



DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

Fourth Meeting (DGCA-MID/4)
(Muscat, Oman, 17-19 October 2017)

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation
3.2: ATM

WORKSHOP FOR REGIONAL ASBU MINIMUM PATH

(Presented by United States of America)

SUMMARY

At the 39th Assembly, Working Paper 39 introduced updates to the GANP, including the notion of minimum path forward. The minimum path forward will provide guidance on the essential modules for a State to deploy to ensure they are ICAO compliant with the ASBU/GANP.

The FAA proposes to conduct a workshop with the MID region and Northern Africa States to provide guidance and high level ideas to assist in the implementation of the minimal path forward.

STRATEGIC OBJECTIVES

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

1. INTRODUCTION

1.1 The GANP is a 15-year high level global plan that presents all States with a comprehensive planning tool supporting a harmonized global Air Navigation system. It identifies all potential performance improvements available today, details the next generation of ground and avionics technologies that will be deployed worldwide, and provides the investment certainty needed for States and Industry to make strategic decisions for their individual planning purposes.

1.2 The Block Upgrades are organized in non-overlapping six-year time increments starting in 2013 and continuing through 2031 and beyond. This structured approach provides a basis for sound investment strategies and will generate commitment from States, equipment manufacturers, operators and service providers.

1.3 ICAO's GANP and subsequent ASBUs were created to provide a detailed and flexible roadmap for global ATM interoperability.

2. DISCUSSION

2.1 ICAO's GANP and subsequent ASBUs were created to provide a detailed and flexible roadmap for global ATM interoperability. While the ASBU implementation was flexible in implementation it was not easy for all States to prioritize and determine the best Modules to implement.

2.2 At the 39th Assembly, Working Paper/39 introduced updates to the GANP, including the notion of minimum path forward. The minimum path forward will provide guidance on the essential modules for a State to deploy to ensure they are ICAO compliant with the ASBU /GANP.

2.3 The new GANP update provides a minimum path of ASBU modules to ensure a certain level of interoperability and safety. This minimum path recognizes that:

- some Modules must be implemented globally, and therefore must be designated as part of the minimum path to achieve global interoperability;
- deployment of such Modules in the earliest available time frame will result in maximum benefits for the aviation stakeholders; and
- implementations of such Modules should take place around the same time periods.

2.4 The FAA wishes to inform the MID DGCA that it is proposing a workshop in 2018 with the MID region and Northern Africa States to provide guidance and high level ideas to assist in the implementation the minimal path forward including:

- Strategies
- Timelines
- Larger issues of global interoperability
- Assistance in linking current efforts and progress to ICAO and ICAO plans

2.5 A comprehensive approach to the minimum path forward within the MID region and Northern African States would assist the region in harmonizing air traffic capabilities and continue to move toward the goals of the Doha Declaration and the objectives of the MID Region ATM Enhancement Programme (MAEP) Board.

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