ASBU Block 0 Implementation

EUR/NAT experience

S. Halle & M-F. Deslandes
ICAO EUR/NAT & EUROCONTROL

Marrakech, 10/12/2018

Why Monitoring
"You can´t manage what you don´t monitor"

- Need to understand whether strategic or tactic changes have to be made, as ATM is highly complex with a broad scope

- Identify problems at an earlier stage and propose possible solutions, need to improve harmonisation of systems and procedures

- Evaluate if objectives are being achieved

- EUR Region comprises 55 States

- SESAR Master Plan monitoring activities already in place in ECAC States

- Duplication of efforts must be avoided
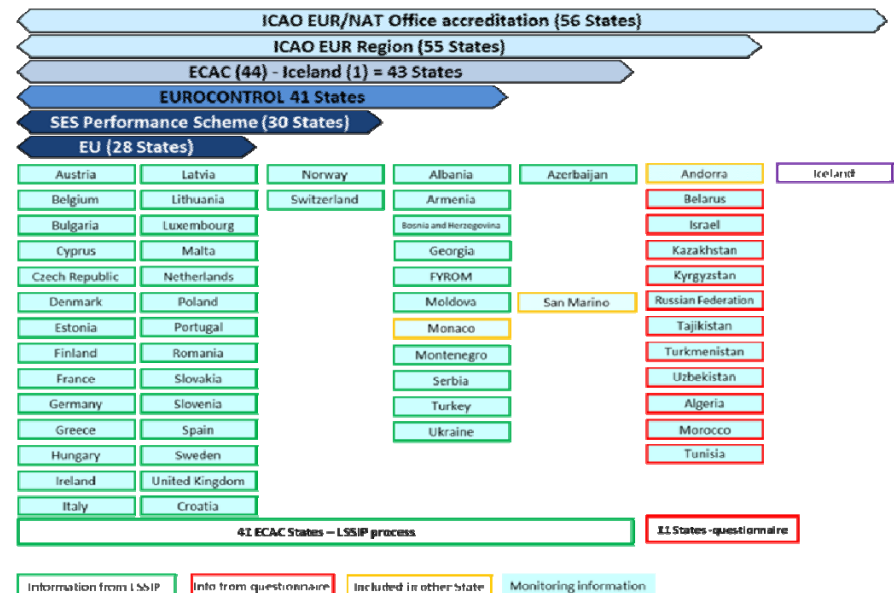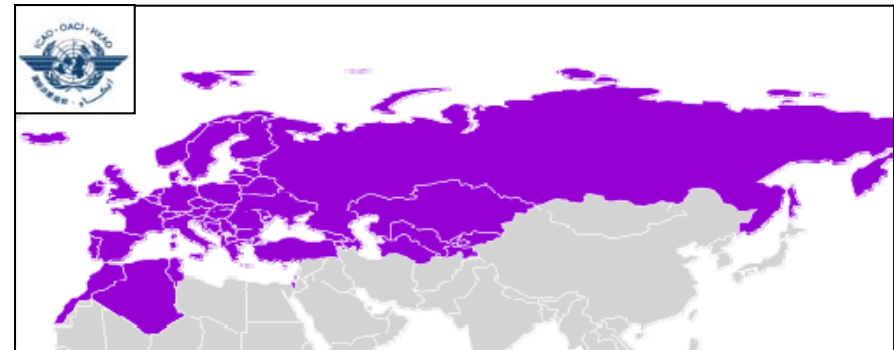
ICAO Assembly Resolutions

- In October 2013, the 38th Session of the ICAO Assembly adopted Resolution **A38-2** on ICAO global planning for safety and air navigation which specifies the roles/responsibilities of States and aviation stakeholders, resolving that these global plans (GANP and GASP) shall provide the **frameworks in which regional, sub-regional and national implementation plans** will be developed and implemented in a cooperative manner, thus ensuring **harmonization and coordination.**

- In October 2016, the 39th Session of the ICAO Assembly adopted Resolution **A39-12** calling States, planning and implementation regional groups (PIRGs), and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs

- The 5th version of the Global Air Navigation Plan (2016-2030):

  - **Obliges States to map their national or regional programmes against the harmonized GANP**, but provides them with far greater certainty of investment.

