



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

Kuala Lumpur, Malaysia, 8 – 11 September 2014

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation
3.0: Regional and National Performance Framework
**PERFORMANCE-BASED APPROACH
TO ADVANCE AIR TRAFFIC MANAGEMENT (ATM)**

(Presented by Singapore)

SUMMARY

This paper discusses a performance-based approach to advance ATM in the Asia Pacific (APAC) Region. Following the endorsement of the APAC Seamless ATM at APANPIRG/24, ICAO has set the regional performance priorities and targets for implementation. Under the regional performance framework, States/Administrations are encouraged to use the revised reporting instruments for updating of ATM implementation and performance levels. Progress in ATM can only be assured through a system centred on performance monitoring and review. Going forward, States should consider efforts to make the framework more robust and sustainable for the monitoring of the performance of ATM systems, local as well as regional, so as to be able to deliver the safety and efficiency benefits for the aviation community.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.

1 INTRODUCTION

1.1 Following the endorsement of the Asia Pacific Seamless ATM Plan at APANPIRG/24, the region and States can now shift focus to implementation. Accordingly, ICAO has introduced the Seamless ATM Reporting Form to enable States' reporting of their Seamless ATM implementation status. In addition, priorities and targets have been set to guide the region in the key areas of focus towards harmonised implementation. Beyond the monitoring of implementation status, tracking the level of performance is equally if not more important. This paper discusses a performance-based approach towards improving the APAC regional / sub-regional ATM systems.

2. DISCUSSION

2.1 An effective performance-based system comprises the key aspects of reporting, measurement and review. Accordingly, a performance framework is been put in place for APANPIRG to monitor the efficacy of the regional / sub-regional ATM systems. Key focus for the coming years would be Seamless ATM implementation. To facilitate conduct of meaningful reviews, reporting requires that stakeholders share information freely. From implementation status to unit measurements of metrics, reporting allows the operational 'health' of an ATM system to be monitored. As the APAC Region is not homogenous and consists of many Flight Information Regions (FIRs) with varying traffic flows, monitoring the state of operations and capabilities across regional / sub-regional ATM systems can be challenging.

2.2 Using available reporting instruments (e.g. Air Navigation, Seamless ATM Reporting Forms), States are urged to update their Seamless ATM implementation progress which will enable regional planning to help identify areas where greater support would be required. With 42 ATM elements set in the Seamless ATM Plan and implementation targets of 12 November 2015 (Phase 1) and 8 November 2018 (Phase 2), tracking Seamless ATM progress is a challenge. Without a system of tracking, implementation slow down or delays or waning support may not be anticipated and arrested in time. To streamline reporting processes, ICAO had also developed a web-based tool for online reporting, estimated to be available by September 2014. When ready, States should find reporting easier, thus facilitating smooth progress of Seamless ATM implementation in the region.

2.3 APANPIRG plays a leading role in Seamless ATM implementations. Naturally, it lends itself as the body to oversee the measuring, reviewing and reporting the performance of the regional / sub-regional ATM systems. While implementation of Aviation System Block Upgrades (ASBU) and initiatives are the focus for now, monitoring the ATM systems' performance levels would be an important next step that follows which may require a different approach. Relevant to ATM operations, Key Performance Areas (KPA) of Access & Equity, Capacity, Efficiency, Environment and Safety are already in place and would be the cornerstones to drive performance improvements. Measurement of appropriate performance indicators and metrics would be necessary but this can only work if States adopt open and transparent sharing of performance data. Through performance measurements and reviews, States/ANSPs would be able to channel the right resources and energy to raise productivity and efficiency of ATM systems.

2.4 To achieve independence in performance measurement and review of the ATM systems, the region can consider establishing a separate group or tasking the Regional Sub-Office for ATM to take on this role going forward. The group can be similar to the arrangement of the Performance Review Commission (PRC) which is supported by the Performance Review Unit (PRU) set up within EUROCONTROL. Emphasis in transforming the European ATM system has shifted to a performance review. The PRU has been reviewing, analysing and reporting on the performance of the European ATM system, providing insights which enable future planning and developments, ensuring that the system stays relevant as traffic continues to grow.

2.5 From the successful development of the Seamless ATM Plan, it is evident that States, ANSPs and stakeholders in the APAC Region recognise the need to advance ATM. In addition to the alignment of plans and common agreement on regional priorities, achieving ATM success continually would require a performance-based approach to drive productivity and efficiency improvements for the benefit of the aviation community.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Note the information presented in this paper;
- b) Urge that States/Administrations report on their respective Seamless ATM implementation progress and performance levels, making best use of available reporting instruments; and
- c) Consider and discuss, future efforts required to ensure robustness of the regional performance framework including the possibility of a Performance Review Unit to support the continual advancement of ATM in the region.

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