



*International Civil Aviation Organization*

**The Third Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/3)**

Singapore, 10 – 14 March 2014

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Agenda Item 2: Review Outcomes of Related Meetings

**EU/AATIP Cross Border ATFM Workshop**

(Presented by EUROCONTROL/ASEAN Air Transport Integration Project, AATIP)

**SUMMARY**

This paper reports on the discussions at the AATIP cross border ATFM workshop and describes the proposed way forward for the activities of the AATIP project on cross border ATFM.

The objective of the workshop was to develop a common understanding of the requirements for cross border ATFM in the ASEAN area, and to discuss priorities for the development of initial ATFM requirements.

Building on the discussions at the workshop it is the intention of the AATIP project to put forward clear proposals on all the issues described in the IP, and after having discussed them with the ATFM experts in the ASEAN member States, provide them to ICAO as input to the development of the Regional Framework for Collaborative ATFM document.

**1. INTRODUCTION**

1.1 The ASEAN Air Transport Integration Project (AATIP) is a project funded by the European Union to support ASEAN in their endeavour to create an aviation single market.

1.2 The objective of AATIP is to contribute towards sustainable ASEAN economic growth and the integration of the ASEAN Economic Community (AEC), through the development of the civil air transport sector. In order to support this overall objective, AATIP will facilitate the development of the institutional frameworks to strengthen institutional capacities within ASEAN with a view to support the achievement of a safe, secure and sustainable ASEAN Single Aviation Market based on high regulatory standards.

1.3 One of the areas covered by AATIP is ATM. A work plan for the activities in the ATM area has been developed and subsequently agreed by the ASEAN member States. One of the work areas addressed in the work plan is cross border ATFM.

1.4 As a first effort on the activity on ATFM, the AATIP project arranged a workshop for the ASEAN member States on cross border ATFM (Chiang Mai 18-20 February 2014). The objective of the workshop was to develop a common understanding of the requirements for cross border ATFM in the ASEAN area, and to discuss priorities for the development of initial ATFM requirements (including operational concept, training, establishment of pre-ATFM CDM processes, information exchange protocols, inter organisation agreements).

1.5 The activity is considered as forming part of the ICAO APAC regional ATFM initiatives, and it used the draft ICAO Manual on ATFM (Doc 9971) as the basis for its deliberations.

1.6 This IP reports on the discussions at the workshop and describes the proposed way forward for the activities of the AATIP project on cross border ATFM.

## 2. DISCUSSION

### ATFM principles

2.1 At the outset of the workshop the participants discussed a preliminary list of principles considered important for the development of an ATFM service in the ASEAN area. These principles had been presented by AATIP already at ATFM SG/2 in October 2013, and they included the following important points:

- ASEAN ATFM must be fully in line with ICAO regional (APAC) and global considerations;
- Local initiatives should complement and add to a regional ATFM concept and consistency between ATFM initiatives must be assured;
- Interoperability and exchange of flight and all other relevant ATFM data, including sharing of information on ATM system resources and constraints should be effected on a real time basis;
- ATFM is to be seen as an integrated component of the ATM system as a whole;
- ATFM should play a critical role in regional crisis and disruption management processes (e.g. severe weather);
- ATFM is part of a continuum from strategic airspace design and planning through to post operational analysis and benchmarked against agreed performance targets;
- Efficient ATFM is based on a fully inclusive and collaborative decision-making process with an objective of meeting airspace users' operational and economic goals with impeccable safety standards;
- ATFM must address capacity shortfalls with capacity improvement initiatives and not just ration current capacity;
- Airports and their operators and stakeholders must be fully integrated in ATFM initiatives;
- ATFM initiatives must be fully supported by the appropriate regulatory arrangements including AIP promulgation and letters of agreement.

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## The Development of an ASEAN ATFM Concept of Operations

2.2 In order to structure discussions related to the development of an ATFM concept of operations and related requirements, the workshop followed the implementation steps described in the ICAO Manual on ATFM (Doc 9971). For each step detailed in the manual, the workshop discussed specifics related to ASEAN situation, concluding that:

- We need to ensure a strong link with the APAC Seamless ATM Plan;
- We have to develop harmonised methods for capacity assessments;
- Common training requirements need to be further developed. In support of this item, Thailand gave a presentation on training requirements being developed to support their national CDM/ATFM system;
- We should develop and use common templates to facilitate a sound regulatory framework for ATFM across ASEAN, including formal international and national agreements to support a sub-regional ATFM system;
- We have to make sure all stakeholders are onboard from the start; and
- We need to find the correct forum within ASEAN to discuss harmonised ATFM developments.

2.3 Following a presentation on defining and managing capacities, the participants discussed issues affecting capacity in the ASEAN area. Issues such as old ATM systems, lack of radar and VHF coverage, civil/military coordination, weather related issues, and the application of conservative radar separation minima were amongst the issues found to be impacting the capacity negatively.

2.4 Different ATFM measures were discussed from the ASEAN perspective. The meeting concluded that it was very important that all terms and definitions used to support ATFM applications in the region were harmonised so as to avoid any confusion in that respect.

2.5 The regulatory basis for ATFM was discussed. ICAO Annex 11 states that “Air traffic flow management (ATFM) shall be implemented for airspace where air traffic demand at times exceeds, or is expected to exceed, the declared capacity of the air traffic control services concerned”. Annex 11 furthermore recommends that “*ATFM should be implemented on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements. Such agreements should make provision for common procedures and common methods of capacity determination*”.

2.6 Based on the discussions during the workshop under the various items described above, the workshop analysed the initial steps in the development of a work plan. It was concluded that the following issues needed to be considered:

- **Evaluation of ATFM concepts and plans in ASEAN area**  
*The AATIP project will evaluate ongoing activities in the ASEAN area and propose how to use synergies and build a harmonised way forward taking all ongoing activities fully into account. This will be done in close cooperation with the IATA sponsored study that was approved by the ATFM SG/2.*
- **Regulatory framework/template for ATFM**  
*Support the ICAO ATFM SG in the development of basic templates for a harmonised set of regulatory documents required to support cross border ATFM.*
- **Harmonised training requirements document**  
*Address training requirement, including the development of a syllabus to harmonise ATFM training in the region.*

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- **ATFM Terminology document**  
*The importance of a common understanding with regard ATFM terms was emphasised at the workshop, and there is a requirement to develop an agreed set of terms for the area.*
  - **Social aspects, cultural change**  
*The provision of ATFM service is new to the region and will require efforts spent on addressing social aspects related to the cultural change required to support an effective application of ATFM.*
  - **Overall ASEAN ATFM structure**  
*As a final deliverable it is proposed that an overall ASEAN ATFM structure document is developed, including a description of the organisation and structure of the service in ASEAN. Roles and responsibilities of the various stakeholders would be described in that document.*

2.7 It is the intention of AATIP to put forward clear proposals on all the issues described above, and after having discussed them with the ASEAN member States ATFM experts, present them to ATTC/ATWG, before they are provided to ICAO as input to the development of the Regional Framework for Collaborative ATFM document.

### **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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