



ICAO

International Civil Aviation Organization

Fifteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/15)

Bangkok, Thailand, 28 April – 02 May 2025

Agenda Item 2: Review Outcomes of Related Meetings

RELATED MEETINGS OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents Air Traffic Flow Management (ATFM)-related outcomes of meetings conducted by the relevant contributory bodies of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the Fourteenth Air Navigation Conference (AN-Conf/14).

1. INTRODUCTION

1.1 The Fourteenth Air Navigation Conference (AN-Conf/14) was held in Montreal, Canada, from 26 August to 06 September 2024.

1.2 The Twelfth Meeting of the Air Traffic Management Sub-Group (ATM/SG/12) of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held in Bangkok, Thailand, from 23 to 27 September 2024.

1.3 The Thirty-Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35) was held in Bangkok, Thailand, from 25 to 27 November 2024.

1.4 The Ninth Meeting of the System Wide Information Management Task Force (SWIM TF/9) was held in Bangkok, Thailand, from 14 to 17 May 2024.

1.5 The Twenty-eighth Meeting of the Meteorology Sub-group (MET SG/28) of the APANPIRG was held in Bangkok, Thailand, from 08 to 12 July 2024.

1.6 The Fourth Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/4) was held in Bangkok, Thailand, from 18 to 21 March 2025.

1.7 The 2025 International Civil Aviation Organization Seminar on Air Traffic Flow Management (ATFM) and Flight & Flow Information for a Collaborative Environment (FF-ICE) for the Asia/Pacific and MID Regions (ICAO APAC/MID ATFM and FF-ICE Seminar 2025) was held in Dubai, United Arab Emirates, from 23 to 26 February 2025.

2. DISCUSSION

AN-Conf/14

2.1 The AN-Conf/14 supported transitioning to modern CNS/ATM systems, particularly the shift from the current flight planning mechanism to Flight and Flow – Information for a Collaborative Environment (FF-ICE), with a global transition target set for 2034.

2.2 The AN-Conf Committee approved the following recommendations:

Recommendation 3.2/2: Transition to flight and flow – information for a collaborative environment services and cessation of ICAO 2012 flight plan by 2034

That States:

- a) in support of the 2034 global cessation of the ICAO 2012 flight plan, commence the development of a national plan to transition FF-ICE services along with industry stakeholders;*
- b) include plans for the implementation of both minimum and optional FF-ICE services in the national air navigation plans;*
- c) share experience and resources for the implementation of FF-ICE services;*
- d) planning and implementation regional groups, consider establishing regional focus groups for coordinating the planning and implementation of FF-ICE services and providing necessary support throughout the transition period;*
- e) support and contribute to the work of their respective planning and implementation regional group and their sub-groups to develop a regional plan to transition to FF-ICE services on the basis of the 2034 global cessation of the ICAO 2012 flight plan. that ICAO:*
- f) amend relevant ICAO provisions and guidance material to enable the 2034 global cessation of the ICAO flight plan and associated air traffic services messages;*
- g) through planning and implementation regional groups, provide guidance and support for the development of regional plans to transition to FF-ICE to enable the 2034 global cessation of the ICAO 2012 flight plan;*
- h) support inter-regional collaboration for a harmonized implementation of and transition to FF-ICE services;*
- i) monitor and support the progress of FF-ICE services implementation and transition plan developments of States; and*
- j) conduct a periodic assessment and report on the readiness of the global air traffic management community for the 2034 global cessation of the ICAO 2012 flight plan.*

ATM/SG/12

2.3 The ATM/SG/12 meeting agreed to the following Draft Conclusion.

Draft Conclusion ATM/SG/12-1: Asia/Pacific Seamless ANS Plan

That, given the urgency and priority of Air Navigation Service (ANS) planning and modernization and the lack of progress in implementing the Aviation System Block Upgrade (ASBU) Block 0, Asia/Pacific States are urged to review Version 4.0 of the Asia/Pacific Seamless ANS Plan.

