



Agenda Item 2: Global and regional civil aviation requirements and challenges

b) State-Industry collaborative process for the transition from the existing air navigation support systems to those specified in the ASBU

STATUS OF THE PROJECT: STATE-INDUSTRY COLLABORATIVE PROCESS FOR THE TRANSITION FROM EXISTING SYSTEMS TO THOSE SPECIFIED IN THE ASBU

(Presented by IATA)

SUMMARY	
This information paper aims to present the status of the Project: State-Industry Collaborative Process for the Transition from existing Systems to those Specified in the ASBU.	
References:	
<ul style="list-style-type: none"> - Global Air Navigation Plan (ICAO Doc 9750) - Bogota Declaration - Port of Spain Declaration - RTCA NextGen Mid-Term Implementation Task Force - GREPECAS/17- IP/15 – Presented by Brazil, United States, ALTA, IATA, IFALPA, RTCA - CRPP/3 Meeting Report 	
ICAO Strategic Objectives:	<i>A - Safety</i> <i>D – Economic Development of Air Transport</i> <i>E – Environmental Protection</i>

1. Introduction

1.1 During the SAM/IG/14 meeting, IATA and RTCA presented the WP 05, where was proposed the establishment of a state / industry collaboration project with the objective to provide fundamental input to the state or regional implementation plan(s) using the methodology based on the ASBU and aligned with the GANP strategic objectives.

1.2 The main objective of the project is to produce a written report that includes a comprehensive list of ASBU modules with timelines, locations and intended benefits, along with all the critical components of each capability of the modules that must be fully addressed in order to deliver the intended benefits to all the relevant ATM stakeholders.

2 Discussion

2.1 Following the SAM/IG/14 Meeting both RTCA and IATA worked to secure funding to source the project through industry. While some industry organizations were open to funding the project, we recognized that our current approach would not be a viable business model going forward.

2.2 RTCA and IATA have worked over the past year to find an alternative approach that might be able to be funded and can be used as a “proof of concept” to the original project.

2.3 Under this new proposal, the same strategy and scope will be used but on a smaller scale in order to reduce the amount of investments by selecting a single country within the region with the goal of modeling a regional approach upon the successful completion of the project.

2.4 This new approach to the project was presented to SAMIG15, to the CRPP/3 and to the Second Meeting of Air Navigation and Flight Safety Directors of the SAM Region (AN & FS/2). The ultimate outcomes remain the same, providing the region a systematic approach to prioritization of the Aviation System Block Upgrades (ASBU) and a clear implementation plan defining all the elements that must be addressed to realize benefits of capabilities.

2.5 The effort will continue to work with ICAO, industry, users, as well as the selected country’s ANSP and regulator.

2.6 As the funding issues are worked through and an initial country is selected, more information will come available.

3. Suggested action

3.1.1 The Meeting is invited to take note of the information provided.