60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

Sendai, Japan
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AGENDA ITEM 8:   CAPACITY DEVELOPMENT
AND IMPLEMENTATION

STRENGTHENING AIRPORT AND ATM COOPERATION TO MEET CAPACITY DEMAND

(Presented by ACI and CANSO)

SUMMARY

Significant investments will be allocated over the next 10 years to optimise and expand airport infrastructure in the region in anticipation of air traffic increase. Growth in ATM and airspace capacity need to grow in tandem. There is a need to strengthen cooperation between airports and ANSPs to align efforts in managing future capacity demands, both on the ground and in the airspace. ACI Asia-Pacific & Middle East (ACI APAC & MID) and CANSO commit to promote a stronger integration between Collaborative Decision Making (A-CDM) and Air Traffic Flow Management (ATFM) for a more efficient airspace utilisation and predictable system in the Region.

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1. INTRODUCTION

1.1   Aircraft movement is expected to grow at an average rate of 3% annually over the next 30 years. Significant investment will be allocated to airport infrastructure on the ground over the next 10 years. ATM and airspace capacity need to keep pace with this increase. This growth underscores the importance of strengthening cooperation between airports and air navigation service providers (ANSPs) to align efforts in managing future capacity demands, both on the ground and in the air.

1.2   ACI APAC & MID and CANSO are taking steps to raise awareness and renew cooperation and capacity building between airports and ANSPs. For instance, the integration of Airport A-CDM and ATFM can be more widely implemented and regularised in the region. Existing A-CDM and ATFM methods can be enhanced to be better prepared for the future.

2. DISCUSSION

2.1   Asia Pacific regions is a widespread area with 39 countries and great diversity from megacities to remote islands. Notably, 6 out of top 10 global fastest growing markets are within the region. The aircraft and passenger movement, forecasted an average of 3% growth in the next 30 years, indicates air travel is essential for connectivity within and beyond the region.

2.2   Airports are central to APAC's economic strategy. The APAC and Middle East are poised to undergo extensive airport development, with combined investments of US$240 billion in 30 important gateways of the Region dedicated to both upgrading existing facilities (brownfield projects) and building new airports (greenfield projects) between 2025 and 2035. This investment will create additional capacity for 1.24 billion passengers—the equivalent of more than 14 airports the size of Haneda Airport, the world's busiest airport for international passengers in Asia Pacific region.

2.3   However, airport investments will not achieve their full potential without commensurate growth of airspace and air traffic service capacity. An imbalance investment between airports infrastructures and ANS could lead to inefficiencies. Therefore, coordinated planning between airport infrastructures and airspace management is essential to accommodate future traffic growth. As air traffic management is transboundary, its overall effectiveness must be coordinated at the regional level and not just national level.

2.4   ACI APAC & MID and CANSO are embarking on a collaborative initiative to ensure that funding for airport infrastructures and the modernisation of ANS are aligned. Apart from raising awareness among key airport and ANSP stakeholders, the collaboration will include technical cooperation to support seamless operations. This will be captured in a Memorandum of Understanding or Declaration of Cooperation between the two international organisations.

2.5   One tangible and realisable cooperation area between airport and ANSP stakeholders is to step up integration of A-CDM and ATFM and enhance the implementation methods of A-CDM and ATFM. ATFM enables better utilisation of airspace while A-CDM better efficiency of airport capacity. ATFM and A-CDM go hand in glove. The information between the two amplifies the benefits of each. Integrated A-CDM and ATFM, with comprehensive information exchanges across systems and processes, will provide more benefits to stakeholders. These benefits have been demonstrated in Europe with more than 28 A-CDM airports being integrated with the Network Manager's regional ATFM system. Integration of ATFM and A-CDM provides situation awareness through a single source of truth. Together, they enable much better predictability in airport operations. It allows the synchronisation of operations leading to better utilisation of scarce resources such as gates and ground handling resources.

2.6   While integrated A-CDM and ATFM is not new to the region, more can be done. In addition, there is rising interest in the region to enhance the current method of performing ATFM. Unlike the centralised ATFM practised by Network Manager EUROCONTROL, there are limitations to the way ATFM is done in the Asia Pacific. The APAC ANSP Committee (AAC) is initiating a high-level review, and at the same time the ICAO ATFM Steering Group has also formed a dedicated group to develop a new concept of operations for regional ATFM. This is a positive development for regional ATM. ACI APAC & MID and CANSO support such efforts to future proof ATFM for the region to mitigate rising traffic and increasing complexities in airspace management. The next generation of regional ATFM should provide ATFM solutions that go beyond just local optimisation through reconciliation of conflicting or suboptimal local solutions. A-CDM systems of regional airports can then be connected to a single source of truth for the region.

2.7   Among other cooperation initiatives, ACI APAC & MID and CANSO will organise a workshop among key airport and ANSP stakeholders to raise awareness and encourage increased implementation of A-CDM and ATFM integration and be ready for future enhancements to ATFM. States can encourage their airports and ANSPs to participate in ACI APAC & MID and CANSO initiatives.

3.   ACTION BY THE CONFERENCE

3.1   The Conference is invited to:

a) Acknowledge that airport expansion and ATM modernisation need to grow in tandem.

b) Encourage States to monitor and coordinate airport infrastructure expansion and ATM development.

c) Acknowledge collaborations of ACI APAC & MID and CANSO in aligning airport infrastructure projects with ATM modernisation efforts.

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<u>**Executive Summary for consideration for inclusion in the Conference Report**</u>

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Rising traffic movement and rapid expansion of airport infrastructure in the region, involving investments of USD 240 billion at 30 airports within the Region in the coming decade, need to be matched by corresponding growth in airspace and ATM capacity. ACI APAC & MID and CANSO are enhancing their collaboration to raise awareness among airport and ANSP stakeholders, and foster cooperation areas. The focus of such cooperation is stepping up the integration of A-CDM and ATFM to achieve more efficient airspace utilisation and predictability. There can also be enhancements to ensure that the integrated A-CDM and ATFM are future proof against rising traffic and increased complexities. States are encouraged to monitor and close any gaps between airport infrastructure expansion and ATM development and encourage ANSPs and airport to participate in ACI APAC & MID and CANSO initiatives.