*International Civil Aviation Organization*

**The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATM Coordination Group (SEACG/18)**

Bangkok, Thailand, 3 − 6 May 2011

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**Agenda Item 3:   Review Outcomes of Related Meetings**

**South East Asia Route Review Task Force**

(Presented by IATA)

**SUMMARY**

This paper reviews the history surrounding the establishment of the South East Asia Route Review Task Force (SEA-RR TF) and ponders what actions/ support needs to be enabled to allow the group to deliver on its Terms of Reference.

1.   **INTRODUCTION**

1.1    Noting that the ICAO planning objective is to achieve a performance based global air traffic management (ATM) system through the implementation of air navigation systems and procedures in a progressive, cost-effective and cooperative manner, APANPIRG/19 (September 2008) adopted the following conclusions.

> *Conclusion 19 /1 — Regional performance framework*
> *That, a regional performance framework be adopted on the basis of ICAO guidance material and aligned with the Global Air Navigation Plan and the Global ATM Operational Concept. The performance framework should include identification of regional performance objectives taking into consideration user expectations (to be mapped against current work) and completion of regional performance framework forms based on the sample shown in Appendix A to the report on Agenda Item 3.*

> *Conclusion 19/2 – National performance framework*
> *That, States be invited to adopt a national performance framework on the basis of ICAO guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept. The performance framework should include identification of national performance objectives taking into consideration user expectations (to be mapped against current work) and completion of national performance framework forms based on the sample shown in Appendix A to the report on Agenda Item 3.*

2.    **DISCUSSION**

2.1    At ATM/AIS/SAR/SG/19 in 2009, ICAO reviewed the Performance-based Approach and Measurement (WP/04) and the proposed Identification of Regional Performance Objectives (WP/03). These objectives include:

  ↗    APAC ATM 2 – Optimise Traffic Flow

  ↗    APAC ATM 3 – Optimise Route Structure in En-route Airspace

  ↗    APAC ATM 4 – Optimise Route Structure in Terminal Airspace

2.2    ICAO also conducted a review of the current work program against the APANPIRG endorsed User Expectations (WP/05). In this review, ICAO identified that a gap existed pertaining to the major traffic flow (AR 9 - South East Asia, China, Republic of Korea and Japan). Specifically the review found that apart from SEACG (and the defunct SEA RNP TF) no ICAO group had responsibility for conducting an overall review of the South-East Asia/North-East Asia route structure.

2.3    In response to the ICAO review, IATA proposed to establish an ICAO SEA/ NEA ATM Focus Group (WP/39). This group would be tasked to review and modernize ATM arrangements in the Southeast Asian and Northeast Asian area including route structure and associated procedures and taking into account State and airlines investment in and the optimum use of modern technologies.

2.4    The following extract from the report of ATM/AIS/SAR/SG/19 summarises the discussions:

*5.34    The IATA proposal formed the basis of an extensive discussion by the meeting. In this context, the Secretariat summarized the applicable provisions, drawing the attention of the meeting to the Assembly Resolution calling for the urgent implementation of PBN, numerous Global Planning Initiatives (GPIs) relating to PBN implementation contained in the Global Plan, the APANPIRG initiatives in terms of regional preference objectives and the need to consider user expectations – supported by the comments from the ANC in this respect, the APANPIRG Key Priority List calling for RNP/RNAV implementation and the route implementations already included as tasks on the Sub-Group Task List. Arising from the APANPIRG/19 (September 2008) report, the 5-8 ATM/AIS/SAR/SG/19 Report on Agenda Item 5 Secretariat had conducted an analysis of the regional work programme against the user expectations submitted by IATA. As discussed in Agenda Item 3, the analysis highlighted that a single 'gap' existed, in that although IATA's users expectations called for a review of the Southeast Asia/Northeast Asia route structure there was no corresponding activity taking place on the regional work programme.*

*5.35    The States of Southeast Asia generally expressed in-principle support for the proposal. However, the States of Northeast Asia expressed reservations about establishing such a large working group for this purpose, and considered that the focus of the group covered too many different aspects. Hong Kong, China also questioned whether the gap could not be filled by creating a Northeast Asia ATS Coordination Group analogous to SEACG. China asked if the required result could actually be achieved by creating such a new group.*

*5.36    Ultimately, agreement was reached to proceed with a single prime task – an ATS route review – in the Western Pacific/South China Sea airspace generally to the south of the Fukuoka FIR boundary. Agreeing with the Secretary that as resources were becoming available because of the Sub-Group decision to recommend dissolution of the WPAC/SCS RSG, and noting that the RNPSEA/TF was presently inactive, the meeting took the step of re-naming and re-tasking the RNPSEA/TF to undertake this work. Accordingly, the Sub-Group agreed to suitable Terms of Reference for the Southeast Asia Route Review Task Force (SEA RR/TF) which would report to the Sub-Group and agreed to the following Decision:*

*ATM/AIS/SAR Sub-Group Decision 19/1 –    Establish Southeast Asia Route Review Task Force (SEA RR/TF)*

*That the RNP-SEA/TF be renamed as the Southeast Asia Route Review Task Force (SEA RR/TF) and re-tasked in accordance with the Terms of Reference shown at Appendix E to the ATM/AIS/SAR/SG/19 Report of Agenda Item 5. The SEA RR/TF will report to the ATM/AIS/SAR Sub-Group of APANPIRG.*

2.5    Following the endorsement of the conclusion by APANPIRG/20, four meetings of the SEA-RR Task Force have since been completed from TF/1 8-11 December 2009 until TF/4 22-26 November 2010.

2.6    While a large number of proposals have been presented to these four meetings, the TF has yet to produce a single output. Despite best efforts from the Chairmanship and Secretariat, not only have there been no route enhancements implemented, but the TF has not even reached tentative agreement from any of the proposals presented (a summary of the outstanding proposals is included as part of another WP to this meeting).

2.7    Furthermore some Task Force members have raised concerns regards fundamental issues such as the Regional PBN plan itself, including the need to support helicopter traffic as a reason the regional PBN routes cannot be established in the short term.

2.8    This traffic flow as part of the SEA-RR TF TOR, AR9 supports 22 of the 40 busiest airports within Asia Pacific. With traffic again increasing throughout the region, it is vital that enhancements are made that will support future needs of stakeholders on this primary traffic flow.

2.9    The need for route enhancements has also never been greater. Not only is the cost of fuel again sky-rocketing but under the guidance of ICAO the Industry has agreed to ambitious targets to reduce environmental emissions globally.

2.10    Noting the lack of progress, IATA expressed its concerns to both the ICAO Regional Director and the Chair of APANPIRG.

2.11    While IATA recognises that the SEACG meeting is not responsible for the SEA-RR TF (reporting directly to the ATM/AIS/SAR SG), the core membership of SEACG and the SEA-RR TF are fundamentally the same.

2.12    To this end IATA asks this meeting else can be done to support/ assist the SEA-RR TF to deliver on its Terms of Reference. Recognising that all stakeholders have limited resources, it is vital that this group delivers results in accordance with its agreed APANPIRG task.

3.      **ACTION BY THE MEETING**

3.1     The meeting is invited to:

- ↗ Note the lack of progress from the SEA-RR TF
- ↗ Consider what other support/ assistance may be necessary
- ↗ Provides suggestions to the ATM/AIS/SAR SG as to how the APANPIRG endorsed TF may progress in its work.


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