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North American, Central American and Caribbean Office

WORKING PAPER

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Eighth North American, Central American and Caribbean Working Group Meeting (NACC/WG/8)
Mexico City, 29 August - 1 September 2023

Agenda Item 3: Follow-up of NACC/WG 2022-2023 Action Plan
3.8 Other aspects of Air Navigation Services

THE ASBU STATUS UPDATE

(Presented by the ASBU Task Force Rapporteur)

EXECUTIVE SUMMARY

The global pandemic notably slowed down the ICAO Global Air Navigation Plan (GANP)/Aviation System Block Upgrades (ASBU) work. Despite these challenges, ICAO published the 7th edition of GANP/ASBU at the end of 2022. They also are scheduled to publish major revisions in the 8th edition projected for release in 2025. This paper aims to provide information on the implications of these new GANP policies and approaches for us.

Action:	Suggested actions are presented in Section 4.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Global Air Navigation Plan (GANP, Doc 9750) https://www4.icao.int/ganpportal/• Aviation System Block Upgrade (ASBU) Framework https://www4.icao.int/ganpportal/ASBU

1. Introduction

1.1 The ASBU Task Force (TF) was established during the NACC/WG/5 Meeting held in Trinidad and Tobago in May 2017. The objective of the ASBU TF is to facilitate the region in the implementation of harmonized technologies that support the operation guided by the ICAO GANP and the ASBUs.

1.2 The ASBU TF work programme covers the preparation and maintenance of NANPs by ICAO Member States, organizations, and territories in the region. To effectively prepare and maintain the States' NANPs, States need to understand the GANP/ASBU in conjunction with their States' current and future needs in aviation technologies. The NANP should be used by the states to strategically plan what capability will be implemented and when to implement it.

1.3 The ICAO publishes a new edition of GANP/ASBU every 3 years. The requirements of States also need to adapt based on the complex circumstances surrounding them. Therefore, it is necessary to periodically update NANPs to align with the newer edition of GANP/ASBU while addressing new and old needs of states.

1.4 This paper presents the status of ASBU 6th, 7th, and 8th editions. Furthermore, it also proposes recommendations to update three components of the ICAO NACC ASBU TF;

- ICAO NACC ASBU TF Terms of Reference
- ICAO NACC ASBU TF Work Program; and
- ICAO NACC ASBU TF Membership Point of Contacts List.

2. Status of ASBU editions

2.1. Advancing the ASBU Edition: The ICAO Assembly, during its 39th Session, agreed on the expansion of the GANP lifecycle through three-year minor and six-year major updates, as relevant, in order to provide for stability. ICAO issued the ASBU 5th edition in 2016, followed by the 6th edition (minor) in 2019 and the 7th edition (major) in 2022. Currently, ICAO is preparing for the 8th edition of the ASBU (major) to submit to the ICAO 14th Air Navigation Conference (AN-Conf) in September 2024, with anticipated approval at the 42nd ICAO Assembly in September/October 2025.

2.2. ASBU 5th Edition: The NACC RO identified 20 states, one territory, and one organization in the CAR region that should prepare their National ANPs. The NACC RO organized three National ANP Workshops in 2018. As a result, 18 States/territories/organizations successfully submitted their NANPs. These NANPs are based on the 5th edition of the ASBU and focused on the needs and implementation status of ASBU Elements.

2.3. ASBU 6th Edition: The 6th edition brought major changes to the ASBU in 2019. Starting with the ASBU Framework Structure Change, in which, Performance Improvement Areas (PIA) were removed, and three groups (Operation, Information, and CNS Technologies and Services) were introduced. The alterations also included ASBU Threads with four new threads (COMI, COMS, NAVS, and GADS) introduced, three threads (CCO, CDO, and RPAS) were removed; and one thread was renamed from ASEP to CSEP. Additionally, ASBU Modules and Elements underwent changes. Many Modules and Elements were redefined and/or assigned to different Blocks. Air Navigation Report Forms (ANRF) are no longer required. Lastly, three (3) new KPIs are added to the family including, Level-off during climb, Level capping during cruise, and Level-off during descent.

