NACC/WG/6 — WP/08
19/08//21

Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6)
On-line, 25 to 27 August 2021, 09:00 to 13:00 (UTC-5)

Agenda Item 2: **Follow-up on Valid Conclusions and Previous Agreements of the NACC/WG, GREPECAS, NACC/DCA and Other Related Meetings**

2.3   Follow-up to GREPECAS improvements and AN Projects (AIM, ATM, AGA, CNS, MET and SAR)

REPORT ON AVIATION SYSTEM BLOCK UPGRADE (ASBU) TASK FORCE (TF)

(Presented by the ANI/WG ASBU Task Force Rapporteur)

EXECUTIVE SUMMARY
This working paper presents the status of Global Air Navigation Plan (GANP)/ASBU-related activities since the Fifth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/5), held in May 2019. Three areas expressed are: (1) General movement of ICAO Headquarter-level efforts to prepare future GANP/ASBU editions; (2) General movement of CAR/SAM e-ANP Volume III movement; and (3) Status of National Air Navigation Plan (ANP) progress.

Action:	Suggestes actions are presented in Section 5.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency
References:	• Global Air Navigation Plan (GANP) - Sixth Edition: https://www.icao.int/airnavigation/pages/ganp-resources.aspx • ICAO NACC Electronic Regional Air Navigation Plan (eANP): https://www.icao.int/NACC/Pages/namcar-eANPV1.aspx • Doc 10115, Report of the Thirteenth Air Navigation Conference (AN-Conf/13), Montréal, from 9 to 19 October 2018

1.   Introduction

1.1   The Aviation System Block Upgrades (ASBU) Task Force (TF) was established during the NACC/WG/5 Meeting held in Trinidad and Tobago, from 22 to 26 May 2017. The objective of the ASBU TF is to assist the region in the implementation of harmonized technologies that support the operation guided by the ICAO Global Air Navigation Plan (GANP) and the ASBU.

1.2   The ASBU Task Force work programme covers the basis for the preparation and maintenance of National Air Navigation Plans (NANPs) by ICAO Member States in the region. To prepare and maintain the States' NANPs, States need to understand GANP/ASBU in addition to their States' needs in current and future aviation technologies. The NANP should be used by the State to strategically plan what capability will be implemented and when to implement it.

2.   Higher Level Information Impacting ASBU TF Work

2.1   The Sixth edition of the Global Air Navigation Plan (GANP, Doc 9750) has been made available in an interactive format via the GANP Portal (https://www4.icao.int/ganpportal) following its endorsement by the 40th Session of the ICAO Assembly. As the strategic direction for global air navigation, this edition of the GANP responds to challenges stemming from a new era in aviation, turning them into opportunities so that aviation can continue to boost social well-being worldwide.

2.2   To develop and maintain future editions of the GANP, ICAO formed a group of experts, the GANP Study Group (GSG), in response to Recommendations 1.1/1, 1.2/1 and 4.3/1 from the Thirteenth Air Navigation Conference (AN-Conf/13) Report (Doc 10115), held in Montréal, from 9 to 19 October 2018.

2.3   The first GSG meeting was held virtually from 23-25 February 2021. Attended by 54 participants from 8 States and 5 International organizations, the Meeting agreed the organizational structure and their functions (see below figure) and proposed the coordination mechanism to publish future GANP/ASBU.
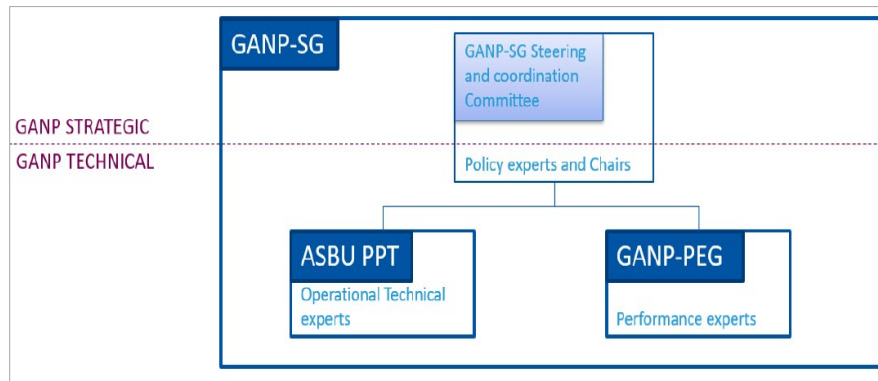

Figure 2.3: GANP Study Group Structure

2.4   The future GANP/ASBU Edition 6a and Seventh Edition will be published in Assembly years 2022 and 2025, respectively. It is expected that the edition 6a will be a small change to the current Sixth edition.

