



ICAO

**Twenty-Second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22)  
(Accra, Ghana, 29 July – 2 August 2019)**

**Agenda Item 2.4**

**STATUS OF ASBU IMPLEMENTATION**

*(Presented by CANSO Africa)*

<b>SUMMARY</b>	
<p>In line with ICAO recommendations, CANSO is committed to advancing ASBU implementation by addressing regional challenges and finding workable solutions.</p> <p>This paper presents actions which states/ANSP, under CANSO, have agreed to implement the ASBU model to minimize the impact on environment, improve safety and efficiency in the Air Traffic Management environment. It will also address benefits for both States/ANSPs and the ATM community through seamless operations.</p> <p><b>Action by the Meeting:</b></p> <p>The Meeting is invited to:</p> <ul style="list-style-type: none"> <li>a) Endorse the MOMBASA AFI ATFM ROADMAP as one of the pillars to achieve seamless operations concept.</li> <li>b) Commit to the Mombasa AFI ATFM implementation schedule.</li> </ul>	
<i>Strategic Objectives</i>	Safety, Air Navigation Capacity and Efficiency and Environmental Protection

**1. INTRODUCTION**

CANSO members in Africa have identified ASBUs and PBN as some of their priority areas.

1.1 CANSO has been working with ICAO on an ASBU implementation initiative since 2014, when an initial framework for implementation was laid out. While there has been progress since, implementation has been slow and poses as a challenge for ANSPs and is a key concern in the context of rising air traffic both domestically and internationally.

1.2 In 2014 and 2015 CANSO in partnership with ICAO organised workshops on ASBU implementation in Mozambique and Nairobi respectively. In both these workshops the Remote Air Traffic Control Tower concept (UAV), Air Traffic Flow Management (ATFM), Aerodrome Collaborative Decision Making (A-CDM), Training on Air Navigation Services Technologies and finally on Flight Calibration were discussed.

1.3 To continue its work of ASBU implementation, on 24-25 April 2019, CANSO organized another workshop on the ASBU Status of implementation in collaboration with ICAO in Entebbe. The workshop was attended by 109 participants from nine ANSPs and eight industry organizations. The workshop explored the status of ASBU implementation and the challenges of its

implementation. It also provided ANSPs with an improved understanding of the ASBU framework components, assisted participating States in completing the Air Navigation Reporting Forms (ANRF), and helped CAAs and ANSPs to determine the way forward for implementing and prioritizing ASBUs in National Plans

1.4 To further support the ICAO ASBU initiative, CANSO has developed an ASBU 101 introduction booklet to help facilitate strategic planning initiatives in ATM. This booklet provides an overview of the processes that will guide decision makers' selection and implementation of the ASBU, provides an understanding of global aviation system harmonisation's vision, goals and challenges; it also clarifies the ASBUs objectives, capability threads and minimum path to achieve global interoperability. This will ensure global interoperability and to meeting individual ANSP's regional requirements

## **2. DISCUSSION**

2.1 Decisions and recommendation of Workshop were as follows

### **Decision 1:**

Missing flight plans was identified as a major safety concern in the region;

### **Recommendation 1:**

- a) AFI states should put in place measures to address the issue of missing flight plans;
- b) All data related to missing flight plans should be collected and shared with ICAO;
- c) CANSO to support ICAO on the ongoing initiative to address missing flight plans under the APIRG-IIM Sub Group
- d) ICAO should consider allocating more resources in helping states resolve the issues relating to missing flight plans
- e) States should audit the collective addresses within their AIM department to ensure use of correct addressees

### **Decision 2:**

The interoperability of ATM systems is vital to the safe implementation of the ASBU modules;

### **Recommendation 2:**

- a) States should make it a requirement for suppliers to integrate new CNS/ATM systems with existing systems.
- b) States should work closely with other States and manufacturers to ensure integration of new CNS/ATM systems with existing systems in the region;

### **Decision 3:**

In 2018, at the CANSO Africa Annual Conference, held in Mombasa Kenya, the DGCA's of the CANSO Member States committed to the implementation of ATFM and ACDM as part of the priority areas; this commitment came to be known as the Mombasa Roadmap;

### **Recommendation 3:**

- a) States are called upon to implement ACDM and ATFM as required by the Mombasa ATFM Roadmap, 2018.

