



International Civil Aviation Organization

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

Bangkok, Thailand, 1 – 4 October 2013

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

**ASEAN AATIP Approach to ATFM**

(Presented by EUROCONTROL)

**SUMMARY**

This paper summarizes the proposed approach of the ASEAN Air Transport Integration Project (AATIP) in the domain of ATFM. The views presented are those of the AATIP project team and the endorsement of the ASEAN member states has not been sought or received.

Comments on the paper are welcome and will be considered by the AATIP team

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*

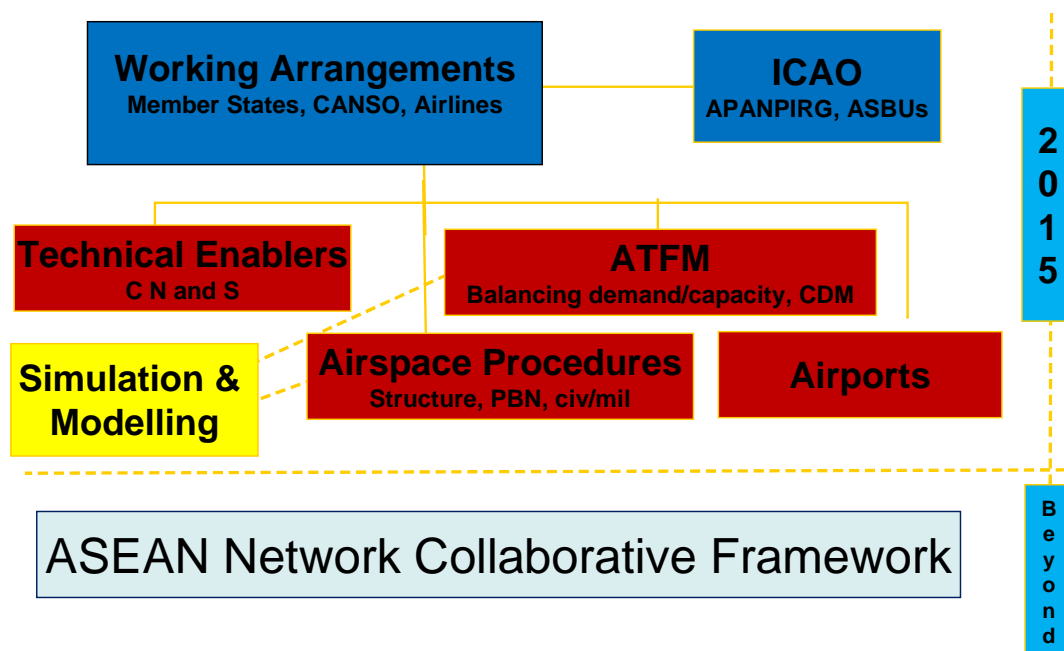
**Global Plan Initiatives:**

GPI-6 Air traffic flow management

**1. INTRODUCTION**

1.1 The ASEAN Air Transport Integration Project, or AATIP, is a project funded by the European Union to support ASEAN in their endeavour to create an aviation single market. The project is implemented by the European Aviation Safety Agency (EASA), through a consortium with EUROCONTROL, UK CAA and DGAC France, and was launched in December 2012.

1.2 AATIP aims to facilitate the development of institutional frameworks to strengthen the institutional capacities within ASEAN with the aim of supporting the achievement of a safe, secure and sustainable ASEAN Single Aviation Market by 2015 based on high regulatory standards. The project focuses on four Work Packages- Communication, Economics, Aviation Safety and ATM. The main elements of the ATM domain are shown below.



1.3 This paper briefly describes the proposed approach of AATIP regarding the ATFM work program.

1.4 A recent AATIP workshop with experts from ASEAN member states agreed that AATIP would take the lead in the development of an ASEAN concept of operations for ATFM. Such developments would build on the ICAO ATFM Guidance Document (Doc 9971). It will take into consideration the ongoing developments in the area such as the ATFM/CDM tri-partite initiative.

1.5 It was also agreed that AATIP will develop a short information paper about the discussions and decision at the AATIP ATM kick-off workshop to be presented to the ICAO ATFM Steering Committee meeting as an ASEAN input.

## 2. DISCUSSION

2.1 It is first proposed to further analyze current and planned ATFM initiatives in the ASEAN and APAC region. Any AATIP proposals will be based on the strengthening and harmonization of these initiatives, rather than any proposal to design an ATFM system from start.

2.2 One of the very important enablers for a functioning ATFM is the development of correct capacity baselines. This is a major element of the AATIP ATM work program and it is intended to acquire a functioning simulation and modeling capability for the ASEAN area within the next 18 months (see figure above).

2.3 The priorities of AATIP in proposing an ATFM development plan for the ASEAN area will include the following elements.

1. ATFM in ASEAN must be fully in line with ICAO regional (APAC) and global considerations.
2. Interoperability and exchange of flight and all other relevant ATFM data is a strong long term requirement.
3. Sharing of information on ATM system resources and constraints across regions on a real time basis is a long term requirement.
4. ATFM should be an integrated component of the ATM system
5. It can play a critical role in regional crisis and disruption management processes (e.g. severe weather)
6. ATFM is part of a continuum from strategic airspaces design and planning through to post operational analysis learning and benchmarked against agreed performance targets.
7. ATFM as a fully inclusive and collaborative decision process with an objective of meeting airspace users' operational and economic goals with clear societal benefits and impeccable safety standards.
8. Local ATFM initiatives should complement and add to a regional ATFM concept and consistency between ATFM initiatives must be assured.
9. The concepts of equity and regional performance optimization need to be carefully balanced.
10. ATFM must address capacity shortfalls with capacity improvement initiatives and not just ration current capacity.
11. Airports and their operators and stakeholders must be fully integrated in ATFM initiatives from the outset.
12. Relatively simple ATFM initiatives can be established to deal with specific capacity issues. This approach will be fully supported. However, longer term ATFM processes and solutions need to be considered at the same time.
13. ATFM initiatives must be fully supported by the appropriate regulatory arrangements including AIP promulgation and letters of agreement.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
  - b) provide any comments to the EUROCONTROL/AATIP representative.

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