



## Regional Focus: CANSO / ICAO Joint Workshop on Aviation System Block Upgrades (ASBU) Part 1 Audience Questions & Answers

**Question:** Fantastic presentation, please how can an ANSP go round the non-implementation of RSEQ to implement AMAN/DMAN?

**Colin (ATNS):**

RSEQ (Improved Runway traffic flow through sequencing) is essentially AMAN/DMAN. Perhaps you mean how can you implement RSEQ without SURF?

As discussed, in Block 0 of ASBU; SURF, ACDM and RSEQ are interdependent, in other words, they rely on each other and need to be implemented together. Moving to Block 1 of ASBU, RSEQ has the prerequisite of Block 0 SURF. SURF needs to exist to enable RSEQ to operate the way it was intended. ASMGCS (SURF) gives input into the AMAN/DMAN which it used to calculate sequencing especially for departure (CTOT) etc.

**Question:** What are the key elements of the NAMP (Nation Airspace Master Plan)?

**Colin (ATNS):**

The presentation will be forwarded to all participants, however, here are the main expectations which need to be addressed by the NAMP:

- a) Access and Equity
- b) Capacity
- c) Cost Effectiveness
- d) Efficiency
- e) Environment
- f) Flexibility
- g) Global Interoperability
- h) Participation by the ATM community
- i) Predictability
- j) Safety
- k) Security

**Question:** What about the Covid pandemic in ASBU progress?

**Colin (ATNS):**

We all have to adapt to working from home etc during the COVID pandemic. The ASBU progress should and must continue regardless as there are many platforms available to all to facilitate meeting all affected role players. As planning is critical to success, the COVID period is ideal to get as much planning/consulting done as possible.

**Question: All of these new aviation strategies will not make any future improvement without the human factor training programme. What are the CANSO rules and duties towards the ATCO personnel training for instance PBN Training?**

**Colin (ATNS):**

As I indicated in the presentation, when any new procedures or technologies are introduced, it is critical during the planning phase to plan what training is going to be required and how the training is going to occur. I have made the mistake before by overlooking the training requirement and would encourage any future programme to give special focus on training during the planning phase.

**Question: How do they follow up the ANSP qualifications and training?**

**Colin (ATNS):**

By "they" I am assuming you mean your ANSP or regulator?

When any new technologies or procedures are introduced, a gap analysis would need to be undertaken to determine who needs to be trained with what to enable them to do what. This would be a very similar process to the implementation process flow I showed in the presentation. This would also be identified at the creation of the airspace concept at the beginning of any major project involving airspace or procedure development.

**Question: For Regional multi-national ANSPs, how do they consider multiple NAMP from member states?**

**Colin (ATNS):**

A NAMP for multiple member states will contain and consider all the aspects which I mentioned in the second question above, points (a-k).

There will be generic elements for all member states, however, individual requirements for separate states can be captured in the NAMP as well which is understandable as each sovereign airspace has slightly different requirements.

**Question: Please confirm the RNP approaches are not falling into the non-precision approaches but have their own category. can this be indicated on the aerodrome licence as such?**

**Colin (ATNS):**

RNAV approaches designed to make use of both lateral and vertical guidance are referred to as Approach Procedures with Vertical guidance (APV).

Non-Precision Approach (NPA) uses conventional navigation aids such as NDB, VOR and DME to bring the aircraft to a point where the runway is in view and a visual landing can be performed.

On any procedure plate (Jeppesen) etc, if RNAV or RNP is required, it has to be indicated as such on the procedure advising the pilot what Navigation specification is required to fly the procedure concerned. The PANS OPS procedure designers will capture the requirements on the procedure for you.

**Question: Is it compulsory that CDO and CCO be implemented at the same time within an airspace?**

**Colin (ATNS):**

No it is not compulsory; it depends on the operational requirement. If your CCO and CDO procedures do not cross then they can be implemented separately, however, if the CCO and CDO do cross, it would be advisable to implement at the same time. Remember, with CCO/CDOs that cross, we try to aim for "Deconfliction by design" which is what I will be talking about in the webinar on the 7th October.

**Question: I would like to know the impact of the COVID-19 for the implementation of the ASBU module? Can you give me the importance of the ASBU for the implementation of the Safe Sky for Africa?**

**Colin (ATNS):**

Yes we are all currently affected by the COVID pandemic and the way in which we work has changed. However, the ASBU modules and expectations for implementation have not changed. As I mentioned in an earlier question, the platforms to communicate with many stakeholders in projects currently exist. Meetings are virtual but the outcomes and deliverables are the same. During this time of isolation, it is ideal to get strategy and planning done to enable the successful rollout of all projects.