

APANPIRG Regional Priorities, Targets and Metrics

Priority	ASBU module or SeamlessElement	Targets	Target date (Seamless ATM Plan Phase 1)	Metric
PBN	B0-APTA (CNS/SG)	<p>1. <u>Approach</u>: Where practicable, all high- density aerodromes with instrument runways serving aeroplanes should have precision approaches or APV or LNAV.</p> <p><i>Note 1: High density aerodrome is defined by Asia-Pacific Seamless ATM Plan as aerodromes with scheduled operations in excess of 100,000/year.</i></p> <p><i>Note 2: the Asia/Pacific PBN Plan Version 3 required RNP APCH with Baro-VNAV or APV in 100% of instrument runways by 2016</i></p>	12 November 2015	% of high density aerodromes with precision approaches or APV or LNAV.
Network Operations	B0-NOPS (ATM/SG via the ATFM/SG)	<p>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.</p> <p><i>Note: High Density FIRs are defined as:</i></p> <ul style="list-style-type: none"> 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. <p><i>[APANPIRG Conclusion 22/8 and 23/5 refer]</i></p>	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 (ATM/SG via the AAITF)	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 (CNS/SG)	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
Civil/Military	B0-FRTO (ATM/SG)	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) (ATM/SG)	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) (ATM/SG)	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 (CNS/SG)	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

Ground Surveillance	B0-ASUR (CNS/SG)	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 (CNS/SG)	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

Note 1: **high density aerodromes:** based on 2012 ICAO data, as per Seamless Plan v1.0, the 21 busiest Asia/Pacific aerodromes were:

- Australia (Sydney, Melbourne);
- China (Beijing, Shanghai Pudong and Hong Jiao, Guangzhou, Hong Kong, Xi'an, Shenzhen, Chengdu, Kunming);
- India (New Delhi, Mumbai);
- Indonesia (Jakarta);
- Japan (Haneda, Narita);
- Malaysia (Kuala Lumpur);
- Philippines (Manila);
- Republic of Korea (Incheon);
- Singapore (Changi); and
- Thailand (Suvarnabhumi).

ICAO definition for Aerodrome traffic density included in Annex 14 is:

c) Heavy. Where the number of movements in the mean busy hour is of the order of 26 or more per runway or typically more than 35 total aerodrome movements.

Note 1.— The number of movements in the mean busy hour is the arithmetic mean over the year of the number of movements in the daily busiest hour.

Note 2.— Either a take-off or a landing constitutes a movement.