



International Civil Aviation Organization

ICAO

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 6: ATM Coordination and Implementation

6.0: Reports on Relevant ATM Coordination and Ad Hoc Group Meetings

APAC ANSP COMMITTEE (AAC): UPDATE ON PROGRESS AND NEXT STEPS

(Presented by Singapore, on behalf of the APAC ANSP Committee)

SUMMARY

This paper presents an update on the work of the Asia and Pacific (APAC) Air Navigation Services Provider (ANSP) Committee (AAC) and a proposed two-year extension covering 2027–2028, to be presented to the 61st Conference of Directors General of Civil Aviation (DGCA/61) for agreement. The AAC will focus on realising minimum capabilities as set out in the ICAO Minimum Implementation Path (MIP) through regional Air Traffic Management (ATM) initiatives. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness and thus facilitating Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the APAC region and strengthen regional ATM contingency preparedness.

1. INTRODUCTION

1.1 The Asia and Pacific (APAC) Air Navigation Services Provider (ANSP) Committee (AAC) was established by the 57th Conference of Directors General of Civil Aviation (DGCA/57) in 2022 and extended at the 59th Conference of Directors General of Civil Aviation (DGCA/59) in 2024.

1.2 The AAC was established to advance regional cooperation among ANSPs in four strategic areas:

- a) investment in capacity and systems;
- b) seamless air navigation services (ANS);
- c) contingency planning; and
- d) operations of oceanic ANSPs.

1.3 Since its establishment, the AAC has served as a regional platform to develop common capabilities, facilitate interoperability, strengthen operational collaboration, and support implementation of emerging air navigation concepts.

1.4 As the aviation sector prepares for sustained growth and increasing operational complexity, regional collaboration will become increasingly important to ensure safe, efficient, and interoperable air traffic management (ATM) across the APAC region.

1.5 This paper reports on the achievements of the AAC from 2023 to 2026 and informs the meeting of the proposed two-year extension of the AAC covering 2027–2028 and its work, which will be presented to DGCA/61 (Kuala Lumpur, Malaysia, 7–11 September 2026) for agreement.

2. DISCUSSION

AAC Achievements (2023–2026)

2.1 The AAC has successfully delivered outcomes across its four workstreams (WS).

2.2 **WS1 Investment in Capacity and Systems.** The AAC under WS1 laid the foundation for regional interoperability and implementation support through the development of an ANS technology and systems architecture, the delivery of two training programmes on Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) technologies, and the planned conduct of a training programme on the operations and maintenance of CNS/ATM equipment in October 2026.

2.3 **WS2 Seamless ANS.** The AAC under WS2 laid the foundation for regional Air Traffic Flow Management (ATFM) and Trajectory-Based Operations (TBO). The workstream established weekly, daily and event-triggered Traffic Flow Coordination Calls, enhancing regional situational awareness and collaborative decision-making (CDM); and developed the APAC TBO Roadmap, which was endorsed for incorporation into the Asia/Pacific Seamless ANS Plan.

2.4 **WS3 Contingency Planning.** The AAC under WS3 developed a comprehensive Regional ATM Contingency Framework (RACF), including supporting guidance and operational playbooks to strengthen regional resilience. The RACF has been submitted to ATM/SG for endorsement (WP/31) and will thereafter be submitted to ICAO APANPIRG for adoption in November 2026.

2.5 **WS4 Operations of Oceanic ANSPs.** The AAC under WS4 developed the guidance material for a phased transition towards Free Route Operations (FRT0). This guidance material has been endorsed by AAC and will be published on the on AAC folder on the ICAO APAC Office website.

Proposed Two-Year Extension of the AAC (2027–2028)

2.6 ICAO projects global air traffic to nearly triple by 2050, with APAC at the forefront of growth; this presents tremendous opportunities for States and the aviation industry. To meet demand, States are building capacity at airports as airlines continue to expand. In parallel, we need to also build capacity in the skies to match capacity on the ground. This requires ANSPs to prioritise investment in their respective capabilities. It will also require ANSPs to work together across Flight Information Regions to ensure interoperability of systems and procedures and optimise traffic flow, enhancing safety and efficiency and reducing travel time and cost.

2.7 As an initial step, in 2025, the 42nd ICAO Assembly agreed to develop the Minimum Implementation Path (MIP) – a clearly defined baseline set of essential elements that all States should implement to ensure global interoperability, harmonization, and readiness for future air navigation modernisation.

2.8 The AAC therefore proposes a two-year extension covering 2027–2028 to focus on realising minimum capabilities as set out in the ICAO MIP through regional ATM initiatives. While the MIP is yet to be finalised, the AAC sees an opportunity to have a head start to achieve the expected global minimum capabilities. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness, thus facilitating Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the Asia-Pacific region and strengthen regional ATM contingency preparedness.

2.9 The three workstreams will focus on the following activities during the next two years.

2.10 **WS1 Investment in Capacity and Systems.** The AAC under WS1 will provide implementation support on MIP capabilities for APAC and identify additional capabilities needed for APAC to realise regional ATM. This will include developing common specifications, coordinated procurement and operationalisation, and continued training on technology, operations and maintenance of CNS/ATM equipment.

2.11 **WS2 Seamless ANS.** The AAC under WS2 will develop, trial and implement new concepts of operations (ConOps) in APAC. WS2 will design the common situational pictures for the region to perform CDM. WS2 will also embrace new technologies such as artificial intelligence while developing ConOps for CDM.

2.12 **WS3 Contingency Planning.** The AAC under WS3 will focus on strengthening regional ATM contingency preparedness by supporting the implementation of the RACF, facilitating regional exercises to enhance operational readiness, and promoting common platforms for real-time information sharing to improve situational awareness and coordinated response across APAC ANSPs during contingency events.

2.13 The proposed work is closely aligned with that of the ATM/SG, in particular on ATFM, CDM and ATM contingency planning, and the AAC will continue to coordinate with APANPIRG and/or its relevant contributory bodies to strengthen ATM in APAC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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