

**ASSOCIATION OF ASIA PACIFIC AIRLINES
RESOLUTION NO. 5
Series of 2013**

A RESOLUTION ON AVIATION INFRASTRUCTURE

The AAPA ASSEMBLY OF PRESIDENTS, in its 57th meeting duly assembled,

RECOGNISING THAT:

- I. The aviation industry plays a critical enabling role in economic and social development of all countries worldwide. Globally, demand for air travel 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;
- II. The 38th ICAO Assembly endorsed the revised global air navigation plans, confirming sector-wide operational performance targets to guide future technology development to better manage capacity expansion;
- III. ICAO recently established the Asia and Pacific Regional Sub-Office (RSO) to improve airspace organisation and air traffic management across the region;
- IV. The harmonised implementation of ICAO standards and recommended practices for air traffic management infrastructure requires appropriate funding planning and resources;
- V. 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. 7, Series of 2011, "A RESOLUTION ON AVIATION INFRASTRUCTURE";

NOTING THAT:

- VI. The Asia Pacific region is projected to become the leading aviation market based on traffic growth with a tripling of the number of aircraft over the next twenty years;
- VII. Failure to make necessary investments and operational improvements in air traffic management (ATM) infrastructure and services to keep pace with air traffic growth

has already resulted in adverse consequences for the travelling public and the wider economy, as a result of congestion leading to chronic delays, and operational and environmental inefficiency;

- VIII. To assure safe operations governments and air navigation service providers must provide sufficient flexibility on air routes to allow flight crew to respond to weather deviations and other possible contingencies based on well-established coordination procedures between civil and military airspace controllers;

BELIEVING THAT:

- IX. Regional and domestic traffic growth is putting some Asian governments under significant pressure to better manage airspace, build additional capacity and capability now, or risk jeopardising future growth and development;

RESOLVES:

- X. TO CALL on governments to ensure that ATM capacity keeps pace with commercial air traffic growth, working with the military authorities where necessary to alleviate airspace usage limitations and constraints;
- XI. TO URGE governments, in coordination with airlines, to expedite investment and implementation of ATM projects that utilise Collaborative Decision Making (CDM), Air Traffic Flow Management (ATFM), Flexible Use of Airspace (FUA) and Performance-Based Navigation (PBN) to deliver improved operational efficiencies and enhanced aviation safety performance;
- XII. TO 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.

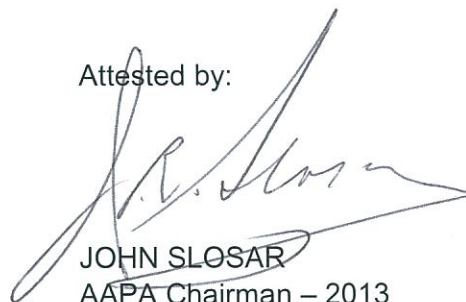
APPROVED this 15th day of November 2013.

Certified correct:



ANDREW HERDMAN
Director General

Attested by:



JOHN SLOSAR
AAPA Chairman – 2013