Note: The NACC RO planned to host NANP Workshops for its member States, territories, and organizations to update their NANPs in line with the 6th edition of ASBU. However, the arrival of the global pandemic in 2019 did not allow for such workshops to take place.

2.4. ASBU 7th Edition: The 7th edition that was released in 2022, brought minor changes to the ASBU. A few Elements were moved from Block 1 to Block 2 and editorial changes were applied to several Elements. Thread RATS (Remote Aerodrome Air Traffic Services) was renamed to DATS (Digital Aerodrome Air Traffic Services). Despite the minor Element changes, the 7th edition brought a significant emphasis on Safety related descriptions, including safety ambitions, safety focus areas, safety performance objectives and sub-objectives, and mapping of the Global Aviation Safety Plan (GASP) goals

to the safety objectives and sub-objectives. Moreover, it also augmented four new safety related KPIs: number of aircraft accidents, number of runway incursions, number of runway excursions, and number of collisions and alerts.

2.5. ASBU 8th Edition: The ASBU Panel Project Team (PPT) is preparing the 8th edition of the ASBU that will bring about major changes. The 8th edition will be brought to the AN-Conf and then to the 42nd Assembly, where it is expected to be approved by the ICAO Council. The GANP Study Group is reviewing the GANP vision and conceptual roadmap at the Global Strategic, the results will reflect upon the ASBU. The ASBU PPT is committed to defining Block 2 Elements, which are slated for availability for implementation, accompanied by sufficient documents to facilitate the harmonized implementation, concurrent with the 8th edition. Furthermore, the Trajectory-Based Operation (TBO) Tree (<https://www4.icao.int/ganpportal/ASBU/TBO/Graph>) and Dependency Graph (<https://www4.icao.int/ganpportal/ASBU/Dependency/Graph>) are added to the GANP Portal's ASBU section.

3. Future ASBU TF Work

3.1. Due to the pandemic and multiple changes brought to the GANP/ASBU in terms of visions, approaches, and the announcement of NANP template preparation at the ICAO HQ level, the ASBU TF efforts have been on hold.

3.2. ICAO NACC ASBU TF Coordinator and ASBU TF Rapporteur will continue to monitor the development of the newer edition of GANP/ASBU and provide information to NACC members. Based on the new guidance and direction from the ICAO HQ (GANP Study Group supported by ASBU PPT and GANP Performance Experts Group), the ICAO NACC needs to articulate its guidance and direction to their member States, territories, and organizations. Our members will need to consider the following two areas: support of GREPECAS regional ANP and the revision of NANPs.

3.3. In 2013, the ICAO HQ provided the regional ANP template, and the NACC RO created the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP). The ICAO SAM office created a similar ANP for the SAM region. The ICAO HQ supplied the new eANP volume III template to both NACC and SAM ROs to produce consolidated regional ANPs and GREPECAS ANPs. The GREPECAS eANP Volume III will require input from States, territories, and organizations.

3.4. The GANP Portal's National tab consists of a "NANP template" and is currently labelled as "Coming Soon". It is necessary to understand this template when it becomes available, and the NACC member States need to determine subsequent actions. For example, questions such as, "Should we update our NANP to align with the 7th edition or wait for the 8th edition?" and/or "Should we continue to use the existing NANP template or use the ICAO HQ provided template or create a hybrid template?" need to be answered.

3.5. ASBU TF documents such as the ICAO NACC ASBU TF Terms of Reference, ICAO NACC ASBU TF Work Program, and ICAO NACC ASBU TF Membership Point of Contacts List will need to be updated once the type of questions presented in the previous section have been answered.

4. Suggested actions

4.1. The meeting is invited to:

- a) note the information contained in this paper;
- b) provide information to the ICAO NACC RO to support GREPECAS eANP Volume III development when requested; and
- c) provide comments and recommendations on revising NANP.

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