



International Civil Aviation Organization

**Third Meeting of the ICAO Asia/Pacific Seamless ATM Planning Group
(APSAPG/3)**

Chennai, India, 21-25 January 2013

Agenda Item 4: Asia/Pacific Seamless ATM Status and Strategies

SEAMLESS ASIAN SKIES – AIR TRAFFIC FLOW MANAGEMENT ZONE

(Presented by IATA)

SUMMARY

This purpose of this paper is to brief the meeting on IATA's proposal to develop an operational concept for an ATFM zone to facilitate implementation of ASBU Block B0-35 and Seamless Asian Skies.

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management

1. INTRODUCTION

1.1 At APSAPG1 the CANSO definition of Seamless Air Traffic Management (ATM) was accepted together with (then draft but now confirmed) the ICAO Aviation System Block Upgrades (ASBU) as the 'roadmap' to a Seamless environment.

1.2 The critical elements of ASBU are now defined in the Draft Seamless ATM Plan. This paper proposes a strategy to assist implementation of regionally critical elements.

1.3 The concept of seamless operations recognizes the importance of planning across FIR boundaries and implementing Regional solutions to ATM to ensure growth can be managed and the full economic benefits can be delivered to States and the Region as a whole.

1.4 The International Civil Aviation Organization (ICAO) recently published a study entitled "Global and Regional 20-year Forecasts" which predicted:

- Commercially operated aircraft will jump from 61,833 in 2010 to 151,565 by 2030;
- Number of daily departures will increase from 26 million to almost 52 million; and
- Pilot demand will grow from 463,386 in 2010 to 980,799 by 2030.

1.5 As much of this growth will be in the Asia/Pacific Region it is undeniable that Asia Pacific States must facilitate early transition to more efficient Air Traffic Management for a number of reasons.

1.6 Today the inefficient use of available capacity at many airports and air routes results in unnecessary ongoing costs to airlines and reduced economic benefit to the Region. At APSAPG1 it was acknowledged that there was a considerable amount of individual State funded development of ATM infrastructure. The challenge is to 'link' such ATM improvements, as a regional solution, with seamless ATM across State boundaries. A primary objective of this initiative is to reduce the workload of ATC's who are managing traffic in this area.

2. DISCUSSION

Heading

2.1 At DGCA49 (India), Singapore, Thailand and Hong Kong China reported on a project of collaborative decision making (CDM) between Hong Kong International Airport, Changi Airport Singapore and Suvarnabhumi Airport Thailand. This is a welcome initiative by these States and a more detailed project plan, including proposals for direct Industry involvement, is expected to be released in late March 2013.

2.2 At the same time, and in preparation for briefings coincident with ANC12, IATA has been developing a proposal foreshadowing the formation of an Air Traffic flow Management Zone (ATFM Zone) which encompasses 12 States of Asia Pacific which, together, are home for 46% of global population and which generates 27.5% of global GDP.

2.3 This ATM Zone comprises much of the busy airspace along the spine of Asia Pacific and between the current low density Oceanic areas of User Preferred Trajectories (UPT) (**Figure 1**). This initiative will focus on ASBU Block B0- 35 'Improved Flow Performance through Planning based on a Network-Wide view'. IATA will commission further work on this proposal in 2nd QTR of 2013 to augment the work on the current CDM project between Singapore, Thailand and Hong Kong.

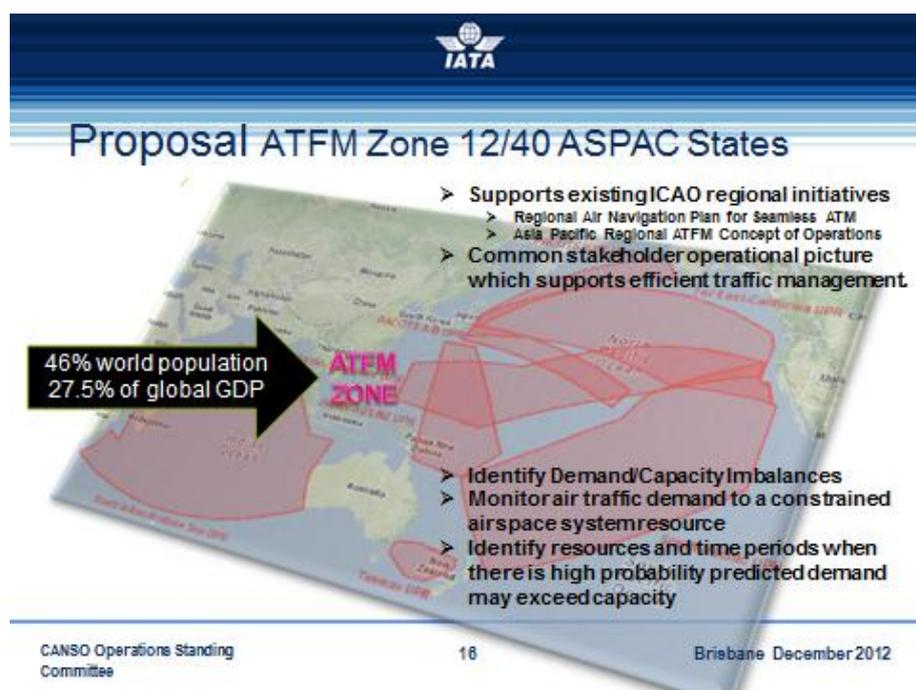


Figure 1: ATFM Zone

Next Steps

2.4 Whilst the completion of the Asia Pacific Seamless ATM Plan is an achievement itself it will quickly become obsolete unless all States make a determined effort to initiate the proposed improvement strategies.

2.5 The implementation of specific initiatives, as documented in the ATM Seamless Plan and the ASBU roadmap, is the responsibility of individual States.

2.6 However, as we have noted in this paper, local and State measures to improve efficiency are limited without a process of Regional integration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note work on CDM in the Region; and
- b) Note IATA's proposal to develop the operational concept for an ATFM Zone as depicted in this paper.

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