



International Civil Aviation Organization

**NINTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION SAFETY TEAM  
(APRAST/9)**

*(Bangkok, Thailand, 31 October to 4 November 2016)*

**Agenda Item 6: Presentations – State / Industry / ICAO**

**UPDATE OF APAC SEAMLESS ATM PLAN**

*(Presented by the Secretariat)*

**SUMMARY**

This Working Paper presents an update to the APAC Seamless ATM Plan which was adopted by the APANPIRG/27 Meeting from 5 - 8 September 2016 in Bangkok, Thailand.

**1. INTRODUCTION**

1.1 The Asia/Pacific Seamless ATM Plan taking into account its iterative process is updated at least every three years to keep current with aviation system changes. The first issue of the Plan took place in 2013.

1.2 Following the Global Air Navigation Plan (GANP) Aviation Safety Block Upgrade (ASBU) framework implementation, the review in 2016 included reference to the expected Block 1 ASBU and new Regional elements, to enhance safety and efficiency in the Asia/Pacific Region.

**2. DISCUSSION**

2.1 Proposal on the changes to the Asia/Pacific Seamless ATM Plan was discussed during the recent APANPIRG/27 meeting.

2.2 Arising from the discussion, the draft Seamless ATM Plan as updated in accordance with the 2016 review was approved and is now available on the ICAO APAC Regional Office website eDocuments page at <http://www2010.icao.int/APAC/Pages/edocs.aspx>.

2.3 The updated Seamless ATM Plan includes a summary of Aviation System Block Upgrade (ASBU) Block 0 and 1 elements and their expected priority for implementation in the Asia/Pacific Region. The priorities were updated with input from the Meeting of the Chairs of the APANPIRG Sub-Groups, which recognised ASBU Module B0-APTA as a regional priority, and the outcomes of the Regional Aviation Safety Group (RASG), which agreed that B0-SNET B0-ACAS and B0-AMET were critical safety barriers for Controlled Flight into Terrain (CFIT), Runway Safety (RS) and Loss of Control (LOC).

2.4 The implementation priority of ASBU Block 0 and 1 elements from the Seamless ATM Plan is provided in **Attachment A**

**3. ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant items as appropriate; and
- c) sharing of information with RSAG on safety.

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Asia/Pacific Seamless ATM Plan – ASBU Priorities

PIA	Element	Economic Analysis	Priority
PIA 1	B0-APTA Optimization Of Approach Procedures Including Vertical Guidance	-	1
	B0-ACDM Improved Airport Operations Through Airport-Collaborative Decision-Making (A-CDM)	-	2
	<b>B1-ACDM</b> Enhanced Airport CDM	-	2
	B0-RSEQ Improve Traffic Flow Through Runway Sequencing (AMAN/DMAN)	-	2
	<b>B1-RSEQ</b> Improved Airport Operations: through Departure, Surface and Arrival Management.	-	2
	<b>B1-SURF</b> Enhanced Safety and Efficiency of Surface Operations – SURF, SURF-1A and Enhanced Vision System (EVS).	-	2
	B0-SURF Safety and Efficiency Of Surface Operations (A-SMGCS)	Yes	3
	B0-WAKE Increased Runway Throughput Through Optimized Wake Turbulence Separation	-	3
PIA 2	B0-FICE Increased Interoperability, Efficiency And Capacity Through Ground-Ground Integration (AIDC)	-	1
	B0-DATM Service Improvement Through Digital Aeronautical Information Management	-	1
PIA 3	B0-FRTO Improved Operations Through Enhanced En-Route Trajectories (CDM, FUA)	-	1
	B0-NOPS Improved Flow Performance Through Planning Based On A Network-Wide View	-	1
	<b>B1-NOPS</b> Enhanced Flow Performance through Network Operational Planning.	-	1
	B0-ASUR Initial Capability For Ground Surveillance	Yes	1
	B0-ACAS ACAS Improvements	Yes	1
	B0-SNET Increased Effectiveness Of Ground-based Safety Nets	-	1
	B0-AMET Meteorological Information Supporting Enhanced Operational Efficiency and Safety	-	1
	<b>B0-SAR<sup>1</sup></b> Enhanced Search and Rescue Provisions	-	1
	B0- ASEP Air Traffic Situational Awareness (ATSA)	-	2
	B0-OPFL Improved Access To Optimum Flight Levels Through Climb/Descent Procedures Using Automatic Dependent Surveillance – Broadcast (ADS-B)	-	3
PIA 4	B0-TBO Improved Safety And Efficiency Through The Initial Application Of Data Link En-Route	-	1
	<b>B1-TBO</b> Improved Traffic synchronization and Initial Trajectory-Based Operation	-	1
	B0-CDO Improved Flexibility And Efficiency In Descent Profiles (Continuous Descent Operations - CDO)	-	2

— END —

<sup>1</sup> B0-SAR is not included in ICAO Global Air Navigation Plan ASBU Framework