2.4 The ATFM/SG is invited to note the:

- a) Asia/Pacific Seamless ANS Plan Version 4.0 has been uploaded to the APAC e-Documents webpage (<https://www.icao.int/APAC/Pages/eDocs.aspx>);*

- b) slight change in the definition of high-density international aerodromes in the latest version of the *Asia/Pacific Seamless ANS Plan*;
- c) requirement for APAC States/Administrations to submit the *Asia/Pacific Seamless ANS Plan* implementation status, using the Seamless ANS Plan Reporting Tool, by 28 February of each year, effective from year 2025; and
- d) ongoing work by the ICAO APAC Office integrating the *Asia/Pacific Seamless ANS Plan* with other regional plans and guidance material into *Regional Air Navigation Plan (ANP) Volume III*, targeting completion in Q2 of 2025.

Draft Conclusion ATM/SG/12-3: Agree on the Adoption of FIXM Ver. 4.3.0 in Asia/Pacific Region as the Standard Format

That, from Q3 2026 FIXM ver. 4.3.0 would be adopted to support information exchange for:

1. *FF-ICE/R1 services implementation; and*
2. *Cross-border ATFM operations.*

2.5 The ATFM/SG is invited to note that the Flight Information Exchange Model (FIXM) Version 4.3.0 should be utilized within the APAC region, to support information exchange between cross-border operational ATFM systems in System Wide Information Management (SWIM) environment.

APANPIRG/35

2.6 The APANPIRG/35 meeting agreed to the abovementioned Conclusions, as proposed by the ATM/SG/12.

- ***Conclusion APANPIRG/35-1: Asia/Pacific Seamless ANS Plan***
- ***Conclusion APANPIRG/35/4: Agree on the Adoption of FIXM Ver. 4.3.0 in Asia/Pacific Region as the Standard Format***

SWIM TF/9

2.7 The SWIM TF/9 meeting supported the *Draft Conclusion ATM/SG/14-01: APAC Regional FIXM 4.3* for information exchange between operational ATFM systems.

2.8 It was also acknowledged that implementing a new system was time-consuming and that changing the version during implementation could complicate the process. A need for a structured process to manage version changes was identified, allowing air navigation service providers (ANSPs) to express their concerns.

2.9 The SWIM TF/9 meeting requested that the ATFM/SG develop a detailed process for revising a mutually agreed FIXM version for cross-border ATFM-related information exchange, to be shared with the SWIM TF/10 meeting for further discussion. The proposed change process for the cross-border FIXM operating version will be discussed separately in **WP/24**.

2.10 The SWIM TF/9 meeting agreed that its Task 4 leads and contributors would evaluate FIXM ver. 4.3.0's suitability to support ATFM, Airport Collaborative Decision Making (A-CDM), and integrated ATFM/A-CDM operations. Based on the outcomes of the analysis, a FIXM ver. 4.3.0 extension could potential be proposed to the ATFM/SG and SWIM TF for considerations.

MET SG/28

2.11 The MET SG/28 meeting supported the proposed updates and to publish the *APAC Use Cases and User Requirements for SWIM-based MET Information Services Supporting ATFM*, developed by the Meteorological Requirements Working Group (MET/R WG) Ad-hoc Group.

Decision MET SG/28-08: Publishing the Document on APAC Use Cases and User Requirements for SWIM-based Meteorological Information Services Supporting ATFM

That, the MET SG approves to publish the proposed document on “APAC Use Cases and User Requirements for SWIM-based Meteorological Information Services Supporting ATFM” as a reference document on the ICAO APAC eDocument website which includes a procedure for updating the document as a living document.

2.12 This document would be a living reference under regular review by the MET/R WG Ad-hoc Group. The collection of use cases could be further expanded or improved with known events. States that wish to add or update the use cases should submit the proposal in the form of working paper for consideration by MET/R WG, and the ad-hoc group consolidate the adopted changes to seek endorsement by MET SG for updating the document.

SAIOSEACG/4

2.13 The SAIOSEACG/4 meeting was informed of the surge in westbound traffic operating through the Kabul Flight Information Region (FIR) and its impact on Pakistan's air traffic services (ATS). This situation necessitated adherence to specific procedures, increasing workload and posing risks to flight safety, as well as causing delays and higher fuel consumption.

2.14 Several initiatives for enhancement were discussed, including proposal to add additional usable flight levels and the reactivation of the Bay of Bengal Cooperative ATFM System (BOBCAT), and procedures aimed at mitigating the effects of constraints within this airspace.

