International Civil Aviation Organization

The Fourth Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/4)

Bangkok, Thailand, 1 – 5 December 2014

Agenda Item 2: Review Outcomes of Related Meetings

REVIEW OUTCOMES OF RELATED MEETINGS

(Presented by the Secretariat)

SUMMARY

This paper presents a brief summary of relevant outcomes of Asia/Pacific Region meetings relevant to the work of ATFM/SG

1. INTRODUCTION

1.1 The 25th Meeting of the Asia/Pacific Region Air Navigation Planning and Implementation Regional Group (APANPIRG/25) was held in Kuala Lumpur, Malaysia, from 8 to 12 September 2014.

1.2 The 3rd Meeting of the ICAO Aerodrome Design and Operations Panel was held in Montreal in April 2014.

2. DISCUSSION

Regional Priorities and Indicators

2.1 Following APANPIRG Conclusion 24/2 the APANPIRG Sub-Group Chairpersons met in January 2014 to identify the Asia/Pacific Regional priorities and targets, drawn from Aviation System Block Upgrade (ASBU) modules and the Regional elements of the Asia/Pacific Region Seamless ATM Plan.

2.2 Performance indicators were subsequently harmonized across the ICAO Regions to allow a comparison of their progress through the regional performance dashboards. The proposed regional priorities, targets and indicators were then reviewed by the relevant APANPIRG sub-group meetings.

2.3 APANPIRG/25 reviewed the priorities, targets and indicators, and adopted Conclusion APANPIRG 25/2, endorsing the Regional Priorities and Targets summarized in **Attachment A**. The Regional Priority of primary interest to ATFM/SG is *Network Operations – ASBU B0-NOPS*. Several other Priorities are also of interest due to their role in improving airspace capacity.

2.4 The ASBU modules included in the Regional Priorities and Targets, and other ASBU modules relevant to ATFM/SG, are separately discussed in WP11.

ATFM/SG Terms of Reference

2.5   The amended ATFM/SG Terms of Reference (TOR) proposed at ATFM/SG/2 and updated at ATFM/SG/3 were adopted by APANPIRG/25, and are presented for the usual review by ATFM/SG/4 under a separate WP.

Future Outcomes: Airport CDM Task Force

2.6   The 3rd Meeting of the ICAO Aerodrome Design and Operations Panel noted that ACI was developing industry best practice guidance material on the introduction of Airport CDM, in collaboration with CANSO and IATA and intended for worldwide use that could be submitted to ICAO as content for an A-CDM manual. With the agreement of the Panel Chair, ICAO commenced an initiative to prepare global A-CDM guidance material in collaboration with the three international organizations. The guidance material will be developed by an A-CDM Task Force, expected to be formalized by the Panel in 2015.

2.7   It is anticipated that the A-CDM Task Force will develop guidance material forming a new Part III of ICAO Doc. 9971 – *Manual on Collaborative ATFM*. The tentative target date for delivery of the draft A-CDM manual is September 1 2015.

2.8   The harmonization of ATFM and A-CDM is further discussed under WP/13.

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.

…………………………

Asia/Pacific Regional Priorities and Targets (Summarized)

Priority	ASBU module or Seamless Element	Targets	Target date (Seamless ATM Phase 1 Plan)	Metric
PBN	B0-APTA	1. Approach: Where practicable, **all high-density aerodromes** with instrument runways serving aeroplanes should have precision approaches or APV or LNAV.	12 November 2015	% of **high density aerodromes** with precision approaches or APV or LNAV.
Network Operations	B0-NOPS*	2. **All High Density FIRs** supporting the busiest Asia/Pacific traffic flows and high-density aerodromes should implement ATFM incorporating CDM using operational ATFM platform/s.	12 November 2015	% of **High Density FIRs** supporting the busiest Asia/Pacific traffic flows and high density aerodromes using operational ATFM platforms incorporating CDM
Aeronautical Information Management	B0-DATM	3. ATM systems should be supported by digitally-based AIM systems through implementation of **Phase 1 and 2 of the AIS-AIM Roadmap**	12 November 2015	% of Phase 1 and 2 AIS-AIM elements completed
Flight and Flow Information for a Collaborative Environment (FF-ICE)	B0-FICE*	4. All States between ATC units where transfers of control are conducted have implemented the messages ABI, EST, ACP, TOC, AOC as far as practicable.	12 November 2015	% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC / OLDI with neighbouring ACCs

Priority	ASBU module or Seamless Element	Targets	Target date (Seamless ATM Phase 1 Plan)	Metric
Civil/Military	B0-FRTO*	5. Enhanced En-Route Trajectories: All States should ensure that SUA are regularly reviewed by the appropriate Airspace Authority to assess the effect on civil air traffic and the activities affecting the airspace.	12 November 2015	% of States in which FUA is implemented
Civil/Military	Strategic Civil Military coordination (Regional)	6. Enhanced En-Route Trajectories: All States should ensure that a national civil/military body coordinating strategic civil-military activities is established.	12 November 2015	% of States which have established a national civil/military body that performs strategic civil-military coordination
Civil/Military	Tactical Civil Military coordination (Regional)	7. Enhanced En-Route Trajectories: All States should ensure that formal civil military liaison for tactical response is established.	12 November 2015	% of States which have established a formal civil military liaison for tactical response
Ground Surveillance	B0-ASUR*	8. All Category S upper controlled airspace and Category T airspace supporting high density aerodromes should be designated as non-exclusive or exclusive as appropriate ADS-B airspace requiring operation of ADS-B.	12 November 2015	% of FIRs where Category S airspace and Category T airspace supporting high density aerodromes are designated as ADS-B airspace

Priority	ASBU module or Seamless Element	Targets	Target date (Seamless ATM Phase 1 Plan)	Metric
Ground Surveillance	B0-ASUR*	9. ADS-B or MLAT or radar surveillance systems should be used to provide coverage of all Category S-capable airspace as far as practicable, with data integrated into operational ATC aircraft situation displays.	12 November 2015	% of ACCs with ATS Surveillance using ADS-B, MLAT or radar in Category S airspace, and having data integrated into the ATC system situation display
Trajectory-Based Operations-Data Link En-Route	B0-TBO*	10. Within Category R airspace, ADS-C surveillance and CPDLC should be enabled to support PBN-based separations.	12 November 2015	% of FIRs using data link applications to support PBN-based separations in Category R airspace.
* ASBU modules relevant to ATFM				