



1. AIR NAVIGATION REPORT FORM (ANRF)

APAC Regional Planning for ASBU Modules

2. REGIONAL/NATIONAL PERFORMANCE OBJECTIVE – Module B0-NOPS: Improved Flow Performance through Planning based on a Network-Wide view

Performance Improvement Area 3:

Optimum Capacity and Flexible Flights – Through Global Collaborative ATM

3. ASBU B0-NOPS: Impact on Main Key Performance Areas (KPA)

	Access & Equity	Capacity	Efficiency	Environment	Safety
Applicable	Y	Y	Y	Y	Y

4. ASBU B0-NOPS: Planning Targets and Implementation Progress

5. Elements	6. Targets and implementation progress (Ground and Air)
1. Regional Framework for Collaborative ATFM including policies, principles, and recommended ATFM services and infrastructure.	October 2015 ¹
2. Collaborative ATFM Implementation	November 2015: (Seamless ATM Plan Phase I). Airport CDM at all high density aerodromes. AMAN/DMAN at all high density aerodromes. ATFM incorporating CDM in all High Density FIRs November 2018 (Seamless ATM Plan Phase II): Declared airport terminal and runway capacity for all high density aerodromes. ATFM incorporating CDM in all FIRs supporting Major Traffic Flows.
3. Sub-regional ATFM platforms of either dedicated ATFM Centres or distributed network systems providing collaborative ATFM in airspace between high density airports of separate States/Administrations.	November 2015 (Seamless ATM Plan Phase I) Operational ATFM platform/s providing ATFM to High Density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes.
4. Regional collaborative ATFM network..	November 2018 (Seamless ATM Plan Phase II): Linked intra-and inter-Regional ATFM networks serving all FIRs supporting airspace defined in the Regional Framework for Collaborative ATFM as requiring ATFM.

¹ Coincident with APANPIRG/26, for approval of the final draft Regional ATFM Framework.

7. ASBU B0-NOPS: Implementation Challenges				
Elements	Implementation Area			
	Ground System Implementation	Avionics Implementation	Procedures Availability	Operational Approvals
1. Regional Collaborative ATFM Framework	NIL	NIL	Standardized demand and capacity assessments, ATFM policies, principles and procedures, operational procedures and communications protocols defined in the Framework	NIL
2. Collaborative ATFM Implementation	Procurement and commissioning of interoperable systems supporting collaborative ATFM	NIL	Development and implementation of necessary ATC, airspace user and airport operator knowledge, skills, and procedures,	NIL
3. Sub-regional ATFM platforms.	Interoperability of sub-Regional ATFM systems.	NIL	Defined in Regional Collaborative ATFM Framework, including procedures to include relevant non-networked FIRs or ATSUs in ATFM processes	NIL
4. Regional Collaborative ATFM network.	Interoperability of intra-and inter-regional sub-Regional ATFM network communications	NIL	Interoperability of inter-Regional procedures and processes.	NIL

8. ASBU B0-NOPS: Performance Monitoring and Measurement	
8A. ASBU B0-NOPS: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
1. Regional Collaborative ATFM Framework.	Adoption by APANPIRG/26
2. Collaborative ATFM Implementation	<p>November 2015: (Seamless ATM Plan Phase I). Percentage of high density aerodromes with Airport CDM. Percentage of high density aerodromes with AMAN/DMAN. Percentage of high density FIRs that have implemented ATFM incorporating CDM.</p> <p>November 2018 (Seamless ATM Plan Phase II): Percentage of high density aerodromes with declared airport terminal</p>

8. ASBU B0-NOPS: Performance Monitoring and Measurement	
8A. ASBU B0-NOPS: Implementation Monitoring	
Elements	Performance Indicators/Supporting Metrics
	and runway capacity. Percentage of FIRs supporting Major Traffic Flows that have implemented ATFM incorporating CDM
3. Sub-regional ATFM platforms	Percentage of high density FIRs served by sub-Regional ATFM platforms.
4. Regional Collaborative ATFM network.	Percentage of FIRs supporting airspace defined in the Regional Framework for Collaborative ATFM as requiring ATFM that are served by linked sub-Regional ATFM networks within which all ACCs utilise ATFM systems. Linked intra-and inter-Regional ATFM networks serving all FIRs supporting airspace defined in the Regional Framework for Collaborative ATFM as requiring ATFM.

ASBU B0-NOPS: Performance Monitoring and Measurement	
8 B. ASBU B0-NOPS: Performance Monitoring	
Key Performance Areas	Metrics (if not indicate qualitative Benefits)
Access & Equity	Benefits: Priorities for access determined by optimal network operations outcomes.
Capacity	Benefits: Improved airspace and airport capacity through the continuous, dynamic management of demand and the reduction of late notice ATFM measures such as holding, vectoring and ground stop.
Efficiency	Benefits: Reduced fuel burn due to better, more dynamic capacity and demand measurement, and capacity/demand balancing by collaborative planning and execution of ATFM measures
Environment	Benefits: Reduced fuel burn as delays are absorbed either on the ground, ideally with engines shut-down, or at optimum flight levels through early application of airborne ATFM measures.
Safety	Benefits: Reduced risk and incidence of ATC sector overload, and better planned, more stable aircraft trajectories through all phases of flight.
