



International Civil Aviation Organization

**The Second Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/2)**

Hong Kong, China, 04-08 August 2014

Agenda Item 3: Performance Frameworks and Metrics

REGIONAL PRIORITIES AND TARGETS

(Presented by the Secretariat)

SUMMARY

This paper presents the proposed regional priorities and targets that were developed at the meeting of APANPIRG Sub Group Chairpersons and the dissolved APASPG Chairs held in Hong Kong China on 16 – 17 January 2014, and requests the meeting for review and endorsement.

1. INTRODUCTION

1.1 The PIRGs and RASG Global Coordination Meeting was held in Montreal on 19 March 2013, under the Chairmanship of the President of the ICAO Council. The Objective of this Coordination Meeting was to exchange views on the readiness of PIRGs to set regional priorities and targets in line with the new version of the Global Air Navigation Plan (GANP) containing the Aviation System Block Upgrades (ASBUs) framework. The Global Coordination Meeting requested the Chairs of PIRGs to establish regional priorities and targets for air navigation by May 2014, consistent with GANP/GASP framework.

1.2 APANPIRG/24 (Bangkok, Thailand, 24 – 26 June 2013) agreed to Conclusion 24/2, which is reproduced below.

Conclusion 24/2 — Establishing Regional Priorities and Targets

That, following the PIRG - RASG Global Coordination meeting held in March 2013 APANPIRG/24 invited the Chairpersons of ATM, RASMAG, CNS, and MET sub groups to establish regional priorities and targets for the APAC Region in alignment with the GANP and APAC Seamless ATM Plan by December 2013 in order to facilitate submission to ICAO by May 2014.

1.3 Following Conclusion 24/2, teleconferences with Chairpersons of the APANPIRG Sub Groups and the ICAO Secretariat were held three times, on 13 September, 30 October and 13 December 2013. Co-Chairs of the dissolved Seamless ATM Planning Group were also invited to attend the teleconferences. One face-to-face meeting was held in Hong Kong, China on 16 – 17 January 2014.

2. DISCUSSION

Priorities

2.1 The Chairpersons recalled that the Seamless ATM Plan spelt out the six regional ASBU priorities which were aligned to GANP, and APANPIRG/24 had endorsed the six ASBU modules as priorities for the Asia/Pacific Region. The Chairpersons also recalled that APANPIRG/24 agreed that implementation of priorities for ATM enhancements would vary between areas, as each State had different operational environments, traffic volumes, air navigation infrastructure, etc. and therefore the prioritization exercise could be done by individual States and regionally by the PIRGs.

2.2 In accordance with Assembly Resolution A37-11 and regional needs, the Chairpersons agreed to include implementation of PBN in Terminal airspace in the Asia/Pacific priorities, to make a total of seven elements as the Asia/Pacific's regional ASBU priorities:

- B0-APTA - Performance Based Navigation (PBN) - Terminal
- B0-NOPS - Air Traffic Flow Management /A-CDM
- B0-DATM - Aeronautical Information Management
- B0-FICE - ATS Inter-facility Data Communication (AIDC)
- B0-FRTO - Flexible Use Airspace
- B0-ASUR - Surveillance
- B0-TBO - Data link (ADS-C and CPDLC)

Targets and Indicators

2.3 The Chairpersons considered at their meeting in January 2014 to conduct further development of regional priorities and targets. The Chairpersons noted that the Seamless ATM Plan contained 42 seamless ATM elements; thus each element was assigned a priority by the Chairpersons. After reviewing the 42 seamless ATM elements in the Plan, the Chairpersons ultimately identified ten priority elements to have targets and associated metrics.

2.4 The Seamless ATM Plan contains 42 ATM elements that are expected to be implemented by 12 November 2015 (Phase 1) and by 08 November 2018 (Phase 2), or as soon as possible thereafter. Since the ten regional priority elements had been selected from 42 ATM implementation elements, it was considered that targets for the ten regional priority elements should coincide with the Phase 1 implementation, i.e. 12 November 2015. The Chairperson noted that the targets were not a requirement, but a goal for Phase 1 implementation.

