



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

MEASURING THE PERFORMANCE AND PROGRESS OF SEAMLESS ASIAN SKIES

(Presented by IATA)

SUMMARY

The purpose of this paper is to propose a process to develop Regional goals to track progress and assist implementation of Seamless ATM across Asia Pacific.

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

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. In this paper we revisit our proposal at APSAPG1 to set performance targets to guide implementation.

2. DISCUSSION

2.1 ICAO has commenced a study of operational performance objectives related to the recently approved Aviation System Block Upgrades. These performance objectives are designed to facilitate global comparison of ongoing programs across four performance improvement areas (PIA):

- PIA 1 - Airport operations;
- PIA 2 - Globally interoperable systems and data;
- PIA 3 - Optimum capacity and flexible flight; and
- PIA4 – Efficient flight path.

2.2 In advance of ICAO determining performance objectives APSAPG could propose to APANPIRG that States consider a suitable set of goals, similar to those of Europe and USA, which assume importance in the context of a cross-Industry business case for the transition to Seamless ATM.

2.3 **Table 1** provides the primary targets of European Single European Sky and US NextGen programs and proposed target areas for Asia Pacific Seamless ATM for the year 2022.

	SES	NextGen	Seamless Asian Sky
Efficiency	Threefold increase in capacity; significant delay reduction	35% delay reduction by 2018 with increasing capacity and extend capability	X% Increase in airspace capacity on major routes and delay reduction programs at nominated key airports
Costs	Cutting ATM costs by 50%, 250 million Euros savings through delay reduction (current delay costs 1 billion/year)	23 billion dollars benefit by 2018 through delay reduction (current total delay costs 6.5 billion/year) and 1.4 billion dollars fuel saving	An overall X% reduction in fuel burn through delay reduction and route efficiency. A X% reduction in ANSP costs.
Safety	Improving safety performance by a factor of 10 as traffic grows	Reducing current 1.43 accidents per million sectors	Reducing air navigation significant incidents and accidents by X% year on year.
Environment	Reducing the environmental impact per flight by 10%, carbon-neutral air traffic growth	Reducing carbon dioxide emissions by 14 million tons	Asia Pacific meets global targets of carbon neutral growth by 2020.

Table 1: European Single European Sky and US NextGen primary targets

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss an appropriate recommendation to APANPIRG.

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