  - **Requires active collaboration among States through the PIRGs** in order to coordinate initiatives within applicable regional Air Navigation Plans.

  - Provides required **tools for States and Regions** to develop comprehensive business case analyses as they seek to realize their specific operational improvements.

  - Provides a **vision of the evolution of the Global ATM system** and the potential requirements to industry, for better anticipation in its products.

- The next (6th) version will be presented to the 40th Assembly in 2019

GANP and PIRGs

- The implementation of GANP modules, taking into account the Regional Priorities, is a key task of the ICAO Planning and Implementation Regional Groups (PIRGs)

- The PIRG process will further ensure that all required supporting procedures, regulatory approvals and training capabilities are set in place

- These supporting requirements will be reflected in regional online Air Navigation Plans (eANPs) developed by the PIRGs, ensuring strategic transparency, coordinated progress and certainty of investment

- Enhanced planning perspectives and a global framework for performance measurement is required to further support the ASBU implementation activities
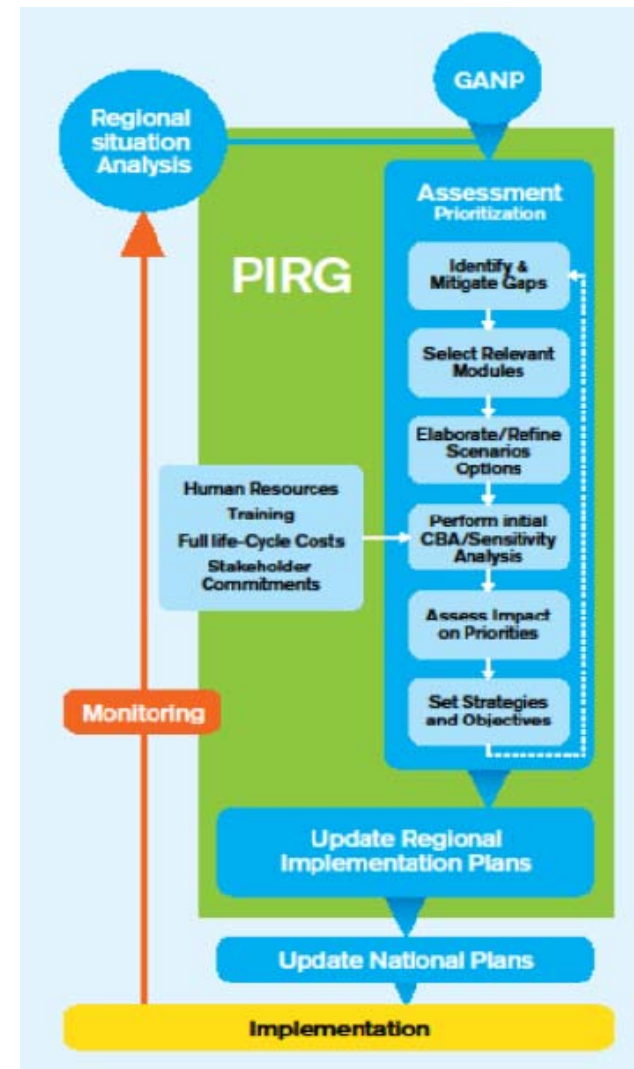
Regional Planning for ASBU implementation

- EANPG/55 Conclusion 02:

  - Approved the mechanism for monitoring and reporting the implementation of ASBU Block 0 modules, using the combined efforts of EUROCONTROL ESSIP/LSSIP mechanism and the ICAO EUR questionnaire.

  - EUROCONTROL invited to consider extending the scope of the ESSIP/LSSIP reporting tool(s) to the ICAO EUR States outside of the ECAC area.

  - Reuse existing European mechanisms to avoid duplication of reporting additional investments. Very good example of cooperation between two international organisations.

