



International Civil Aviation Organization

**The Twenty-First Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/21)**

Bangkok, Thailand, 27 June – 01 July 2011

Agenda Item 5: Review of other relevant meetings

SOUTH EAST ASIA ROUTE REVIEW TASK FORCE REVIEW

(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 poses the question:

“What support and/or actions are required to enable the Task Force to deliver the outcomes required by its Terms of Reference”

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-1 Flexible use of airspace
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness
- GPI-10 Terminal area design and management
- GPI-11 RNP and RNAV SIDs and STARs
- GPI-12 Functional integration of ground systems with airborne systems
- GPI-16 Decision support systems and alerting systems
- GPI-17 Data link applications
- GPI-20 WGS-84
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure

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 co-operative manner, APANPIRG/19 (Sept 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 and the proposed Identification of Regional Performance Objectives. These objectives include:

- APAC ATM 2 – Optimise Traffic Flow;
- APAC ATM 3 – Optimise Route Structure in En-route Airspace; and
- 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. 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. 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 renaming 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 had 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.

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 The SEA-RR/TF reports directly to the ATM/AIS/SAR/SG, therefore its outputs (or lack thereof) are the responsibility of this Subgroup and should be of concern.

2.12 Anecdotally, it has been suggested that some States do not see a “problem” and therefore do not see the need to engage in route enhancements in this area. Furthermore some States have even questioned the benefits of Route Shortening for ANSPs.

2.13 It is suggested that the ATM/AIS/SAR/SG discuss and confirm the requirement and urgency to complete the review process and implement efficiency enhancements on this critical flow.

2.14 Further; IATA asks this meeting what else can be done to support/ assist the SEA-RR/TF to deliver on its Terms of Reference. Recognizing 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:

- a) note the lack of progress from the SEA-RR TF;
- b) reinvigorate the TF and confirm the urgency of the route enhancement initiatives on this important flow;
- c) consider what other support/ assistance may be necessary; and
- d) provide suggestions to the APANPIRG endorsed TF on how it may progress in its work.

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