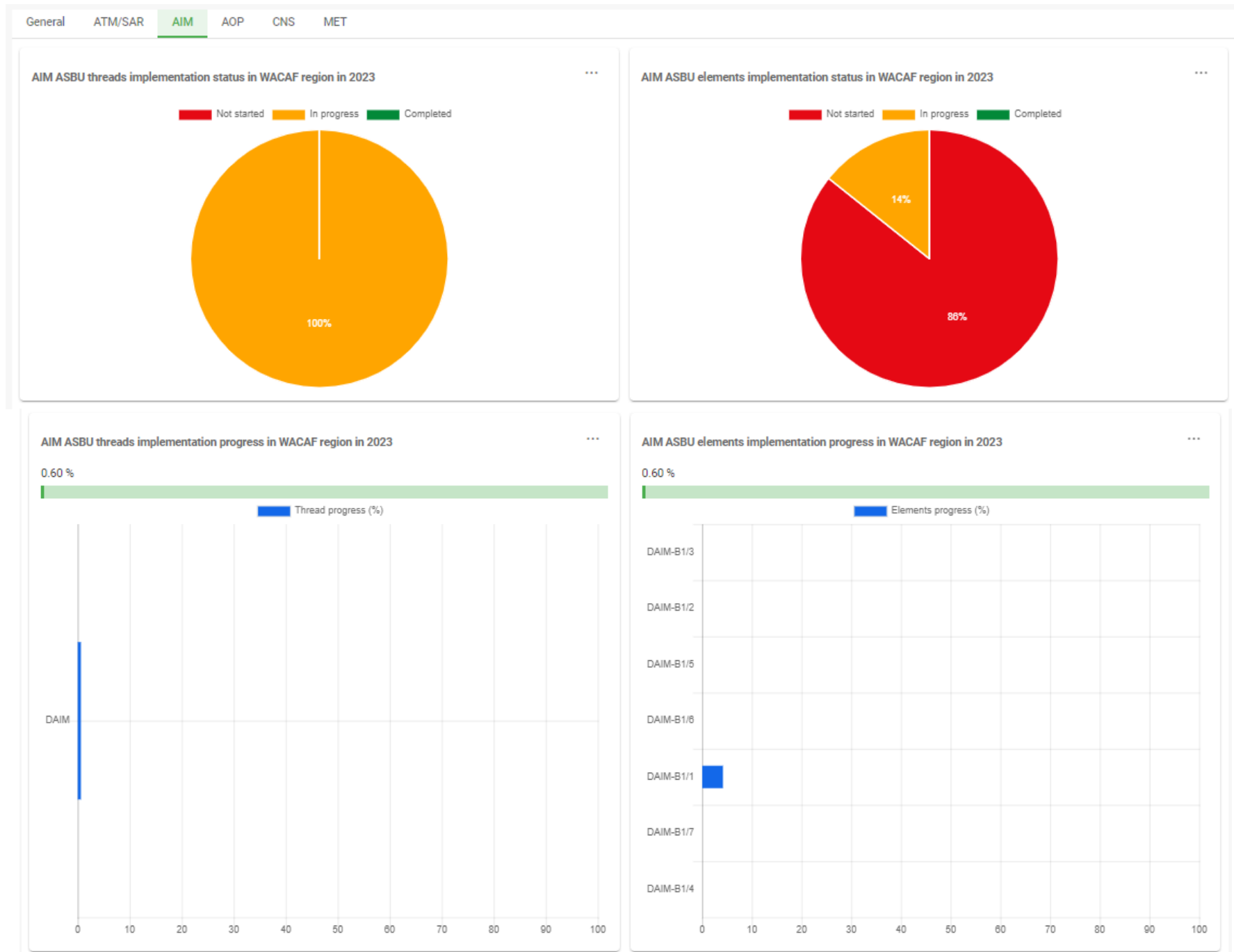
4. Screenshots of dashboards



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Dashboard scope: Regional National

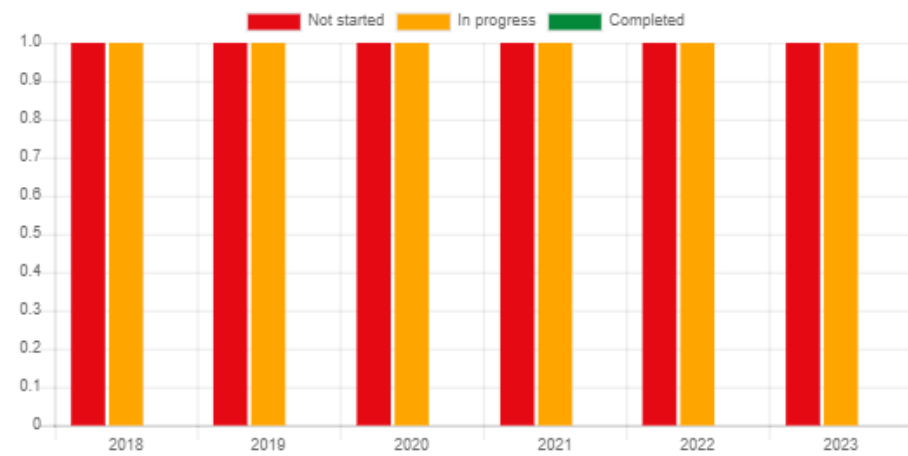
Regions: WACAF

Dashboard type: Snapshot Trend

Period: Start year 2018, End year 2023

General

ASBU threads implementation status in WACAF from 2018 to 2023



ASBU elements implementation status in WACAF from 2018 to 2023