- EANPG/58 Conclusion 22:

  - Include ASBU Block 0 modules (CCO and AMET) into the list of modules monitored within the ICAO EUR Region.

  - Continue to promote the collaborative implementation monitoring approach.

  - Report is now part of eANP Vol III and of the ICAO Global Air Navigation Report

Regional Planning for ASBU implementation

- EANPG/59 Conclusion 12:
  - Appreciated this significantly improved version of the report for all 55 States and noted that this was a successful example of cooperation using combined efforts and existing resources/processes and avoiding unnecessary duplication
  - Invited States, which are not covered by the ESSIP/LSSIP mechanism, to use the revised ATMGE State Report format for the monitoring of the implementation status of ASBU Block 0 modules
  - Requested to establish a mechanism to obtain monitoring data from Algeria, Morocco, Tunisia and Israel with the participation of their focal points (since these States are not formally ATMGE members)
  - Continue to promote the collaborative implementation monitoring approach by asking States to nominate an ASBU implementation focal point

- EANPG/60 Conclusion 07:
  - Approved the 4th version of the report with implementation process data for 54 States
  - Invited States to use the revised State Report format (now an xls file with more implementation guidance), on the status of implementation of ASBU Block 0 modules and to provide their ASBU implementation data before the end of May 2019, so that the 2018 version of the ASBU implementation monitoring report can be presented at EASPG/1 in 2019
  - Invited ICAO to ensure that the future evolution of ICAO GANP Monitoring mechanism/tool will not require from the EUR States to report through a separate reporting channel, thus creating a duplication of efforts

Four successful years of cooperation

2014   2015   2016   2017

EUROCONTROL & ICAO EUR/NAT Office working together

- For ECAC States **there is no double reporting** issue - as all the information is extracted from EUROCONTROL ATM Master Plan Level 3 and LSSIP process

- For the other States in the EUR Region reporting burden is limited to a minimum (**revised questionnaire**) with specific guidance provided by EUROCONTROL and the EUR/NAT Office

- Very good example of **cooperation between two international organisations** where already existing mechanisms in the EUR Region were re-used to prepare the report for the ICAO EANPG

- ASBU Report is annually endorsed by the EANPG and referenced / linked to **eANP Volume III**

- **Appreciated by the ICAO Air Navigation Commission** as an excellent example of best practices for other ICAO Regions