2.15 A separate working paper will be presented under ***Agenda Item 4***.

ICAO APAC/MID ATFM and FF-ICE Seminar 2025

2.16 The seminar was hosted by the General Civil Aviation Authority (GCAA) the United Arab Emirates (UAE) in Dubai from 23 to 26 February 2025 and attended by 154 participants from APAC and MID States and international organizations.

2.17 The Seminar provided comprehensive background information on the ATFM and FF-ICE, including the requirements and the prerequisites, services and planning phases. In addition, the Seminar provided a forum for sharing experiences, lessons learned and perspectives from the States/ANSPs and airspace users with a highlight on cross-border solutions.

2.18 The outcomes of the seminar as agreed by the ICAO APAC/MID ATFM and FF-ICE Seminar 2025 is provided in **Attachment A to this report**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

**Outcomes of the
ICAO APAC/MID ATFM and FF-ICE Seminar 2025
Dubai, UAE, 23 – 26 February 2025**

1. The Seminar was hosted by the General Civil Aviation Authority (GCAA) the United Arab Emirates (UAE) in Dubai from 23 to 26 February 2025 and attended by 154 participants from APAC and MID States and international organizations.
2. The Seminar provided comprehensive background information on the ATFM and FF-ICE, including the requirements and the prerequisites, services and planning phases. In addition, the Seminar provided a forum for sharing experiences, lessons learned and perspectives from the States/ANSPs and airspace users with a highlight on cross-border solutions.
3. The Seminar was apprised of the ongoing work concerning the amendments of the ICAO provisions and guidance material related to ATFM and the cessation of FPL 2012.
4. The Seminar recalled the benefits of trajectory-based operations (TBO) and relationships between its key enablers (ATFM, SWIM, FF-ICE, Data Link).
5. The Seminar noted the importance of optimizing the airspace to enhance efficiency and increase capacity through the implementation of more efficient longitudinal separation, enhanced civil-military cooperation and flexible use of airspace, free route airspace, to meet growing air traffic demand.
6. The Seminar acknowledged that the level of preparedness to implement ATFM and FF-ICE would differ across various States and ICAO Regions. The Seminar stressed the importance of a well-prepared and coordinated implementation of these initiatives in order to achieve more substantial and immediate benefits on regional and global levels.
7. There is a strong need to expand the training and knowledge sharing among all stakeholders to support the planning and implementation of ATFM and FF-ICE.
8. The Seminar reminded of the critical importance of engaging all stakeholders at an early stage in planning the implementation of ATFM and FF-ICE.
9. The Seminar recalled the requirement of the PANS-ATM concerning the use of information services for the implementation of FF-ICE.
10. The Seminar recalled the importance of States taking necessary measures to support and foster the implementation of ATFM at the national level, which is essential for any sub-regional and regional solutions. It was highlighted that promulgating necessary ATFM civil aviation regulations and the development of a National ATFM Concept of Operations, among others, are key elements for the establishment of the ATFM Service.
11. The Seminar noted that the main enabler for effective ATFM service is strategic and operational capacity determination, accordingly, States must take necessary measures to determine these capacities.
12. The Seminar noted that the majority of the States indicated that the target date for the cessation of the ICAO 2012 Flight Plan could be met between 2032 – 2034.

13. Active participation and contributions in regional ATFM and FF-ICE meetings are essential to ensure harmonized procedures.
14. The Seminar observed that there is a need to establish a regional target date to terminate the mixed-mode operations.
15. The Seminar noted the necessity for a broader work programme to enhance the planning and synchronization of the development and execution of all pertinent TBO enablers, particularly the implementation of FF-ICE and ATFM.
16. The Seminar noted that the APAC FF-ICE Ad Hoc Group and MID ASM Working Group would draft the FF-ICE regional transition plan, for their respective region, for further review by the ATM SGs and endorsement by APANPIRG and MIDANPIRG.
17. The Seminar noted the benefits of integrating A-CDM into ATFM implementation.
18. ATFM post-operations analysis to be conducted as appropriate and data are shared to identify bottlenecks and areas for improvement.
19. The Seminar received with appreciation an offer from CANSO to further support the training and knowledge sharing on ATFM implementation.
20. Participants appreciated the value of joint events and invited ICAO to organize more joint events to support inter-regional cooperation and harmonization.

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