

**55<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji  
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AGENDA ITEM 1      THEME TOPIC

**THE IMPORTANCE OF COLLABORATION AND  
HARMONISATION IN ATFM AND A-CDM**

Presented by the Civil Air Navigation Services Organisation (CANSO)

**SUMMARY**

With rising air traffic demand in the Asia Pacific region, it is imperative that investments in ATM technology and infrastructure be accompanied by close collaboration and harmonisation among States and their aviation stakeholders. This is particularly important for ATFM/A-CDM which is one of the priority items for Air Navigation Service highlighted in the Beijing Declaration. The paper highlights the importance of collaboration and harmonisation in ATFM and A-CDM and CANSO's efforts to help drive their implementation in the region. It stresses the need for greater collaboration and harmonisation in cross-border ATFM and A-CDM implementation and encourages States, ANSPs, airlines, airports and other aviation partners to support and participate in their development and implementation in the region.

## **THE IMPORTANCE OF COLLABORATION AND HARMONISATION IN ATFM AND A-CDM**

### **1. INTRODUCTION**

1.1 Today, fourteen of the world's twenty busiest international air routes are in the Asia-Pacific region. With continued growth in air traffic, many of the region's ANSPs and airports are investing in technology and infrastructure.

1.2 However, such investments are not sufficient because capacity and efficiency in the aviation system are not determined by a single ANSP or airport. This is particularly true of ATM where the safety and efficiency of flights depend on ANSPs, airlines, airports and other aviation partners working closely together. The Conference's theme topic is particularly apt because safe, secure and sustainable aviation in the Asia Pacific Region can only be achieved through collaboration and harmonisation.

### **2. DISCUSSION**

2.1 On Air Navigation Service, the Beijing Declaration of the Asia/Pacific Ministerial Conference on Civil Aviation in 2018 highlighted several priority areas in the ICAO APAC Seamless ATM Plan of which Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high density airports is included. Perhaps more so than the other elements, the successful implementation of ATFM and A-CDM requires concerted collaboration among ANSPs and their aviation partners.

2.2 In this region, CANSO pioneered a Collaborative Decision Making (CDM) city pair project in 2012 involving the ANSPs of Thailand and Singapore for the Bangkok and Singapore city pair. The project which involved not only the ANSPs but their national airports and airlines became the precursor of what is now known as the Distributed Multi-Nodal Air Traffic Flow Management (ATFM) project involving 11 ANSPs, their airports and airlines as well as CANSO and IATA.

2.3 CANSO has also contributed expertise to the ICAO ATFM Steering Group since its inception and would continue to do so for the Multi-Nodal ATFM project and the work of the ICAO APAC ATFM Steering Group. We encourage ANSPs and their aviation partners to participate and collaborate closely in Multi-Nodal ATFM and similar sub-regional ATFM initiatives such as the North East Asia Regional ATFM Harmonisation Group (NARAHG) to improve the flow of air traffic in congested airports and airspace of the region.

2.4 Likewise, CANSO has contributed expertise to support the ICAO APAC A-CDM Task Force by helping with the survey, analysis and report of A-CDM implementation in the region and contributing to the development of A-CDM performance metrics and an implementation guidance plan. At a recent ICAO A-CDM seminar, CANSO raised the usefulness of considering the harmonisation and integration of ATFM and A-CDM to optimise the entire flight process from gate to gate. While ATFM and A-CDM can of course generate efficiencies on their own, ATFM information will enhance predictability in A-CDM procedures and like-wise accurate A-CDM flight information will help enhance the calculations of ATFM measures.

2.5 There is much to be gained through ATFM and A-CDM implementation in the region both in terms of improved flight predictability, enhanced safety, capacity and efficiency as well as environmental and cost benefits arising from lower flight delays and fuel burnt.

2.6 The successful and timely implementation of ATFM and A-CDM in the region however will require concerted efforts and close collaboration among all stakeholders both across borders and across the aviation value chain. Efforts among aviation partners in the implementation of ATFM and A-CDM will be required to harmonise procedures, information exchange, as well as enabling technology such as SWIM in managing the information exchange.

2.7 The classical question “*by whom, when and how*” can only be answered in a unified way through close collaboration and harmonisation among all parties concerned and in alignment with the performance objectives of the ICAO Asia/Pacific Framework for Collaborative ATFM.

2.8 In this respect, much has been achieved over the past few years to the credit of the ICAO APAC secretariat as well as States, international organisations and their stakeholders.

2.9 However, ATFM/A-CDM is just one of several priority items spelt out in the Beijing Declaration for Air Navigation Service. With a target date of 2022 for the implementation of the ICAO APAC Seamless ATM Plan it is imperative that States and aviation stakeholders recognise the importance of collaboration and harmonisation in the implementation the Seamless ATM Plan. This will be especially critical for cross-border ATFM and A-CDM which by design are based on all stakeholders working together to share information and adhering to agreed procedures.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) note the information contained in this paper;
- b) recognise the need for greater collaboration and harmonisation in the implementation of cross-border ATFM and A-CDM;
- c) encourage States, ANSPs, airlines and airports to support and participate in the development and implementation of cross-border ATFM and A-CDM in the region;
- d) discuss any other matters as required.

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