### **Decision 4:**

The importance of having a focal point to coordinate ASBU implementation within the State was emphasized;

**Recommendation 4:**

- a) States need to designate a Focal Point - ASBU Champion who will be responsible for coordinating ASBU implementation in the State and should have an appropriate level of knowledge and authority to command audience at all levels for the required information.

**Decision 5:**

UAS operation is increasingly becoming a bigger threat to aviation safety in the AFI region, it is important that the states start the preparation for the integration of these systems into the ATM environment;

**Recommendation 5:**

- a) States should designate champions for RPAS to prepare a UAS Traffic Management (UTM) concept of operation for the State.

**Decision 6:**

Development of relevant documentation is important for a coordinated implementation of the ASBU modules within a State;

**Recommendation 6:**

- a) States should develop relevant documentation that includes the ATM roadmap, National Airspace Master Plan and enabling technologies roadmap.

**Decision 7:**

Review of ASBU Block 0 implementation priorities is important for the states and the region to plan the way forward;

**Recommendations 7:**

- a) Using the knowledge obtained in this workshop, states should review their ASBU implementation priorities and update their plans accordingly.

**Decision 8:**

Collaboration with other States not present at the workshop was pointed out as a necessary element in the way forward to the successful implementation of the ASBU Block 0 in the AFI region;

**Recommendation 8:**

- a) CANSO should present the recommendations of this workshop at the 6<sup>th</sup> AFI Aviation Week Meeting to be held in Kampala, Uganda 13<sup>th</sup> to 17<sup>th</sup> May 2019 and any other high-profile ICAO forums thereafter.

**Decision 9:**

Other important ASBU modules that contribute to the safe operations of flight were highlighted during the workshop;

**Recommendation 9:**

- a) During the prioritization of the ASBU elements to implement, States should also focus on other ASBU modules like SWIM (AIDC) that support safety in the distribution of flight plans in the region.

**Decision 10:**

Information on the status of implementation was noted as lacking from the states in the region;

**Recommendation 10:**

- a) States should fill in and periodically update their ANR Forms and submit to ICAO as required.

## **2.2 RECOMMENDATIONS BY THE WORKSHOP**

- 2.1.1. States should make it a requirement for suppliers to integrate new CNS/ATM systems with existing systems.
- 2.1.2. States should work closely with other States and manufacturers to ensure integration of new CNS/ATM systems with existing systems in the region;
- 2.1.3. States are called upon to implement ACDM, CDM and ATFM as required by the Mombasa ATFM Roadmap, 2018.
- 2.1.4. States need to designate ASBU Focal Point (Champion) who will be responsible for coordinating ASBU implementation in the State and should have an appropriate level of knowledge and authority to command audience at all levels for the required information.
- 2.1.5. States should designate champions for RPAS to prepare a UAS Traffic Management (UTM) concept of operation for the State.
- 2.1.6. States should develop relevant documentation that includes the ATM roadmap, National Airspace Master Plan and enabling technologies roadmap.
- 2.1.7. Using the knowledge obtained in this workshop, states should review their ASBU implementation priorities and update their plans accordingly.
- 2.1.8. During the prioritization of the ASBU elements to implement, States should also focus on other ASBU modules like SWIM (AIDC) that support safety in the distribution of flight plans in the region.
- 2.1.9. States should fill in and periodically update their ANR Forms and submit to ICAO as required.
- 2.1.10. CANSO should present the recommendations of this workshop at the 6<sup>th</sup> AFI Aviation Week Meeting to be held in Kampala, Uganda 13<sup>th</sup> to 17<sup>th</sup> May 2019 and any other high-profile ICAO forums thereafter.

## **3. ACTION BY THE MEETING**

The meeting is invited to:

- a) To Adopt the recommendations of the workshop.