Combined ASIOACG and INSPIRE Working Group Meeting, 2013

Dubai, UAE, 11th to 14th December 2013

Agenda Item 4: Seamless ATM strategy review and Update after the discussion in ASIOACG.

Capacity Enhancement Development Policy and Planning

(Presented by Airservices Australia)

SUMMARY

This papers proposes an update to the ASIOACG Capacity Enhancement table, to new configuration which closely relates ASIOACG and INSPIRE works to the desired operational outcomes, and maintains alignment with ICAO policies and plans.

1 INTRODUCTION

1.1 The ASIOACG members undertake a wide range of works to improve safety and efficiency across the region.

1.2 Some works are captured in the INSPIRE work program, some in the Capacity Enhancement table, and others only in Information and Working Papers at group meetings.

1.3 The ASIOACG capacity enhancement table was adapted from a similar table created at ISPACG for the purposes of tracking and harmonising ATM technology and procedures across the Arabian Sea and Indian Ocean.

1.4 The ASIOACG is making rapid progress. To support the coherent management of this work a simple means of recording and tracking these works is needed.

2 DISCUSSION

2.1 Revised Capacity and Enhancement Table

2.1.1 It is proposed that the Capacity Enhancement Table be reconfigured and its scope broadened. The new document would be known as the ASIOACG_INSPIRE work program and would record all those works being undertaken by members to improve Safety, Efficiency and Capacity across the region.

2.1.2 It is recognised that the ASIOACG members have a finite capacity to implement change. This change constraint necessitates that the group prioritises its program of works to deliver the optimum overall improvement and to ensure harmonised implementation. The amended table would be structured to clearly communicate the relationship between works and operational outcomes. Such a structure will facilitate communication of objectives and prioritisation of works.

2.1.3 The ICAO Global Air Navigation Capacity & Efficiency Plan introduces the block upgrade strategy and with it new terminology associated with the evolution of the Air Traffic Management System.

2.1.4 The ICAO Block Upgrade concept includes four aviation performance areas:

a) Airport operations.

b) Globally-interoperable systems and data.

c) Optimum capacity and flexible flights.

d) Efficient flight paths.

2.1.5 Rather than pursue a tight commonality with ICAO terminology, the Operational Efficiency & Capacity improvements would be purposely arranged in the table into simple categories to make the relationship between operational outcome and the solutions easily understandable. The block upgrade performance areas would also be noted.

2.1.6 A draft example of a proposed ASIOACG_INSPIRE work program table is attached. An additional worksheet in the table (Worksheet GPI & ASBU) relates each of the work program solutions to Global Plan Initiatives and Block Upgrade modules

2.2 Philosophy

2.2.1 To harmonise implementation and provide guidance to the development and maintenance of the ASIOACG work program a refined philosophy and process are proposed..

2.2.2 The ASIOACG work program philosophy is proposed as:

a) The Work Program always considers Safety as the first priority;

b) Efficiency and Capacity works are prioritised based on the greatest common benefit, and priorities are agreed by the group;

c) The Safety and Efficiency balance is considered; and

d) The work program is aligned with ICAO Policies and Plans.

2.2.3 It is proposed that the ASIOACG record the work program philosophy by incorporating it into the ASIOACG Terms of Reference.

2.3 Process

2.3.1 To enhance the management of the Work Program it is proposed that a process be adopted for its development and management.

2.3.2 The proposed process consists of four stages:

a) Identify (Desired Operational Outcome)

b) Analyse (Constraints or gaps that need to be overcome)

c) Plan (Solution)

d) Adapt (Monitor and review)

2.3.3 Stage 1 – Identify

2.3.3.1 At this stage the members identify the desired operational outcome, noting whether this is primarily an issue for the ANSP or Airline, and also recording the region of the ASIO affected, time of year or day specifics, and the relationship with Global Plan Initiatives and Block Upgrade modules.

2.3.3.2 The benefit will be estimated at this stage to provide input to prioritization.

2.3.4 Stage 2 – Analyse

2.3.4.1 At this stage the constraints or gaps that need to be overcome to achieve the desired operational outcome are captured including the root cause and related factors.

2.3.4.2 Furthermore the Block Upgrade module is assessed to determine the required level.

2.3.4.3 This stage forms the basis for developing the solution and plan in stage 3.

2.3.5 Stage 3 – Plan

2.3.5.1 The root cause and factors documented at Stage 2, that constitute the barriers to achieving the desired operational outcome, are assessed and a plan developed to overcome each.

2.3.5.2 At this stage the requirement for each ANSP and Airline is evaluated considering the applicability of Standards and Recommend Practices, technology, and the need for training and support.

2.3.5.3 The tasks required of each member are documented in the ASIOACG_INSPIRE work program table and estimated dates for completion are included.

2.3.5.4 The volume of effort and achievable schedule will be become clear at this stage. The effort and schedule are considered with reference to the benefit estimated at Stage 1 and the group determines the priority of the works.

2.3.6 Stage 4 - Adapt

2.3.6.1 At this stage the progress of the works is monitored and recorded.

2.3.6.2 Once the tasks are completed the results of the works are evaluated and the need for additional works considered.

2.3.7 The results of the process are recorded in the updated version of the Capacity Enhancement table; the ASIOACG_INSPIRE work program.

2.4 Environmental Benefit

2.4.1 The majority of the ASIOACG members are also members of INSPIRE and have made a commitment to work together to reduce the environmental impact of aviation on the environment.

2.4.2 Commonly the efficiency and capacity improvements implemented by the ASIOACG have a direct and notable environmental benefit in reduced emissions as a consequence of reduced fuel consumption

2.4.3 The INSPIRE Airline partners have committed to measuring the fuel savings for each capacity and enhancement improvement, thereby providing a mechanism for recording the environmental benefit of each change.

2.4.4 The work program table includes a column specifically for the record of environmental benefits.

3 ACTION BY THE ASIOACG MEMBERS

3.1 The ASIOACG is invited to:

a) Consider adopting the attached draft ASIOACG_INSPIRE work program table as an update to the former ASIOACG Capacity and Enhancement table;
b) Consider adopting the proposed philosophy and process for the development and maintenance of the work program table; and
c) Consider removing the work program information from the Appendix to the INSPIRE strategic plan, and recording these works in the ASIOACG_INSPIRE work program table.
