



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)**

(Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014)

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**English Only**

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**Agenda Item 3: Air navigation activities at global, intra-regional, and inter-regional level**

**3.3 Inter-regional air navigation activities**

**NACC/SAM Seamless ATM Task Force**

(Presented by Brazil, United States, ALTA, IATA, IFALPA, RTCA)

**SUMMARY**

Consistent with the Aviation System Block Upgrade (ASBU) framework, and through the Bogota and Port-of-Spain Declarations, the Civil Aviation Authorities of the SAM and NACC ICAO Regions have committed to mutual and regular collaboration in order to ensure the highest practicable degree of uniformity in regulations, standards, procedures and organization for aircraft, personnel, airways and auxiliary services, and any other areas in which uniformity facilitates and improves air navigation.

One of the main challenges to achieve the goals defined in these Declarations is the transition from current systems to the ones specified in the ASBU framework. We believe that the best opportunity for success is for government and industry to work together to define priorities and determine next steps. The meeting is invited to review and agree to the Conclusions of this WP found in Section 3.

**References:**

- Global Air Navigation Plan ( ICAO Doc 9750)
- Bogota Declaration
- Port-of-Spain Declaration

**1. Introduction**

1.1 The 38th Session of the ICAO Assembly approved a new version of the Global Air Navigation Plan, incorporating the Aviation System Block Upgrades (ASBU) framework.

1.1.1 The ASBU concept was established with the objective of facilitating worldwide interoperability, harmonization, and modernization of air transportation.

1.1.2 ASBUs comprise a suite of capabilities, called modules, each having the essential qualities of:

- A clearly-defined measurable operational improvement and success metric;
- Necessary equipment and/or systems in aircraft and on ground along with an operational approval or certification plan;
- Standards and procedures for both airborne and ground systems; and
- A positive business case over a clearly defined period of time.

1.2 In alignment with the ASBU framework, the Civil Aviation Authorities of the SAM and NACC have committed to mutual and regular collaboration in order to securing the highest practicable degree of uniformity in regulations, standards, procedures and organization for aircraft, personnel, airways and auxiliary services, and any other areas in which uniformity facilitates and improves air navigation.

1.3 In order to facilitate implementation of the ASBU operational improvements to ensure a seamless operation across both Regions and realize their full benefit, all aviation stakeholders must be involved in the process.

## 2 Discussion

2.2 One of the main challenges to achieve the goals of the Bogota and Port-of-Spain Declarations are the inherent issues in transitioning from current systems to the ones specified in the ASBU framework.

2.3 The establishment of a government-industry Task Force to define the steps needed to implement near-term and mid-term operational capabilities is required.

2.3.1 The Task Force should have key members of the international aviation industry and government that developed the following strategic framework:

- **“Who”:** Identify capabilities for which at least one operator would commit to invest.
- **“Where”:** Identify locations where capabilities would need to be implemented to attract participation of at least one operator.
- **Available Equipage:** Define what avionics are presently available.
  - Identify the performance level of equipage in the current fleet.
- **Procedures:** Identify new processes or changes to existing processes and procedures that could help gain capacity and expedite the transition.
  - Define deterrents or barriers to said operational use.
- **Aircraft:** Identify any airborne equipage that doesn’t require complementary ground infrastructure.
- **Leveraging Present Equipage:** Determine how present equipage may be applied for new, beneficial use, focusing primarily on next 3-5 years.
  - Is there ground decision support needed?
  - Is there any additional training needed for controllers, pilots or dispatchers?
  - Are any additional procedures needed?

2.4 Even though the operational environment in the SAM and NACC regions are different in terms of operational requirements, the framework established by the Task Force could be easily adapted to facilitate the implementation of ASBU elements in support to the existing regional plans.

2.5 As a consequence of this process, each operational capability would outline the necessary commitments by the governments, specific operators, airports and other stakeholders to invest; in order to realize the full benefit of the capability.

### **3 Conclusion**

3.1 The meeting is invited to:

- a) Note the value of a government-industry task force in the SAM and NACC regions that may focus on serving as the mechanism for defining the steps needed to implement near-term and mid-term operational capabilities outlined in the existing regional plans;