



International Civil Aviation Organization

**AIR NAVIGATION SYSTEMS IMPLEMENTATION GROUP**

**First Meeting (ANSIG/1)**  
*(Cairo, Egypt, 10 – 12 February 2015)*

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**Agenda Item 4: Performance Framework for Regional Air Navigation Implementation**

IMPLEMENTATION OF B0-TBO

*(Presented by the Secretariat)*

**SUMMARY**

This paper presents the status of implementation of the B0-TBO in the MID Region.

Action by the meeting is at paragraph 3.

**REFERENCES**

- MID Region Air Navigation Strategy
- MSG/4 Report

**1. INTRODUCTION**

1.1 In accordance with its Terms of Reference (TORs), the ANISIG is required to monitor the status of implementation of the different ASBU Module elements included in the MID Air Navigation Plan/Strategy and ensure that the associated performance targets are met.

**2. DISCUSSION**

2.1 Air-ground data exchanges have been the subject of decades of research and standardization work and are an essential ingredient of the future operational concepts since they can carry reliably richer information than what can be exchanged over radio.

2.2 The first element of the B0-TBO Module is the transmission of aircraft position information, forming the automatic dependent surveillance contract (ADS-C), principally for use over oceanic and remote areas where radar cannot be deployed.

2.3 The second element is Controller Pilot Data Link Communications (CPDLC) comprising a first set of data link applications allowing pilots and controllers to exchange ATC messages concerning communications management, ATC clearances and stuck microphones. CPDLC reduces misunderstandings and controller workload giving increased safety and efficiency whilst providing extra capacity in the ATM system.

2.4 The B0-TBO concerns the implementation of a first package of data link applications, covering ADS-C, CPDLC and other applications for ATC. These applications provide significant improvement in the way ATS is provided as described in the next section.

2.5 In connection with the above the B0-TBO element, performance indicator/supporting metric, target have been included in the MID Region Air Navigation Strategy, as follows:

<b><i>B0 – TBO: Improved Safety and Efficiency through the initial application of Data Link En-Route</i></b>				
<b>Elements</b>	<b>Applicability</b>	<b>Performance Indicators/Supporting Metrics</b>	<b>Targets</b>	<b>Status</b>
ADS-C and CPDLC	Muscat and Sanaa FIRs	Indicator: % of FIRs having implemented data link en-route, as and where required  Supporting Metric: Number of FIRs having implemented data link en-route, as and where required	50% by Dec. 2017	To be determined by the ATM SG/2 meeting

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

3.1 The meeting is invited to:

- a) provide inputs related to the status of implementation of the B0-TBO; and
- b) urge concerned States to provide the ICAO MID Regional Office with their plans related to the implementation of the B0-TBO.

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