- Monitoring data from the report is used in the **Air Navigation Implementation application** on the ICAO iSTARS portal
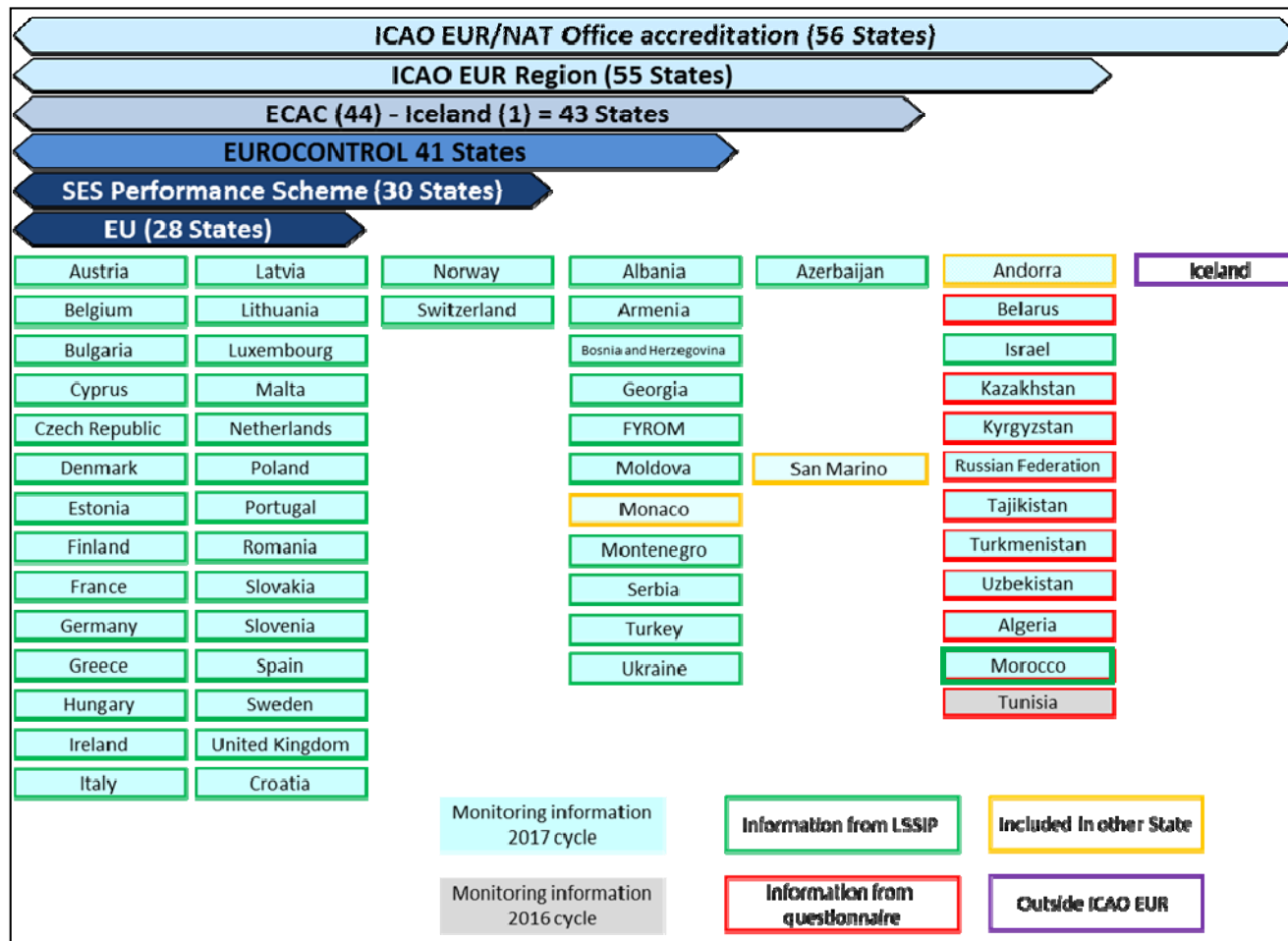
ASBU Implementation Monitoring Report reference period 2017

- Uses combined data, from the LSSIP mechanism and questionnaire, in order to avoid duplication of reporting from stakeholders:
    - 42 States from LSSIP,
    - 10 States using the questionnaire.

- Gives a complete overview of ASBU Block 0 implementation, for all States within ICAO EUR Region, for reporting year 2017 (ref date Dec 2017)

- 54 States provided monitoring data on time. 1 State did not send info within the deadline hence data of 2016 was used for the report.

ASBU Implementation Monitoring Report reference period 2017 – scope of the report
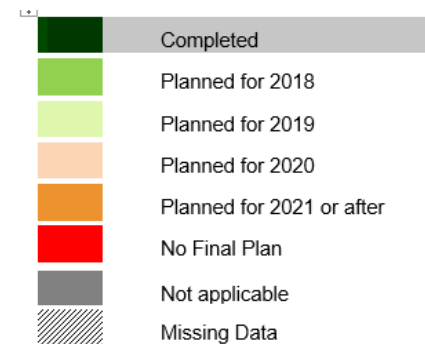
ASBU Implementation Monitoring Report reference period 2017 – content of the report
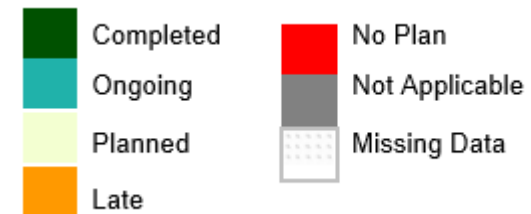
- Deployment **Planning View**:

  Provides an overview using maps and statistics of the dates when States plan to conclude, or have already completed, each of the ASBU Modules Block 0

