



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 4: ATM Systems (Modernisation, Seamless ATM, CNS, ATFM)

**A PROACTIVE APPROACH FOR THE IMPLEMENTATION OF THE ASIA PACIFIC
SEAMLESS ATM PLAN**

(Presented by Singapore)

SUMMARY

This paper presents a proposal for a proactive approach to progress with the implementation of the Asia Pacific ATM Seamless Plan. Upon endorsement of the ATM Seamless Plan at the APANPIRG meeting in June 2013, there will be a need to keep up the momentum to work towards implementation of the plan and identifying the challenges early. In this regard, the appropriate work programs and tasks associated with the implementation of the plan should be established early before the next ATM Sub Group meeting in 2014.

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
- GPI-8 Collaborative airspace design and management
- GPI-11 RNP and RNAV SIDs and STARS
- GPI-12 Functional integration of ground systems with airborne systems
- GPI-16 Decision support systems and alerting systems
- GPI-17 Data link applications
- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 The Asia Pacific Seamless ATM Planning Group (APSAPG) was formed in 2011 to drive the region’s implementation of Seamless ATM. The objective is to provide a basis for timely and coordinated deployment of new air traffic management technologies and procedures across the region, and to provide for transition to a Seamless ATM environment. Within the given two years, APSAPG has made significant progress in the development of the Seamless ATM Plan (“Plan”). This would have been possible if not for the collaboration of the APSAPG Members in providing inputs and comments to the development of the Plan. The draft Plan is now in the advanced stage of development and is expected to be finalized at the upcoming fourth and final APSAPG meeting in early June 2013.

2. DISCUSSION

2.1 Upon finalization of the Plan by APSAG, it is expected that the Plan will be endorsed at the 24th Meeting of APANPIRG in June 2013. The endorsement by APANPIRG will set the motion for the contributory bodies to start working on the implementation of the Plan. Most of the components in the Plan will require the action of the Air Traffic Management Sub-Group (ATM SG) of APANPIRG to strategise the implementation. This will entail establishing work programs and tasks for the various ATM Coordination Groups and Task Forces (TFs) to undertake.

2.2 The ATM SG will meet again in 2014 after the Plan has been endorsed by APANPIRG. In the meantime, there will be a need to keep up the momentum for this Region to work toward achieving seamless ATM. Although the specifications of the Plan are still in draft, it should not preclude discussion on the possible implementation strategies especially for those areas of the Plan that fall under the purview of the ATM SG.

2.3 Through the Regional Office, the ATM SG can identify work programs and tasks for the various ATM Coordination Groups and TFs to undertake as the Plan rolls-out. There may also be a need to review the scope of the various Sub-Groups and Task Forces and dish out the priority tasks as identified in the Plan. For example, the appropriate ATM Coordination Groups and TFs can start working on the specific planning areas based on the identified MTF routes in the Plan. They can identify ATM objectives for those routes, using the Plan as a basis that will lead to the infrastructure requirements to support the ATM objectives identified.

2.4 The Seamless ATM plan addresses a wide range of shortcomings in the ATM system in this region. While some of the shortcomings can be resolved with incremental improvements or existing operations, other will require fundamental changes, and even paradigm shifts. ICAO stewardship to assist States to address the challenges in these areas will enable the smooth implementation of the Plan. In addition, ICAO can also consider organising and conducting seminars/workshop to apprise States on the Plan as well as the implementation strategy.

2.5 There will also be a need to formulate a mechanism to continually incorporate the latest ATM concepts and technologies into the Plan. This is to ensure its relevance for the years to come and enable it to evolve as ATM technologies progress. New task forces or study group can be formed to look into developments of new ATM technologies and operational solutions. Such groups will be able to contribute by defining ATM concepts and invent new solutions, to future ATM challenges that will be unique to our region. The process will also ensure that these new concepts that come forward are selected and applied in a timely manner.

2.6 This Region has made significant progress in developing the Seamless ATM Plan. The next challenge is implementation, which requires co-operation among all the States in this Region. There will be a need for States to align their ATM development with the Seamless ATM Plan. There will also be challenges where additional attention will be required to address issues of harmonization and implementation. A proactive and cohesive approach to roll-out the implementation of the Seamless ATM Plan is necessary to ensure that challenges are identified early and progress to implement Seamless ATM is not jeopardized.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the need to keep up the momentum towards implementation of the Seamless ATM Plan;
- b) consider the proposal for the Regional Office to develop the necessary work programs to the appropriate bodies to undertake upon APANPIRG's endorsement of the Plan;
- c) note that early identification of challenges to implementation is important for the region to achieve Seamless ATM; and
- d) discuss any relevant matters as appropriate.

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