ASBU B0 Implementation Status Summary Table Template

If the element is airport specific capability then enter the number of airports in the stages.

If the element is State / Territory capability the Use checks mark: √ in the stages.

| **Module** | **Elements** | **Need Analysis** | | | | **Implementation Status**  **(if Element is needed)** | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Not Started** | In Progress | Need | N/A | Planning | Developing | Partially Implemented | Implemented |
| **Performance Improvement Area 1: Airport Operations** | | | | | | | | | |
| **ACDM** | 1. Interconnection between aircraft operator & ANSP systems to share surface operations information |  |  |  |  |  |  |  |  |
| 2. Interconnection between aircraft operator & airport operator systems to share surface operations information |  |  |  |  |  |  |  |  |
| 3. Interconnection between airport operator & ANSP systems to share surface operations information |  |  |  |  |  |  |  |  |
| 4. Interconnection between airport operator, aircraft operator & ANSP systems to share surface operations information |  |  |  |  |  |  |  |  |
| 5. Collaborative departure queue management |  |  |  |  |  |  |  |  |
| **APTA** | 1. PBN approach procedures with vertical guidance to LNAV/VNAV minima |  |  |  |  |  |  |  |  |
| 2. PBN approach procedures with vertical guidance to LPV minima |  |  |  |  |  |  |  |  |
| 3. PBN approach procedures without vertical guidance to LNAV minima |  |  |  |  |  |  |  |  |
| 4. GBAS Landing System (GLS) procedures to CAT I minima |  |  |  |  |  |  |  |  |
| **RSEQ** | 1. AMAN via controlled time of arrival to a reference fix |  |  |  |  |  |  |  |  |
| 2. Departure management |  |  |  |  |  |  |  |  |
| 3. Departure flow management |  |  |  |  |  |  |  |  |
| 4. Point merge |  |  |  |  |  |  |  |  |
| **SURF** | 1. A-SMGCS with at least one cooperative surface surveillance system |  |  |  |  |  |  |  |  |
| 2. Including ADS-B APT as an element of A-SMGCS |  |  |  |  |  |  |  |  |
| 3. A-SMGCS alerting with flight identification information |  |  |  |  |  |  |  |  |
| 4. EVS for taxi operations |  |  |  |  |  |  |  |  |
| 5. Airport vehicles equipped with transponders |  |  |  |  |  |  |  |  |
| **WAKE** | 1. New PANS-ATM wake turbulence categories and separation minima |  |  |  |  |  |  |  |  |
| 2. Dependent diagonal paired approach procedures for parallel runways with centrelines spaced less than 760 meters (2,500 feet) apart |  |  |  |  |  |  |  |  |
| 3. Wake independent departure and arrival operations (WIDAO) for parallel runways with centrelines spaced less than 760 meters (2,500 feet) apart |  |  |  |  |  |  |  |  |
| 4. Wake turbulence mitigation for departures (WTMD) procedures for parallel runways with centrelines spaced less than 760 meters (2,500 feet) apart based on observed crosswinds |  |  |  |  |  |  |  |  |
| 5. 6 wake turbulence categories and separation minima |  |  |  |  |  |  |  |  |
| **Performance Improvement Area 2: Globally Interoperable Systems and Data** | | | | | | | | | |
| **AMET** | 1. WAFS |  |  |  |  |  |  |  |  |
| 2. IAVW |  |  |  |  |  |  |  |  |
| 3. TCAC forecasts |  |  |  |  |  |  |  |  |
| 4. Aerodrome warnings |  |  |  |  |  |  |  |  |
| 5. Wind shear warnings and alerts |  |  |  |  |  |  |  |  |
| 6. SIGMET |  |  |  |  |  |  |  |  |
| 7. Other OPMET information (METAR, SPECI and/or TAF) |  |  |  |  |  |  |  |  |
| 8. QMS for MET |  |  |  |  |  |  |  |  |
| **DATM** | 1. Standardized Aeronautical Information Exchange Model (AIXM) |  |  |  |  |  |  |  |  |
| 2. eAIP |  |  |  |  |  |  |  |  |
| 3. Digital NOTAM |  |  |  |  |  |  |  |  |
| 4. eTOD |  |  |  |  |  |  |  |  |
| 5. WGS-84 |  |  |  |  |  |  |  |  |
| 6. QMS for AIM |  |  |  |  |  |  |  |  |
| **FICE** | 1. AIDC to provide initial flight data to adjacent ATSUs |  |  |  |  |  |  |  |  |
| 2. AIDC to update previously coordinated flight data |  |  |  |  |  |  |  |  |
| 3. AIDC for control transfer |  |  |  |  |  |  |  |  |
| 4. AIDC to transfer CPDLC logon information to the Next Data Authority |  |  |  |  |  |  |  |  |
| **Performance Improvement Area 3: Optimum Capacity and Flexible Flights** | | | | | | | | | |
| **ACAS** | 1. ACAS II (TCAS version 7.1) |  |  |  |  |  |  |  |  |
| 2. AP.FD function |  |  |  |  |  |  |  |  |
| 3. TCAP function |  |  |  |  |  |  |  |  |
| **ASEP** | 1. ATSA-AIRB |  |  |  |  |  |  |  |  |
| 2. ATSA-VSA |  |  |  |  |  |  |  |  |
| **ASUR** | 1. ADS-B |  |  |  |  |  |  |  |  |
| 2. Multilateration (MLAT) |  |  |  |  |  |  |  |  |
| **FRTO** | 1. CDM incorporated into airspace planning |  |  |  |  |  |  |  |  |
| 2. Flexible Use of Airspace (FUA) |  |  |  |  |  |  |  |  |
| 3. Flexible routing |  |  |  |  |  |  |  |  |
| 4: CPDLC used to request and receive re-route clearances |  |  |  |  |  |  |  |  |
| **NOPS** | 1. Sharing prediction of traffic load for next day |  |  |  |  |  |  |  |  |
| 2. Proposing alternative routings to avoid or minimize ATFM delays |  |  |  |  |  |  |  |  |
| **OPFL** | 1. ITP using ADS-B |  |  |  |  |  |  |  |  |
| **SNET** | 1. Short Term Conflict Alert implementation (STCA) |  |  |  |  |  |  |  |  |
| 2. Area Proximity Warning (APW) |  |  |  |  |  |  |  |  |
| 3. Minimum Safe Altitude Warning (MSAW) |  |  |  |  |  |  |  |  |
| 4. Medium Term Conflict Alert (MTCA) |  |  |  |  |  |  |  |  |
| **Performance Improvement Area 4: Efficient Flight Paths** | | | | | | | | | |
| **CCO** | 1. Procedure changes to facilitate CCO |  |  |  |  |  |  |  |  |
| 2. Airspace changes to facilitate CCO |  |  |  |  |  |  |  |  |
| 3. PBN SIDs |  |  |  |  |  |  |  |  |
| **CDO** | 1. Procedure changes to facilitate CDO |  |  |  |  |  |  |  |  |
| 2. Airspace changes to facilitate CDO |  |  |  |  |  |  |  |  |
| 3. PBN STARs |  |  |  |  |  |  |  |  |
| **TBO** | 1. ADS-C over oceanic and remote areas |  |  |  |  |  |  |  |  |
| 2. CPDLC over continental areas |  |  |  |  |  |  |  |  |
| 3. CPDLC over oceanic and remote areas |  |  |  |  |  |  |  |  |

Table 2.1.2 ASBU B0 Implementation Status Summary