- Implementation **Progress View**:

  Presents a global view on the implementation progress of the Master Plan Level 3 Objectives linked to each ASBU Module Block 0

Completed	
Planned for 2018	
Planned for 2019	
Planned for 2020	
Planned for 2021 or after	
No Final Plan	
Not applicable	
Missing Data	

|			
Completed		No Plan	
Ongoing		Not Applicable	
Planned		Missing Data	
Late			

ASBU Implementation Monitoring Report reference period 2017 – content of the report (II)

The **progress of B0-ACAS is excellent** and keeps the same trend of evolution as in previous cycles. In the current reporting cycle there was an increase of 8% in completion. We have reached 81% of implementation and by 2019 about 91% of States are expected to have completed this module.
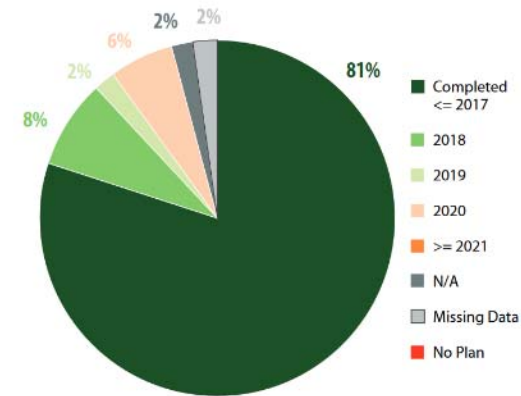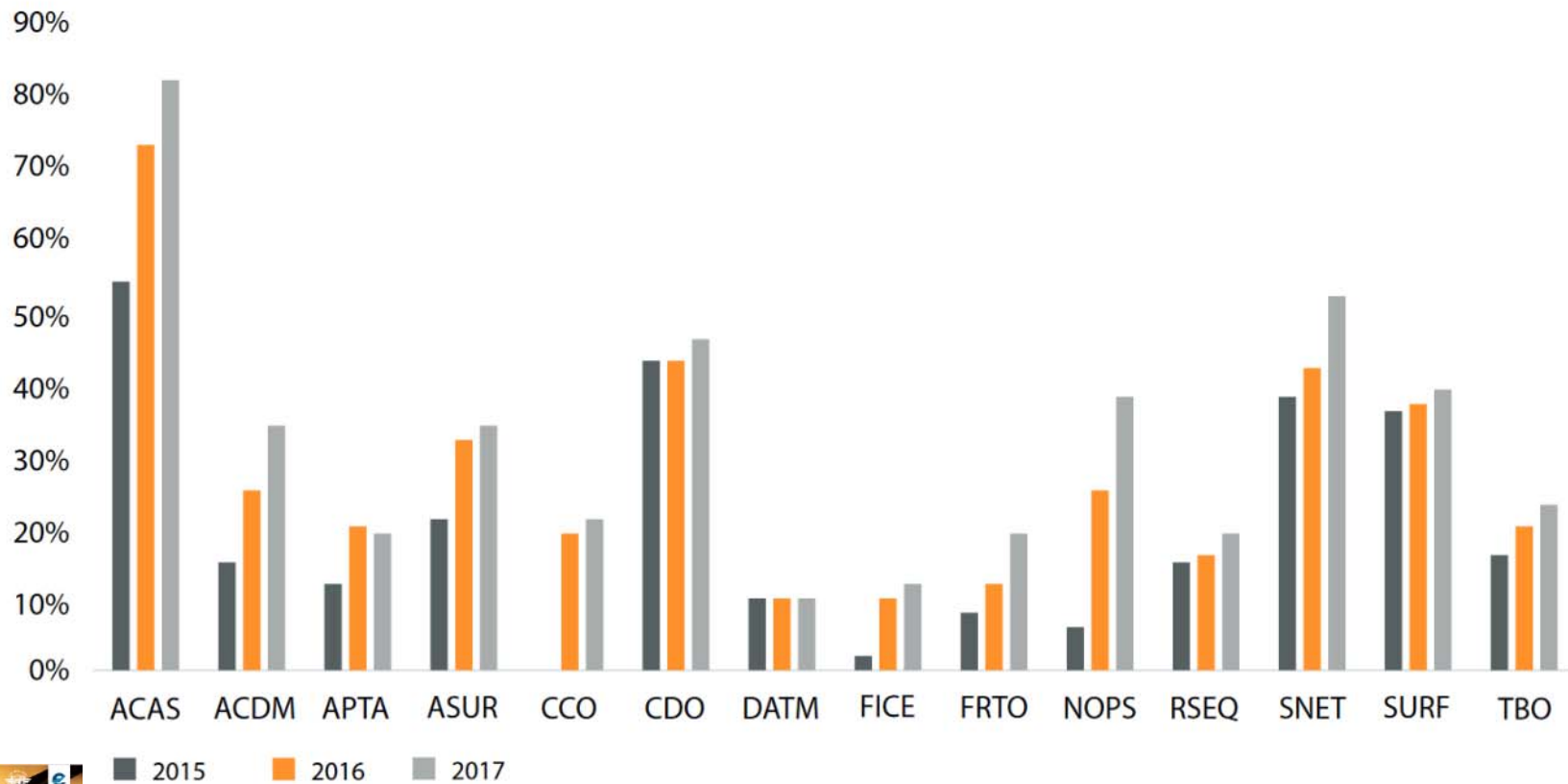
ONE EXAMPLE
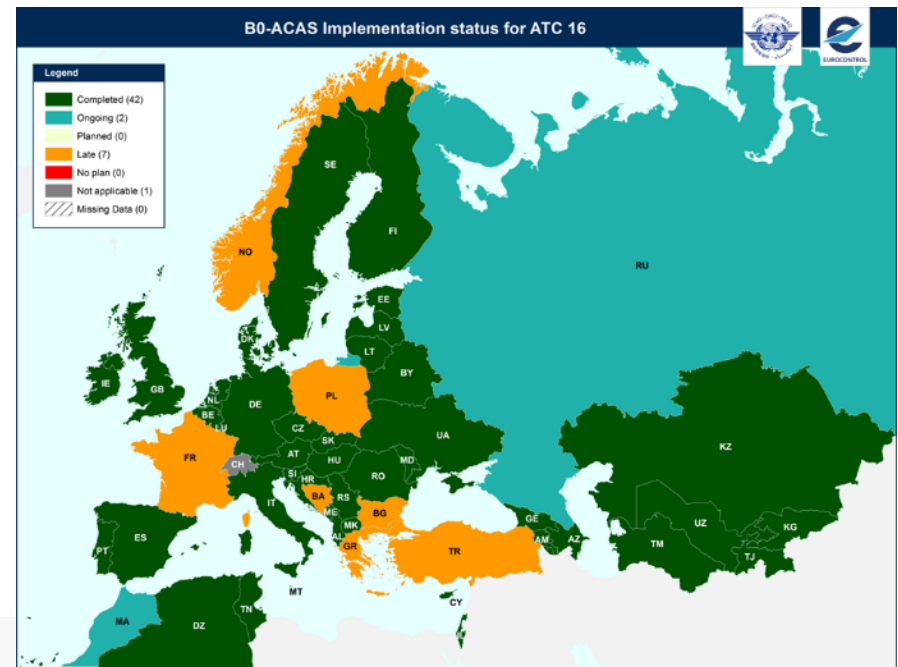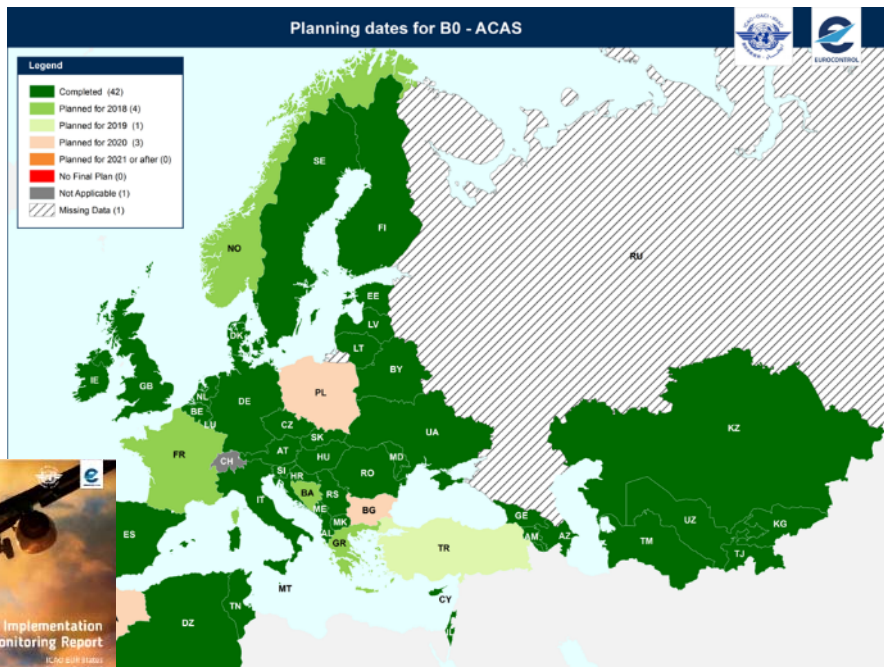
ASBU Implementation Monitoring Report reference period 2017 – summary of results
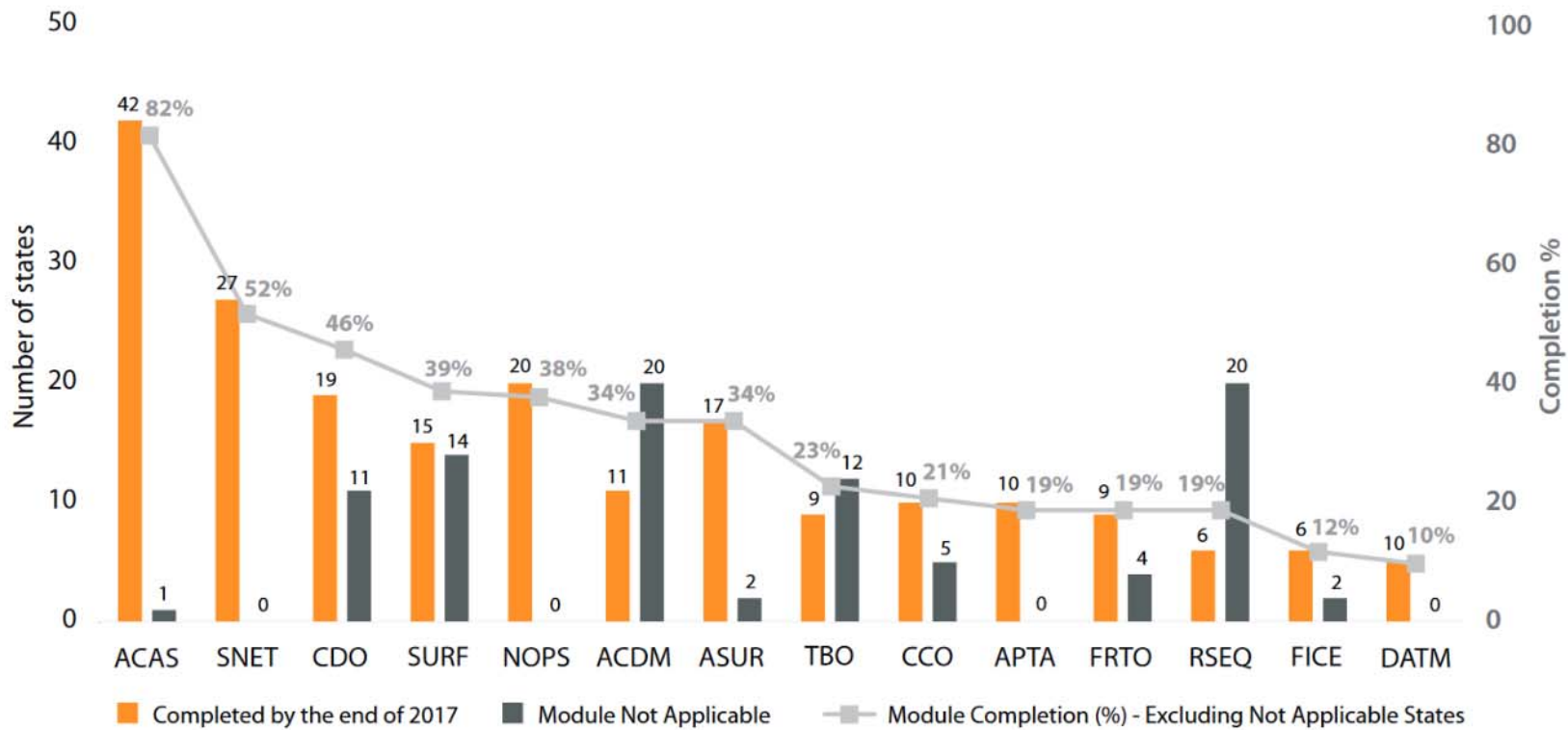
Implementation Dashboard year 2017

