

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 6
Series of 2008**

A RESOLUTION FOCUSING ON EFFICIENT AIR TRAFFIC MANAGEMENT

The AAPA ASSEMBLY OF PRESIDENTS, in its 52nd meeting duly assembled,

RECALLING THAT:

AAPA has called on governments to improve coordination and cooperation with airspace users and Air Navigation Service Providers (ANSPs), as outlined in Resolution No. 7, Series of 2007 "Resolution focusing on Air Traffic Management"

RECOGNISING THAT:

- I. Airspace congestion, delays and environmental pressures remain a major challenge for air carriers;
- II. Fuel represents the single largest cost element in air travel;
- III. Airlines are constantly investing in new technology and equipment that offer operational and fuel efficiencies, as well as environmental benefits;
- IV. The International Civil Aviation Organisation (ICAO) has a unique role to play in facilitating the implementation of new generation ATM systems, and has already developed the Global Air Traffic Management Operational Concept and the Global Air Navigation Plan;
- V. The Inter-Governmental Panel for Climate Change (IPCC) Special Report on Aviation and the Global Atmosphere indicated that ATM enhancements could offer 6-12% operational improvements.

NOTING THAT

- VI. The United States in response to projected aviation growth and to meet future safety, capacity and environmental needs, is committed to the NextGen Implementation Plan for the development and introduction of new ATM operational capabilities and new airport infrastructure;
- VII. The European Union, through its Single European Sky ATM Research (SESAR) programme, aims to re-engineer the European ATM network to achieve environmental sustainability, efficiency, full integration, cost-efficiency, and enhanced safety;
- VIII. Complementary ATM improvement programmes are well underway in other regions aiming for similar operational and fuel efficiencies;
- IX. However, previous airline investments in new onboard equipment were often not fully utilised due to delays in implementing related ATM and infrastructure improvements by ANSPs and governments.

BELIEVING THAT:

- X. Future ATM and infrastructure improvement programmes need to identify both commonalities and differences between the various systems to move towards greater harmonisation and global inter-operability;
- XI. ATM plans in different regions need to be properly coordinated if further operational and fuel efficiencies, as well as environmental benefits, are to be realised;
- XII. ICAO is best placed to take a leadership role in facilitating harmonisation of new generation ATM systems.

RESOLVES:

- XIII. TO CALL on governments to collaborate and cooperate with stakeholders on the development of their future ATM and infrastructure improvements with the objective of ensuring proper harmonization, system integration and inter-operability;

- XIV. TO CALL on governments to work within the ICAO Global Air Navigation Plan and coordinate their ATM efforts globally and regionally; and
- XV. TO CALL on ICAO to take the lead in facilitating the implementation of new generation ATM systems to ensure proper harmonization and global systems integration.

APPROVED this 14th day of November 2008.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



JAMES JENG
AAPA Chairman – 2008

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 7
Series of 2007**

A RESOLUTION FOCUSING ON AIR TRAFFIC MANAGEMENT

The AAPA ASSEMBLY OF PRESIDENTS, in its 51st meeting duly assembled,

RECOGNISING THAT:

- I. Global air travel demand is forecast to continue growing at 5% per annum while the number of flights operated each year is expected to double to 50 million departures in 2025;
- II. Managing airspace congestion is a key challenge;
- III. Optimising the overall level of operational and environmental efficiency of the industry depends on many systemic factors, including aircraft operations, route structure, air traffic flow management, and airport design;
- IV. There has been a divergence in the implementation of technical standards for air navigation, notably the lack of harmonisation between Required Navigation Performance (RNP) and Area Navigation (RNAV) applications;
- V. States have introduced various initiatives to improve air route efficiencies, including the introduction of new air routes, implementation of satellite-based navigation systems including Automatic Dependent Surveillance Broadcast (ADS-B) and enabling use of RNAV capabilities on suitably equipped aircraft;
- VI. International Civil Aviation Organisation's (ICAO) Performance Based Navigation (PBN) approach makes better use of available technologies to fly more precise flight paths, helping to improve safety, and increasing utilisation of crowded airspace, whilst mitigating aviation's environmental impact;

BELIEVING THAT:

- VII. Significant additional efficiencies can be gained through closer collaboration amongst governments, air navigation service providers and airspace users with the aim of optimising the usage of available navigational system technologies;
- VIII. Improved operational efficiency would yield both economic and social benefits in terms of higher levels of safety, improved capacity utilisation, and mitigation of aviation's environmental impact;

RESOLVES:

- IX. TO CALL on governments to focus on improving overall efficiency when developing airport designs, airspace routing, and air traffic flow management procedures; and
- X. TO CALL on governments to improve coordination and cooperation with airspace users and air navigation service providers when establishing PBN implementation plans and the regional implementation of RNP and RNAV applications.

APPROVED this 16th day of November 2007.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



APINAN SUMANASENI
AAPA Chairman – 2007