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## Agenda Item 2: Asia/Pacific Seamless ATM Plan

### SEAMLESS ATM IMPLEMENTATION AND REPORTING

(Presented by the Secretariat)

#### SUMMARY

This paper presents information on the work undertaken in the Asia/Pacific Region (APAC) to implement Seamless ATM, which incorporates the Aviation System Block Upgrades (ASBU).

## 1. INTRODUCTION

1.1 The Seamless ATM plan version 1.0 was endorsed by APANPIRG in June 2013 under Conclusion 24/54. Informal Seamless ATM Implementation Guidance was developed from April to June 2013 and comments had been received from States and ICAO since then. The Seamless ATM Implementation Guidance provides valuable guidance on the expected impacts and on documents to be used when implementing any of the ASBU/Seamless elements. The latest version (version 4.3, May 2014) of the guidance material is available on the ICAO Asia/Pacific Regional Office website at: <http://www.icao.int/APAC/Documents/edocs/Seamless%20ATM%20Implementation%20Guidance%20v4-3.pdf>.

1.2 Although the Global Air Navigation Plan (GANP) had a global perspective, all ASBU modules may not be applicable to every State or Region. Seamless ATM planning and reporting by States provides an update on which elements they have chosen as a priority and their progress towards implementation. Thus the performance-based monitoring regime is expected to provide important feedback towards overall system improvement at regional and global level.

## 2. DISCUSSION

### Priorities and Targets

2.1 APANPIRG/24 further noted that the PIRG–Regional Aviation Safety Group (RASG) Global Coordination Meeting held on 19 March 2013 requested PIRGs to establish regional priorities and set targets and report to ICAO by May 2014. APANPIRG/24 also noted that the APAC Seamless ATM Plan spelt out six regional ASBU priorities, which are aligned to GANP (ASBU modules) and adopted Conclusion 24/2:

#### ***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.*

2.2 In accordance with APANPIRG Conclusion 24/2, the Chairpersons of Sub-Groups (ATM, RASMAG, CNS and MET) and the Asia Pacific Seamless ATM Planning Group (APSAPG) were invited to consider the further development of Asia/Pacific Regional Priorities and Targets.

2.3 The Chairpersons of the Sub Groups agreed on the regional priorities and targets for the APAC Region which was based on the highest priority elements. In addition, all 42 Seamless ATM elements were assigned priorities.

#### Air Navigation Reporting Forms (ANRF)

2.4 The Air Navigation Report Form (ANRF) acted as high level regional planning documents (and are intended for APANPIRG Sub-Groups to complete, not States), while a web-based report process and graphical dashboard would allow tracking of the 42 Seamless ATM items.

#### State Seamless ATM Plans

2.5 The State Seamless ATM Plans were intended to be high-level and concise, so that each of the Seamless ATM elements that were applicable to the State could be elucidated in a brief paragraph, explaining the basic benefits and costs, barriers and steps to implementation, and an outline of the expected result. A template of a State Seamless ATM Plan is available on the same web page that the Seamless ATM Plan is located. It was not necessary to submit the State Seamless ATM Plan to the Regional Office at this juncture, although this may become necessary in the future.

#### Seamless ATM Reporting Forms

2.6 The reporting of implementation progress of the Seamless ATM Plan elements in accordance with APANPIRG Conclusion 24/55 c) was crucial for:

- airspace users (for planning of equipage and fleets);
- neighbouring Flight Information Regions (FIRs, for harmonisation of progress);
- Regional Office (to update the Seamless ATM Plan and for APANPIRG); and
- ICAO HQ (to update the GANP in response to regional implementation feedback).

2.7 Whilst guidance is provided for each and every action of the Seamless ATM Plan, only a very limited subset of actions needed a periodic implementation report from Asia/Pacific States at the regional level to keep all stakeholders coordinated. Through the Seamless ATM Reporting Form, available as a spreadsheet in Excel format on the ICAO Asia/Pacific Regional Office website at (<http://www.icao.int/APAC/Documents/edocs/Regional%20Seamless%20ATM%20Reporting%20Form%20-%20v4.xlsx>) and soon as a web-based reporting form, States were invited to report their progress on implementation and issues encountered. In this way, potential delays may be anticipated and managed.

2.8 The Seamless ATM Reporting Form enabled a formal process of regional planning that could identify areas where greater support for States was required. The Reporting Form was also used for collecting and analysing data from States from a global perspective. This allowed planning that supported the GANP, and reporting of the overall progress of Asia/Pacific Seamless ATM implementation to appropriate bodies.

#### Web-based Reporting Process

2.9 The ICAO Asia/Pacific Regional Office had developed a web-based tool in an effort to ease the submission of Seamless ATM reports in the future for States, and reap the benefits of data analysis for ICAO. This tool will be available on the ICAO Regional Office website.

Monitoring

- 2.10 Two levels of monitoring were desirable:
- monitoring of the regional performance gains, through the Regional Performance Dashboard, allowing global correlation of status and expectations for selected priority items; and
  - monitoring of regional implementation progress through a Regional Picture, one level below, allowing corrective actions by APANPIRG on the implementation. The monitoring would be done for all 42 Seamless ATM items.

Regional Performance Dashboard

2.11 The Performance Dashboards presented up-to-date regional implementation results, highlighting what States and groups of States were achieving in collaboration with their respective Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). Their ultimate intention, besides ICAO's basic measurement, accountability and transparency goals, was to help motivate aviation groups and stakeholders to continue to participate in and improve upon the applicable cooperative programmes being implemented at the regional level. The dashboards were available at: <http://www.icao.int/safety/Pages/Regional-Targets.aspx>. This link would be provided in the dedicated State/administration web-based Reporting Process Home page as well.

Regional Picture (Project)

2.12 Export functions including calculation were provided to the ICAO Regional Office staff members to analyse the inputs from States/Administrations and later on, feed a GIS-based regional picture that would present a regional picture (i.e. a regional map with the progress on each item for all States/administrations). However this project was still in progress.

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
  - b) discuss the possibility of trans-regional harmonization of Seamless ATM planning and reporting; and
  - c) discuss any relevant matters as appropriate.

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