ASBU Implementation Monitoring Report reference period 2017 – summary of results (II)

ICAO EUR B0 Modules - Implementation Progress from 2015, 2016 and 2017

ASBU Implementation Monitoring Report reference period 2017 – summary of results (III)

Outlook for 2020

ASBU B0 Module	Number of States Completed by the end of 2020	Not Applicable States	Completion by the end of 2020 (%) - Excludes States where the module is Not Applicable
ACAS	50	1	98%
ACDM	29	20	91%
APTA	41	0	79%
ASUR	46	2	92%
CCO	33	5	70%
CDO	36	11	88%
DATM	46	0	88%
FICE	40	2	80%
FRTO	38	4	79%
NOPS	48	0	92%
RSEQ	27	20	84%
SNET	47	0	90%
SURF	36	14	95%
TBO	33	12	83%

Shaded in grey: Completion rate below 80%

ASBU Implementation Monitoring Report reference period 2017 – recommendations

- **Continue to ensure that no duplication of reporting activities will be requested from the States**, meaning that the data available through existing reporting mechanisms such as the LSSIP shall be always used.

- Ensure that future evolution of ICAO GANP Monitoring mechanism/tool will not require from EUR States to report through a separate reporting channel thus creating a double effort for them. **The new ICAO GANP Monitoring mechanism/tool should rather make use of existing reporting mechanisms**, which are utilised in the EUR Region, such as the LSSIP process.

- Clarify further how the outcome of the discussions on the new GANP and the global GANP portal at the AN-Conf/13 will affect the collaborative implementation monitoring approach.

ASBU Implementation Monitoring Report reference period 2017 – recommendations (II)

- States are invited to further **address carefully the completeness of the reported data and their timely availability**. In this context, States are encouraged to ask for further support and clarification if required.

- **Support States with ASBU workshops in individual States or group of States so that implementation data from all 55 States would be again available**. They proved to be very successful in 2016 and were instrumental to promote the collaborative implementation monitoring approach.

- Consider the organisation of a yearly meeting with **Algeria, Morocco and Tunisia** in order to provide the clarifications required for the timely submission of the ASBU questionnaire. These proposed meetings would replace, partially, the discussions and information exchange that are undertaken with other States in the context of the ATMGE Meeting (where those 3 States do normally not participate).

Useful links

- 2017 ICAO ASBU implementation monitoring report

https://www.eurocontrol.int/sites/default/files/content/documents/official-documents/reports/2017-icao-report.pdf

- European ATM Master Plan Web-portal

https://www.atmmasterplan.eu/

- All ATM Master Plan Level 3 / LSSIP information

www.eurocontrol.int/pepr

- ICAO EUR/NAT

https://www.icao.int/EURNAT/Pages/welcome.aspx

Questions?

Thank you for your attention