



ICAO

**The First Meeting of Air Traffic Management
Automation System Task Force of APANPIRG
(ATMASTF/1)**

Web-conference, 28 – 30 October 2020

Agenda Item 2: Review of the Terms of Reference and the election of the APAC ATMAS
TF Chairpersons

2.2 Review the TOR of the TF and identify Scope of the Work

2.3 Discussion expected output of the TF

Agenda Item 7: Develop initial list of action items for APAC ATMAS TF

TERMS OF REFERENCE AND ACTION ITEMS

(Presented by the Secretariat)

SUMMARY

This paper provides the Terms of Reference of the Asia/Pacific Air Traffic Management Automation System Task Force for meeting review and invites the proposal on the list of action items for this group.

1. INTRODUCTION

1.1 The Twenty Third Meeting of CNS Sub-Group (CNS SG/23) of APANPIRG in September 2019 made the Decision CNS SG/23/13 for Establishment of ATM Automation System Task Force (ATMAS TF).

Decision CNS SG/23/13 (SURICG/4/5) - Establishment of ATM Automation System Task Force (ATMAS/TF)

That, the ATM Automation System Task Force (ATMAS/TF) with TOR provided in **Appendix L** to the Report be established.

1.2 This working paper presents the Terms of Reference for the meeting's review, and invites the proposal on the list of action items for this group.

2. DISCUSSION

2.1 The CNS Subgroup of APANPIRG emphasized the need for proactive efforts for this region in organizing forums on subject of ATM automation system in order to share operational and technical experience, and shaping the future development roadmap and performance-based guidance for the ATM automation system. The ICAO Asia Pacific Regional ATM Automation System Symposium (APAC RATMS) was held in Nanjing, China, from 22 to 23 November 2018.

Agenda Items 2 & 7

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2.2 The objectives of ATMAS TF are to take forward all matters arising in the APAC RATMS and to address the regional needs, such as developing regional guidance to facilitate the implementation, enhancements, operation and maintenance of ATM automation systems and services in the Region.

2.3 The Terms of Reference (ToR) adopted by the CNS SG is provided in **Attachment A** to this working paper.

2.4 Considering the ATM automation system covered a wide spectrum of operational concepts, various technologies, projects implementation, it is expected to kick off the group's future works with a well-defined scope of work and an agreed list of action items during the first group meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review the Terms of Reference;
- b) define a preliminary scope of work for this group; and
- c) identify the first draft of the list of action items.

**TERMS OF REFERENCE OF
ASIA AND PACIFIC
ATM AUTOMATION SYSTEM TASK FORCE (ATMAS/TF)**

Consists of objectives and deliverables as follows:

The Objectives of the APAC ATMAS/TF are to:

- 1) Keep abreast of the latest developments in ATM automation systems and associated technologies to cope with forthcoming development and implementation of ICAO SARPs, the Global Air Navigation Plan (GANP), the Global Aviation Safety Plan (GASP) and Asia/Pacific Seamless Air Navigation Service (ANS) Plan (APSAP);*
- 2) Facilitate the implementation, enhancements, operation and maintenance of ATM automation systems and services identified in the Aviation System Block Upgrades (ASBU) elements and APSAP elements using the project management principles where appropriate;*
- 3) Ensure continuous and coherent development of the ATM automation systems that is harmonized with adjacent regions to enhance systems robustness, resilience, interoperability and cybersecurity; and*
- 4) Review, identify and address major issues in technical, operational, safety and regulatory aspects to facilitate the implementation or provision of safe, efficient and orderly ATM services.*
- 5) Encourage collaboration among ANSPs in implementing ATM automation systems so as to reduce operating costs and enable quick implementation of new requirements to cope with new challenges.*

Deliverables to meet the Objectives:

- 1) To submit progress report to the ICAO CNS Sub-group while keeping ATM Sub-group informed of addressing the APAC ATMAS/TF deliverables (listed in 2 to 7 below);*
- 2) To support the ICAO in making specific recommendations and developing guidance materials, such as minimum functional/performance requirements and additional/local requirements, which aim at facilitating the implementation or provision of robust, safe, efficient and orderly ATM services by the use of existing and/or new procedures, facilities and technologies in relation to ATM automation systems;*
- 3) To review outcome of the AN-Conf., DGCA Conference, APANPIRG, CNS Sub-group, ATM Sub-group, RASMAG, and SURICG related to ATM automation systems, revise and update a tasks list and action items for the ATMAS/WG;*
- 4) To study and identify applicable applications, share experience, and recommend the best industry practice in the Asia and Pacific Regions considering:*
 - Systems planning and design*
 - Open / Service Oriented Architecture*
 - HMI adaptation, data synchronization and operational enhancements*
 - Safety nets*
 - ICAO roadmap in the GANP / ASBU*
 - Systems interoperability*
 - Standardization of information exchange*

- *Operation and maintenance practice*
- *Acceptance and certification*
- *Flight inspection*
- *Cybersecurity*
- *Safety assessment*
- *Training*
- *Transition*

5) *To encourage research and development, trials and demonstrations of applications and technologies, and, as necessary, steer for the sharing of this information and expertise between States/Administrations through organizing educational seminars and symposia to educate States/Administrations and airspace users;*

6) *To formulate draft Conclusions and Decisions relating to matters in the field of ATM automation systems that come within the scope of the APANPIRG, CNS Sub-group, ATM Sub-group, and RASMAG work plan; and*

7) *To collaborate with relevant international organization (such as EuroControl) for harmonisation of ATM system requirements.*

Timeframe for Deliverables:

For deliverable item 2 on guidance materials, it is anticipated that a first draft could be made available in 3 years after establishment of the Task Force for seeking endorsement by CNS Sub-group, after which the guidance materials would be updated/enhanced on an on-going basis. For other deliverable items 3-7, they will be made available as appropriate subject to review by the Task Force. The life time of the Task Force would be subject to review after endorsement of the first edition of the guidance materials.

Meeting:

The APAC ATMAS/TF shall convene annually with at least one face-to-face meeting per year, which is supplemented by teleconference meetings (e.g. WebEx) as appropriate.

Membership:

All APAC member States/Administrations providing air navigation services in the Asia and Pacific Regions. APAC members should nominate Subject Matter Experts from Civil Aviation Authorities, ANSPs, and other organizations with strong background in engineering and operation in relation to ATM automation systems to participate into the Task Force. The Task Force would also invite representatives of International Organizations recognized by the ICAO Council as representing important civil aviation interests to participate in its work in a consultative capacity.
