



International Civil Aviation Organization

**Fourth Meeting of the ICAO Asia/Pacific Seamless ATM Planning Group
(APSAPG/4)**

Hong Kong, China, 3 – 7 June 2013

Agenda Item 4: Asia/Pacific Seamless ATM Status and Strategies

AIR TRAFFIC FLOW MANAGEMENT ZONE

(Presented by IATA)

SUMMARY

This paper recommends to APANPIRG the establishment of a sub-regional agreement to facilitate the early implementation of ASBU Block B0-35 and Seamless ATM.

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

Global Plan Initiatives:

GPI-6 Air traffic flow management

GPI-7 Dynamic and flexible ATS route management

GPI-8 Collaborative airspace design and management

GPI-9 Situational awareness

GPI-16 Decision support systems and alerting systems

1. INTRODUCTION

1.1 At APSAPG1 the CANSO definition of Seamless Air Traffic Management (ATM) was accepted together with the ICAO Aviation System Block Upgrades (ASBU) as the “roadmap” to a Seamless environment.

1.2 The critical elements of ASBU are now defined in the Draft Seamless ATM Plan.

1.3 ICAO ANC/12 asked States to “Continue to take a coordinated approach among air traffic management stakeholders to achieve effective investment into airborne equipment and ground facilities”.

1.4 The concept of seamless operations recognizes the importance of planning across FIR boundaries and implementing Regional solutions to ATM to ensure growth can be managed and the full economic benefits can be delivered to States and the Region as a whole.

1.5 In this respect it should be recognized that developing Nations may need assistance to meet the proposed upgrade timeframes in the Seamless ATM Plan if the Region as an entity is to obtain the potential economic benefits which aviation will bring to the community – particularly to developing Nations.

2. DISCUSSION

2.1 Whilst “region wide” implementation of ASBU 0 modules must be pursued it may be appropriate to consider where the most benefit will accrue from these ATM upgrades.

2.2 Conversely, where the most economic “loss” will occur should progress be delayed.

2.3 In this respect APSAPG may consider noting the benefits of the formation of a sub-Regional ATFM agreement (ATFM Zone) where the most benefit will be obtained.

2.4 For example, 12 States of Asia Pacific China, Hong Kong China, Republic of Korea, Japan, Republic of Philippines, Vietnam, India, Malaysia, Thailand, Singapore, Indonesia and Australia) are home to 46% of global population and currently generates 27.5% of global GDP.

2.5 In the first instance it is recommended that this initiative focus on ASBU Block B0- 35 “Improved Flow Performance through Planning based on a Network-Wide view”.

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.

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