

**ASSOCIATION OF ASIA PACIFIC AIRLINES  
RESOLUTION NO. 6  
Series of 2015**

**A RESOLUTION ON AVIATION INFRASTRUCTURE**

The AAPA ASSEMBLY OF PRESIDENTS, in its 59<sup>th</sup> meeting duly assembled,

RECOGNISING THAT:

- I. The aviation industry plays a critical enabling role in economic and social development of all countries worldwide;
- II. Global air travel demand is projected to grow 5% annually, with the Asia Pacific region expanding at an even faster pace of 6% per annum over the next twenty years;
- III. The ICAO Global Air Navigation Plan (GANP) provides the strategic approach to support continuous safety performance improvement and air navigation modernisation; and recommends, amongst others, the implementation of ATM System Block Upgrades (ASBU) organised in five year time increments starting in 2013 and continuing through 2028 and beyond;
- IV. The Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) leads ICAO efforts to ensure that the regional air navigation plan is harmonised with adjacent regions, and consistent with ICAO SARPs and Global Air Navigation Plan (ICAO Doc 9750);
- V. ICAO has established the Asia and Pacific Regional Sub-Office (RSO) to improve airspace organisation and air traffic management across the region;
- VI. AAPA has in the past adopted resolutions calling on governments to establish regional air traffic management programmes needed to support future regional traffic growth in an efficient and cost effective manner, including Resolution No. 5, Series of 2013, "A RESOLUTION ON AVIATION INFRASTRUCTURE";

NOTING THAT:

- VII. The overall efficiency of the Air Traffic Management (ATM) system of the region needs to be increased through improved airspace design and harmonisation delivering seamless operations, enhanced safety and sustainability;
- VIII. The harmonised implementation of ICAO standards and recommended practices for air traffic management infrastructure requires a long term strategy supported by appropriate commitment, funding, planning and resources;
- IX. Failure to make the necessary investments and operational improvements in ATM infrastructure and services to keep pace with air traffic growth would lead to adverse consequences for the travelling public and the wider economy, in the form of congestion and delays, leading to operational and environmental inefficiencies;

BELIEVING THAT:

- X. Harmonisation, integration and international collaboration among aviation stakeholders are essential to realise the full potential of national projects;
- XI. To assure safe operations governments and air navigation service providers must maintain well-established coordination procedures between civil and military airspace controllers allowing for flexible use of shared airspace;
- XII. Asian governments should commit to the development of a seamless ATM plan for the Asia Pacific region;
- XIII. Inadequate long term planning is putting some Asian governments under significant pressure to better manage existing airspace and invest now in building additional capacity, or risk jeopardising future growth and development;

RESOLVES:

- XIV. TO RENEW THE CALL on Asian governments to commit to a programme of investment in efficient air traffic management, prompt implementation of recognised international standards and procedures, and best operational practices in order to avoid unnecessary congestion, delays and inconvenience to the travelling public;

- XV. TO CALL on governments to work together to implement ATM infrastructure improvements, and make the long term investments needed to support efficient and cost effective management of airspace;
- XVI. TO URGE governments, in coordination with other industry stakeholders, to expedite investment and implementation of ATM projects that deliver improved operational efficiencies, and enhanced aviation safety.

APPROVED this 13<sup>th</sup> day of November 2015.

Certified correct:



ANDREW HERDMAN  
Director General

Attested by:



M. ARIF WIBOWO  
AAPA Chairman – 2015

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