ICAO

Twenty Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26)

7 - 8 November 2023

Agenda Item 3:		Implementation of air navigation goals, targets and indicators, including the priorities set in the Regional Air Navigation Plan.
	3.4	Regional Air Navigation Plan
	3.4.1	Updating of ASBU's on the ICAO Electronic Portal

UPDATING OF ASBU'S ON THE ICAO ELECTRONIC PORTAL

(Presented by South Africa)

SUMMARY

The 6th Edition of the Global Air Navigation Plan (GANP) (Doc 9750) is updated and available in electronic format from the ICAO GANP portal accessible through https://www4.icao.int/ganpportal/

The purpose of this working paper is to highlight concerns surrounding the updating of the Aviation System Block Upgrade (ASBU) content on the ICAO portal and the subsequent identification and notification of changes to States.

Strategic Objectives:	This working paper relates to A – Safety, B – Air Navigation Capacity and Efficiency, D – Economic Development of Air Transport, and E – Environmental Protection.
Financial implications:	None
References:	ICAO Global Air Traffic Management Operational Concept (Doc 9854) ICAO Global Air Navigation Plan (Doc 9750) https://www4.icao.int/ganpportal/

1.   **INTRODUCTION**

1.1   The 6th Edition Global Air Navigation Plan (GANP) introduced a number of changes to both the content as well as the structure and format of the GANP, such as the introduction of the Basic Building Block (BBB) Framework, revised Threads; replacement of Performance Improvement Areas with 3 new groups; new, amended, and re-structured modules.

1.2   During APIRG/24 held virtual from 1st – 8th November 2021, South Africa presented a working paper highlighting the impact of the 6th Edition GANP on the current State National Plans, States' and

APIRG Projects and reporting mechanisms and the requirement to align all reporting to the GANP 6th Edition.

1.3   The APIRG/24 meeting identified the need for the AFI Region to align the Regional Air Navigation Plan to the GANP. In this regard, the meeting agreed on the following two Decisions:

1.3.1   APIRG/24 Decision 24/30: Alignment of the Regional Air Navigation Plan with the 6th Edition of the GANP:

> *"That, in order to ensure consistency between the AFI Regional air navigation plan and the GANP:*
>
> *a) The Secretariat to coordinate with the Airspace and Aerodrome Operations Sub Group (AAO/SG) and the Information and Infrastructure (IIM) Sub Group Projects teams to identify the applicable elements of ASBU for the AFI region, by 31 July 2022; and*
>
> *b) The Secretariat to coordinate the development of a draft revised Regional Air Navigation Implementation Plan for integration into the AFI eANP Volume III."*

1.4   The meeting requested the Project Teams to align their Project references with the ASBU Groups, Threads, and Elements. For this purpose, the following Decision was formulated;

1.4.1   APIRG/24 Decision 24/ 31: Alignment of Projects to ASBU references in the GANP:

> *"That, in order to incorporate changes introduced by the 6th Edition of the GANP and its impact on the Regional and National Plans, Project Team Coordinators to align project references to the 6th Edition of the GANP Groups, Threads and Elements by 31 March 2022."*

2.   **DISCUSSION**

2.1   As highlighted by the APIRG/24 Decisions 24/30 and 24/31 above, States have been requested to utilise the GANP 6th Edition within their planning and reporting frameworks.

2.2   South Africa, utilising the electronic GANP as available on the ICAO portal at https://www4.icao.int/ganpportal/, extracted the ASBU information in 2021 to update the National ASBU Tracker including the National Airspace Master Plan. This also informed the APIRG/24 working paper, WP/06A South Africa developed.

2.3   It has been noticed that since the release of the GANP content on the ICAO portal, updates are being made to the content on the ICAO portal. South Africa noticed differences in numbering as well as content of the ACDM, RSEQ, and WAKE modules that was available initially in 2021 and the info currently available in 2023.

2.3.1   Examples of only the numbering and naming is listed below, however in certain aspects the content also changed:

ICAO Portal - ASBU 2021	ICAO Portal - ASBU 2023
ACDM B1/1 – Airport Operations Plan (AOP)	ACDM B2/1 – Airport Operations Plan (AOP)
ACDM B1/2 – Airport Operations Centre (APOC)	ACDM B2/2 – Airport Operations Centre (APOC)
ACDM B2/1 – Total Airport Management (TAM)	ACDM B2/3 – Total Airport Management (TAM)
RSEQ B2/2 - Arrival management in terminal airspace with multiple airports	RSEQ B3/2 - Arrival management in terminal airspace with multiple airports
RSEQ-B3/1 - Departure management in terminal airspace from multiple airports	RSEQ B4/1 - Departure management in terminal airspace from multiple airports
RSEQ B3/2 - Extended arrival management supporting overlapping operations into multiple airports	RSEQ B4/2 - Extended arrival management supporting overlapping operations into multiple airports
WAKE B2/3 - Independent segregated parallel operations	WAKE B3/2 - Independent segregated parallel operations
WAKE-B2/4 - Wake turbulence separation minima based on leader/follower static pairs-wise	WAKE-B3/3 - Wake turbulence separation minima based on leader/follower static pairs-wise
WAKE-B2/5 - Enhanced dependent parallel approaches	WAKE-B3/4 - Enhanced dependent parallel approaches
WAKE-B2/6 - Enhanced independent segregated parallel operations	WAKE-B3/5 - Enhanced independent segregated parallel operations
WAKE-B2/7 - Time based wake separation minima for arrival based on leader/follower static pair-wise	None
WAKE B2/8 - Time based wake separation minima for departure based on leader/follower static pair wise	WAKE-B3/6 - Time based wake separation minima for departure based on leader/follower static pair-wise

WAKE-B3/1 - Time based dependent parallel approaches	WAKE-B3/7 - Time based dependent parallel approaches
WAKE-B3/2 - Time based independent segregated parallel operations	WAKE-B3/8 - Time based independent segregated parallel operations
None	WAKE-B4/1 - En-route Wake Encounter Ground based Prediction
None	WAKE-B4/2 - En-Route Wake Encounter on-board flight management/mitigation

2.4   Although the documents are electronically available, there is currently no mechanism on the portal to illustrate changes applied or corrections made to the numbering or content of the ASBUs.

2.5   This poses a risk to States who include the information in their national planning, as well as ASBU reporting.

2.6   A mechanism needs to be implemented that will track any changes to the ASBU's available on the ICAO portal including a notification to States either through State Letter or alternative means. A proposed mechanism for tracking of changes made to the ASBUs on the ICAO Portal should include a "change annotation bar" on the information that has changed.

3.   **ACTION BY THE MEETING**

The meeting is invited to:

   a) review and discuss the aspects raised within this working paper relating to the management of changes made to the ASBU modules on the ICAO Portal including the notification to States; and

   b) request the ICAO to define and implement a solution to track and notify States of changes to support reporting into the AFI Air Navigation Plan Vol 3.