2.5   For the edition 6a, the ASBU Panel Project Team (PPT) will review and maintain the Basic Building Blocks (BBB). The ASBU PPT will also assess the impact of COVID-19 on the ASBU framework.

2.6   For the Seventh Edition, the ASBU PPT will work on items such as the Performance Frameworks. Dependencies between elements and packaging, integration of innovation and coming Research and Development (R&D) in GANP, linkages between Strategic and Technical Layers, and development of credible benefits driven approach.

3.   **Electronic Regional Air Navigation Plan (e-ANP) Volume III - Regional ANP**

3.1   GREPECAS has, as part of its mandate, the preparation and maintenance of the ANP of the CAR and SAM regions. The regional ANP is comprised by three volumes and the Volume III is associated with GANP/ASBU and it contains dynamic/flexible elements that provide guidance to States for planning the implementation of improvements in air navigation systems/services. The regional ANP should be aligned with GANP/ASBU, and NANPs should be aligned with regional ANPs to achieve harmonious technology implementation.

3.2   The project plan to develop GREPECAS' Volume III is named "Alignment of the CAR/SAM Regional Air Navigation Plan with the GANP Sixth Edition" and it is under development. This effort will integrate two separate regional ANPs, the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) and the SAM Regional Air Navigation Implementation Plan (SAM RANIP), into one. Refer to NACC/WG/6 — WP16 for more information.

3.3   The information presented in NANPs will be fed into the regional ANP. The detailed processes will be presented to the ASBU TF and Member States/Territories as the project matures.

4.   **National Air Navigation Plan (NANP)**

4.1   The ICAO NACC Regional Office (RO) organized three NANP Development Workshops. The first workshop hosted by the NACC RO in Mexico City, Mexico in March 2018, the Second workshop hosted by COCESNA in Tegucigalpa, Honduras in August 2018, and the Third workshop hosted by the Barbados Civil Aviation Department in Barbados in November 2018. All participating States/Territories/Organizations had successfully developed their draft NANPs.

4.2   The ICAO NACC RO determined that 22 States/Territories/Organizations in the CAR region need to have NANPs, while the NAM region needs two NANPs, Canada and United States. The status of the CAR region is shown in Figure 4.2.

Figure 4.2: NANP Availability in CAR Region:
https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx

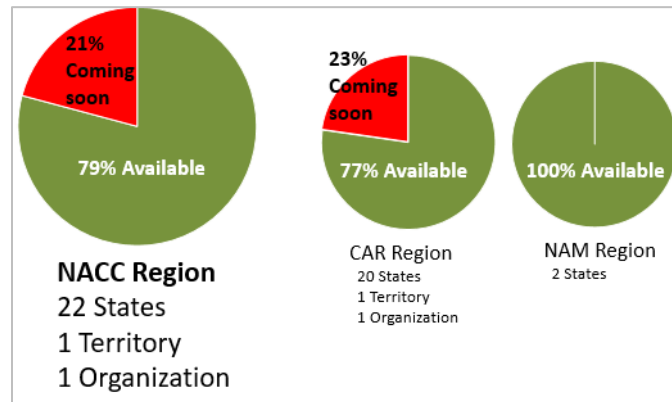4.3   NANP availability statistics are shown in Figure 4.3.

Figure 4.3: NANP Availability Statistics in NAM/CAR Region

4.4   The 6th Edition of GANP/ASBU brought a lot changes to its contents. The concept of Performance Improvement Areas (PIA) is no longer supported. Threads are grouped into three categories: Operation, Information, and Technology. Comparing the previous edition (Fifth edition) to the current edition (Sixth edition), four Threads are omitted and five new are introduced, and seventeen remain the same.

4.5   Comparing the number of Elements in the 5th and the 6th editions, the number of Block 0 Elements were reduced from 69 to 52. The number of Block 1 Elements were also reduced from 72 to 62. Some of the key infrastructural Elements such as s Flight and Flow Information in a collaborative environment (FF-ICE) and System wide information management (SWIM) were pushed beyond Block 1 timeframe.

4.6   The ASBU TF updated the NANP template and its supporting materials, such as Block 0 Air Navigation Report Forms (ANRF), Block 1 ANRFs, and ASBU Handbook to align with the 6th edition of ASBU. These materials are submitted to the ICAO NACC RO.

4.7   The ICAO NACC RO is planning to host workshops for updating the NANPs. The detailed information will be made available in the near future.

5.   Suggested Actions

5.1   The Meeting is invited to:

a)   Evaluate the progress of the ASBU TF detailed in this paper; and
b)   Provide comments and suggestions to the ASBU TF as inputs for updating the work plan.

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