2.5 The Chairpersons considered that indicators that measure progress against the targets should be meaningful and collectable from States, and developed indicators for the ten priority elements. In order to align with indicators at other Regions and to take into consideration of global harmonization, slight changes have been made to the indicators developed by the Chairpersons at the January 2014 meeting.

2.6 Regional Priorities, Targets and Indicators developed by the Chairpersons with slight changes made after the Chairpersons meeting are at **Appendix A**. A draft Conclusion was expected to be discussed by the CNS/SG (see WP14) that endorsed the Regional Priorities and Targets.

Work Plan

2.7 It was considered necessary to discuss the framework for implementing the regional priorities in order to achieve the targets. Some existing APANPIRG bodies were working on implementing the priority elements, but not all elements appeared to be managed by existing bodies or groups (note WP06 on Seamless ATM Reporting).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) review the Asia Pacific Regional Priorities and Targets contained in **Appendix A**,
- c) discuss the framework to support implementation of the ten regional priorities in order to achieve the targets; and
- d) endorse the regional priorities and targets to APANPIRG/25 (note: the CNS/SG/18 would first develop the necessary Draft Conclusion).

.....

Appendix A

Proposed APANPIRG Regional Priority and Targets

Respective B0 module /Regional item	Proposed Regional Priorities and Targets as agreed on 16-01-2014 by Chairpersons of APANPIRG SGs and APSAPG	Target date (Seamless ATM Phase 1 Plan)	Indicators (measure progress against the target)
B0-APTA	1. <u>Approach</u> : Where practicable, all high density aerodromes with instrument runways serving aeroplanes should have precision approaches or APV or LNAV.	12 November 2015	% of international aerodromes having at least one runway end provided with APV Baro-VNAV or LPV procedures
B0-NOPS	2. <u>Network Operations</u> : 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 FIRs within which all ACCs utilize ATFM systems
B0-DATM	3. <u>Aeronautical Information Management</u> : 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
B0-FICE	4. <u>System Wide Information Management</u> : 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
B0-FRTO	5. <u>Civil/Military</u> - 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 FIRs in which FUA is implemented
Strategic Civil Military coordination (Regional)	6. <u>Civil/Military</u> - 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 FIRs within which all ACCs utilise FUA techniques for operation of SUA with strategic civil/military liaison capability
Tactical Civil Military coordination (Regional)	7. <u>Civil/Military</u> - Enhanced En-Route Trajectories: All States should ensure that formal civil military liaison for tactical response is established.	12 November 2015	% of FIRs within which all ACCs utilise FUA techniques for operation of SUA with tactical civil/military liaison capability
B0-ASUR	8. <u>Ground Surveillance</u> : 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 with ATS surveillance using ADS-B or SSR or MLAT where ATS surveillance is possible

B0-ASUR	9. <u>Ground Surveillance</u> : 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 where ATS surveillance is possible and having data integrated into the ATC system situation display
B0-TBO	10. <u>Trajectory-Based Operations-Data Link En-Route</u> : Within Category R airspace, ADS-C surveillance and CPDLC should be enabled to support PBN-based separations.	12 November 2015	% of FIRs utilising data link en-route in applicable airspace

Note:

- High density aerodromes- 100,000 scheduled movements per annum or more.
- High Density FIRs- as per Seamless ATM plan v1.0, supporting the busiest Asia/Pacific traffic flows (APANPIRG Conclusion 22/8 and 23/5 refer):
 - a) South Asia: Delhi, Mumbai;
 - b) Southeast Asia: Bangkok, Hanoi, Ho Chi Minh, Jakarta, Kota Kinabalu, Manila, Sanya, Singapore, Vientiane; and
 - c) East Asia: Beijing, Fukuoka, Guangzhou, Hong Kong, Kunming, Incheon, Shanghai, Shenyang, Taipei, Wuhan.