



International Civil Aviation Organization

**The Third Meeting of the Air Traffic Flow Management Task Force
(ATFM/TF/3)**

Bangkok, Thailand, 6 to 9 September 2005

Agenda Item 2: Review outcomes of ATFM/TF/2 and SCM ATFM/TF PMT

EMARSSH PRINCIPLES

(Presented by the Secretariat)

SUMMARY

This paper presents a copy of the EMARSSH Principles for consideration by the meeting in the development of the ATFM system for the Bay of Bengal.

1. INTRODUCTION

1.1 During the SCM ATFM/TF PMT meeting, there was some discussion on the applicability and relevance of the “EMARSSH principles” in regard to the development of the ATFM system for the Bay of Bengal

2. DISCUSSION

2.1 During EMARSSH TF/1 and EMARSSH TF/2, the meetings agreed to the adoption of a set of “EMARSSH Principles”.

2.2 Subsequently, during discussions at the recent SCM ATFM/TF/PMT meeting, the attention of the Participants was drawn to the existence of the EMARSSH Principles and their relevance to the work currently being undertaken by the ATFM/TF.

2.3 According to the Report of the SCM ATFM/TF/PMT meeting (paragraph 4.11), it was noted that, *“In order to clarify the circumstances in relation to any relevant “EMARSSH Principles”, the Secretariat advised the meeting that further research was required and that any relevant principles of EMARSSH would be presented during ATFM/TF/3.”*

2.4 The EMARSSH Principles were subsequently located as Appendices to the Reports of the first and second EMARSSH Task Force meetings. According to the report of EMARSSH/TF/2 (Bangkok 12 – 16 March 2001) – paragraph 2.6, *“It was noted that working guidelines for the construction of ATS routes were developed by APANPIRG/5 some years ago. These guidelines were considered to be helpful tools when considering changes to the route structure under consideration.”*

2.5 A copy of the EMARSSH Principles is attached.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) review the attached set of EMARSSH Principles; and
- b) where considered appropriate, incorporate all or individual EMARSSH Principles into the development of the ATFM system for the Bay of Bengal.

.....

**PRINCIPLES TO BE USED IN THE DEVELOPMENT
OF THE ROUTE NETWORK**

1. That, using the advantages of existing aircraft capabilities and new CNS/ATM technology and procedures, a revised ATS trunk route structure between Asia and Europe/Middle East will be developed in order to provide safe and efficient air traffic management with the least impact to environmental concerns;
2. That, these ATS trunk routes be developed primarily for international long-haul and medium-haul flights, however they may also be used where necessary for other regional and domestic operations;
3. That, as much as possible planning of ATS trunk routes will be on the basis that each route is laterally separated from each other;
4. That, the development of these route structures will be fully co-ordinated amongst the involved Asia/Pacific ATS Providers and airlines. Also due to the length of these trunk routes, harmonisation is required with both MID and EUR Regions; and,
5. That co-operation is required between all concerned States and the aviation industry, to ensure an efficient flow of international aircraft operations between Asia, Europe and the Middle East.

.....