

Block 0 Implementation Status Summary Table (as of Nov 2018)

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	3	0	3	7	5	0	1	6
	2. Interconnection between aircraft operator & airport operator systems to share surface operations information	2	0	5	7	4	0	1	6
	3. Interconnection between airport operator & ANSP systems to share surface operations information	3	0	3	7	4	0	1	7
	4. Interconnection between airport operator, aircraft operator & ANSP systems to share surface operations information	2	0	5	6	4	0	2	6
	5. Collaborative departure queue management	3	0	3	12	5	0	1	1
APTA	1. PBN approach procedures with vertical guidance to LNAV/VNAV minima	1	0	0	6	6	3	1	8
	2. PBN approach procedures with vertical guidance to LPV minima	1	3	0	21	0	0	0	0
	3. PBN approach procedures without vertical guidance to LNAV minima	0	0	0	13	0	0	2	10
	4. GBAS Landing System (GLS) procedures to CAT I minima	4	0	2	16	1	2	0	0
RSEQ	1. AMAN via controlled time of arrival to a reference fix	0	3	0	20	2	0	0	0
	2. Departure management	3	0	1	19	2	0	0	0
	3. Departure flow management	0	3	0	20	2	0	0	0
	4. Point merge	0	0	0	25	0	0	0	0
SURF	1. A-SMGCS with at least one cooperative surface surveillance system	0	0	0	22	1	1	1	0
	2. ADS-B APT	0	0	0	22	2	1	0	0
	3. A-SMGCS alerting with flight identification information	0	0	0	22	2	1	0	0
	4. EVS for taxi operations	0	0	0	24	0	1	0	0
	5. Airport vehicles equipped with transponders	0	0	0	24	0	1	0	0
WAKE	1. New PANS-ATM wake turbulence categories and separation minima	0	0	0	20	0	0	0	5
	2. Dependent diagonal paired approach procedures for parallel runways with centrelines spaced less than 760 meters (2,500 feet) apart	0	0	0	25	0	0	0	0
	3. Wake independent departure and arrival operations (WIDAO) for parallel runways with centrelines spaced less than 760 meters (2,500 feet) apart	0	0	0	25	0	0	0	0
	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	0	0	0	25	0	0	0	0
	5. 6 wake turbulence categories and separation minima	1	0	0	24	0	0	0	0
Performance Improvement Area 2: Globally Interoperable Systems and Data									

AMET	1. WAFS	1	1	0	0	0	1	0	13
	2. IAVW	1	1	0	2	0	1	1	10
	3. TCAC forecasts	1	1	0	0	0	1	1	12
	4. Aerodrome warnings	2	1	2	4	3	0	2	11
	5. Wind shear warnings and alerts	3	1	3	4	2	0	5	7
	6. SIGMET	1	0	0	1	0	0	0	14
	7. Other OPMET information (METAR, SPECI and/or TAF)	0	0	0	0	0	0	0	25
	8. QMS for MET	0	1	3	1	1	2	2	6
DATM	1. Standardized Aeronautical Information Exchange Model (AIXM)	1	0	0	0	4	1	2	8
	2. eAIP	0	0	0	0	2	3	3	8
	3. Digital NOTAM	1	2	1	0	7	2	0	3
	4. eTOD	4	4	2	1	6	8	0	0
	5. WGS-84	0	0	0	0	0	0	0	16
	6. QMS for AIM	0	1	1	0	1	4	1	8
FICE	1. AIDC to provide initial flight data to adjacent ATSUs	1	1	0	1	1	5	3	4
	2. AIDC to update previously coordinated flight data	1	1	0	1	1	5	3	4
	3. AIDC for control transfer	1	1	0	1	2	5	3	3
	4. AIDC to transfer CPDLC logon information to the Next Data Authority	1	1	0	7	1	4	1	1
Performance Improvement Area 3: Optimum Capacity and Flexible Flights									
ACAS	1. ACAS II (TCAS version 7.1)	4	1	1	3	0	1	1	5
	2. APFD function	3	1	1	8	0	1	1	1
	3. TCAP function	3	1	1	9	0	0	1	1
ASEP	1. ATSA-AIRB	6	2	0	8	0	0	0	0
	2. ATSA-VSA	5	2	0	8	0	0	0	1
ASUR	1. ADS-B	1	1	0	1	4	3	3	3
	2. Multilateration (MLAT)	1	3	0	11	6	3	1	0
FRTO	1. CDM incorporated into airspace planning	0	1	1	5	0	1	5	3
	2. Flexible Use of Airspace (FUA)	0	1	0	7	1	3	1	3
	3. Flexible routing	1	0	0	7	1	5	1	1
	4: CPDLC used to request and receive re-route clearances	1	1	0	11	0	1	1	1
NOPS	1. Sharing prediction of traffic load for next day	1	0	1	0	2	6	5	1
	2. Proposing alternative routings to avoid or minimize ATFM delays	2	0	0	5	1	2	3	3
OPFL	1. ITP using ADS-B	2	0	0	13	0	1	0	0
SNET	1. Short Term Conflict Alert implementation (STCA)	1	0	0	3	0	3	0	9
	2. Area Proximity Warning (APW)	1	0	0	3	0	3	0	9
	3. Minimum Safe Altitude Warning (MSAW)	1	0	0	3	0	3	0	9

	4. Medium Term Conflict Alert (MTCA)	1	0	1	4	0	2	0	8
Performance Improvement Area 4: Efficient Flight Paths									
CCO	1. Procedure changes to facilitate CCO	0	0	2	3	2	6	2	10
	2. Airspace changes to facilitate CCO	0	0	1	4	2	4	4	10
	3. PBN SIDs	0	0	0	1	1	6	2	15
CDO	1. Procedure changes to facilitate CDO	0	0	1	4	0	8	2	10
	2. Airspace changes to facilitate CDO	0	0	1	4	0	6	4	10
	3. PBN STARs	0	0	0	0	1	5	1	18
TBO	1. ADS-C over oceanic and remote areas	0	1	1	12	0	0	0	2
	2. CPDLC over continental areas	0	1	1	12	0	0	1	1
	3. CPDLC over oceanic and remote areas	0	1	1	12	0	0	1	1
	4. SATVOICE direct controller-pilot communications (DCPC)	2	0	0	14	0	0	0	0
Total		33	18	34	448	63	56	33	165

Note 1: Elements highlighted in Peach Color are Aerodrome Centric.

Note 2: Not included are: Bahamas, Cuba, Grenada, Jamaica, and Saint Kitts and Nevis.

Note 3: Not included are: Canada and FAA. Their information is available via NAM ANP Volume III.