Version 2 of the ASEAN ATM Master Plan Conclusions and Recommendations

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Conclusions

✓ **The workshop expressed their appreciation towards the European experts for the informative and interesting presentations and discussions during the workshop.**

✓ **It was considered a fruitful and beneficial workshop, providing much useful information on issues related to the development of ATM Master Plans.**

Conclusions

✓ **The workshop noted that the ICAO GANP drives the evolution of the global air navigation system to meet the expectations of the aviation community and supports the optimum allocation of available resources.**

✓ **Agreed that Version 2 must take the structure of the new version of the GANP into account, as well as being aligned with and supporting the APAC Seamless ATM Plan.**

Conclusions

✓ **The workshop noted the very important notion that in order to serve its purpose, the Master Plan must be based on the need of the customer.**

✓ **It also noted the that the very first action should be to gather the data that is needed to justify the decisions taken in prioritising different initiatives.**

Conclusion

✓ **The workshop considered the following as being possible aim of version 2:**

  ✓ maximise the ATM System capacity in ASEAN to meet the rising traffic demand;
  ✓ address the inadequacies of the current version of the ASEAN ATM Master Plan, elaborate on the vision of ATM in ASEAN for 2035;
  ✓ identification of new priorities with an updated implementation timeframe;
  ✓ set up performance ambitions of ASEAN for ATM, and describe on the review process of the plan at each level;
  ✓ explore ways to increase commitment from all stakeholders involved;
  ✓ inclusion of a human performance roadmap.

Recommendation

✓ **The workshop agreed that stakeholder consultation with such as civil and military ANS, airport operators and airspace users is very important.**

✓ **The need to listen to their concerns and feedback, and use it to improve design and program outcomes, as well as assist in identifying and controlling external risks, was agreed.**

Recommendation

✓ **The workshop agreed the need to empower AMSs with access to data and statistics on such as capacity, delays, traffic forecasts and timelines, to determine when things go in the right direction and when changes need to be made. This information could also support getting "buy in" from stakeholders.**

Recommendation

✓ **The workshop agreed the need to have a performance measurement system that allows ASEAN to align its strategic program activities to the strategic program plan, thereby supporting real deployment and implementation of the strategy on a continuous basis.**

Conclusion

✓ **The workshop considered that in order to be able to develop Version 2 of the Master Plan at the same time as pursuing the deployment of the 5 prioritised initiative of Version 1, there was a need to ensure proper resources being allocated to the Development Team.**

Recommendation

✓ **The workshop agreed to propose the establishment of a working group under the SPG to develop, implement and maintain the ASEAN ATM Master Plan. This working group would replace the present organisation with a Development Team.**

Recommendation

✓ **The workshop agreed that the Working Group should do the required preparatory work as tasked by the SPG.**

✓ **It also agreed that AMS should develop and agree processes and procedures for this activity, including clear rules for decision-making.**

Recommendation

✓ **The workshop agreed the need to develop a "do nothing" scenario, explaining the state of no change and no investment in operating and maintenance costs in the existing ATM infrastructure, along with potential problems that might occur. This could also assist in gaining the attention and "buy in" of stakeholder.**

Conclusion

✓ **The workshop noted that the main problem that required a solution in the new version of the master Plan included:**

    ✓ **The need to increase capacity at aerodrome/airspace;**

    ✓ **Impact on environment;**

    ✓ **Improved economics (fuel saving);**

    ✓ **Safety;**

    ✓ **Reduce delay;**

Recommendation

✓ **The workshop agreed that a final decision of the structure of Version 2 should consider two possible ways forward,**

  ✓ **an update of version 1 with additions to each chapter; and**

  ✓ **be more in line with ICAO GANP by creating different levels and cover a longer timeframe where developments are divided in phases.**

Conclusions

✓ **The workshop noted that they were welcome to contact Paul and Michael via email for support during the effort of the Development Team to produce an outline of Version 2 in time for it to be discussed at the next ARISE+ workshop, tentatively scheduled for mid-November 2019.**

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