



International Civil Aviation Organization

**The Second Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/2)**

Hong Kong, China, 1 - 4 October 2013

**Agenda Item 5: Development of Regional ATFM Framework**

**SUB REGIONAL AIR TRAFFIC FLOW MANAGEMENT**

(Presented by IATA/CANSO)

**SUMMARY**

This paper proposes

- the requirement for a APAC collaborative flow management function with distributed authority based upon airspace and FIRs associated with the regions' major traffic flows be the goal for the ATFMSG
- agreement to and active support for Next Steps study and work program

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-1 Flexible use of airspace
- GPI-3 Harmonization of level systems
- GPI-4 Alignment of upper airspace classifications
- 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-12 Functional integration of ground systems with airborne systems
- GPI-16 Decision support systems and alerting systems

**1. INTRODUCTION**

1.1 The APAC Seamless ATM Plan identifies Air Traffic Flow Management (ATFM) as a critical element (Aviation System Block Upgrade B0-NOPS) to manage future air traffic demand in APAC. There is growing recognition that taking a network view of ATFM is a critical process in order for APAC to manage forecast aviation growth.

1.2 Additionally, the IATA Economic study in support of the APAC Seamless ATM Plan's implementation estimated that aviation's contribution to Regional GDP will rise from 2.2% to 4% by 2030 if demand can be accommodated. The economic penalty of not implementing seamless operations is a 1.42% drop in Regional GDP to 0.8%. By 2030 this represents a cumulative economic loss in the order of USD15trillion to APAC economies.

1.3 The reconvening of the ATFMSG was a direct response to the urgent need to improve co-ordination and oversight of ATFM initiatives on a regional /sub-regional basis.

1.4 In existing large scale domestic/single authority aviation environments a centralized flow management system is the most common solution for optimizing capacity utilization and demand/capacity balancing. While it is clear a regional centralized flow management function is not

feasible in the medium term, IATA and CANSO do support some form of a regional (APAC) collaborative flow management function with distributed authority as the goal for the APAC aviation environment.

1.5 In the near term there is a clear need for multi FIR (sub regional) ATFM solutions, taking a network view, to be developed and implemented.

1.6 While some states have operational ATFM systems, and ICAO DOC 9971 will provide guidance for APAC, an opportunity exists to set harmonized procedures and rules for sub-regional ATFM *before* implementation – rather than trying to harmonize systems already operational (as has been the case with ATM).

1.7 It is proposed initial ATFM planning should focus on the regional major traffic flows – AR2; AR9; AR4 and their associated FIRs and airspace which result in the most effective participation levels for ATFM measures.

1.8 Initial sub regional ATFM implementation may take the form of bi- or multi-lateral processes, with the need for wider network integration clearly included in the planning - a current example being the initiative by Singapore, Hong Kong China and Thailand which evolved from a CANSO led CDM pilot project for the Bangkok/Singapore city pair.

1.9 Also, it is recognized that airports are a key stakeholder in any ATFM process and it is expected airports would be included in any state plans as linkages to a wider sub-regional network system are developed.

## 2. DISCUSSION

2.1 Sub-regional ATFM, centered around the airspace and FIRs associated with the major traffic flows in the region (ARs 2,4,9) which yield the most effective participation levels for ATFM measures, is put forward as the goal for the ATFM Steering Group to set a ‘target’ for planning and also to provide a flexible framework and focus for discussion and effort.

2.2 To progress the goal of sub-regional ATFM it is proposed that the next step is a study by external subject matter expert(s) to develop a baseline of current capabilities and chart future plans.

2.3 From this baseline, the work would continue to develop a set of options *for consideration* by states and the ATFMMSG in terms of *how* ATFM may be progressed in the region in a pragmatic and workable manner

2.4 IATA is prepared to support and commission the proposed study, subject to internal approvals.

2.5 IATA **requires agreement and support from states and the ATFM SG** to strengthen the case for internal approval to proceed, and subject to receiving this support we expect to commence the work in the first quarter of 2014.

2.6 Accordingly, the following draft Conclusion is proposed for the Steering Group's consideration

**Draft Conclusion: Asia/Pacific Region ATFM Study**

That, Asia/Pacific States are urged to actively participate in, support and provide information to a project established to:

1. study current and planned ATFM initiatives in order to establish a regional baseline view of ATFM capability and interoperability; and
2. conduct further work to develop a set of roadmap options for network-based sub-Regional ATFM solutions;

for consideration by the ATFM Steering Group and States.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) Agree to the need for a regional (APAC) collaborative flow management function with distributed authority as the goal for the ATFMSG;
- c) Agree to actively support a study and further work to develop a set of roadmap options for ATFM in the APAC region for the ATFMSG and states to consider; and
- d) Discuss and agree the draft conclusion.

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APPENDIX 1

