



International Civil Aviation Organization

**The Second Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/2)**

Hong Kong, China, 1 – 4 October 2013

**Agenda Item 6: Any Other Business**

**THE ESTABLISHMENT OF ICAO APAC REGIONAL SUB- OFFICE (RSO)**

(Presented by ICAO)

**SUMMARY**

This paper presents the establishment of the ICAO Asia and Pacific Regional Sub-Office, its history, strategic framework and initial kick-off activities.

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-3 Harmonization of level systems
- GPI-4 Alignment of upper airspace classifications
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness
- 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-21 Navigation systems

**1. INTRODUCTION**

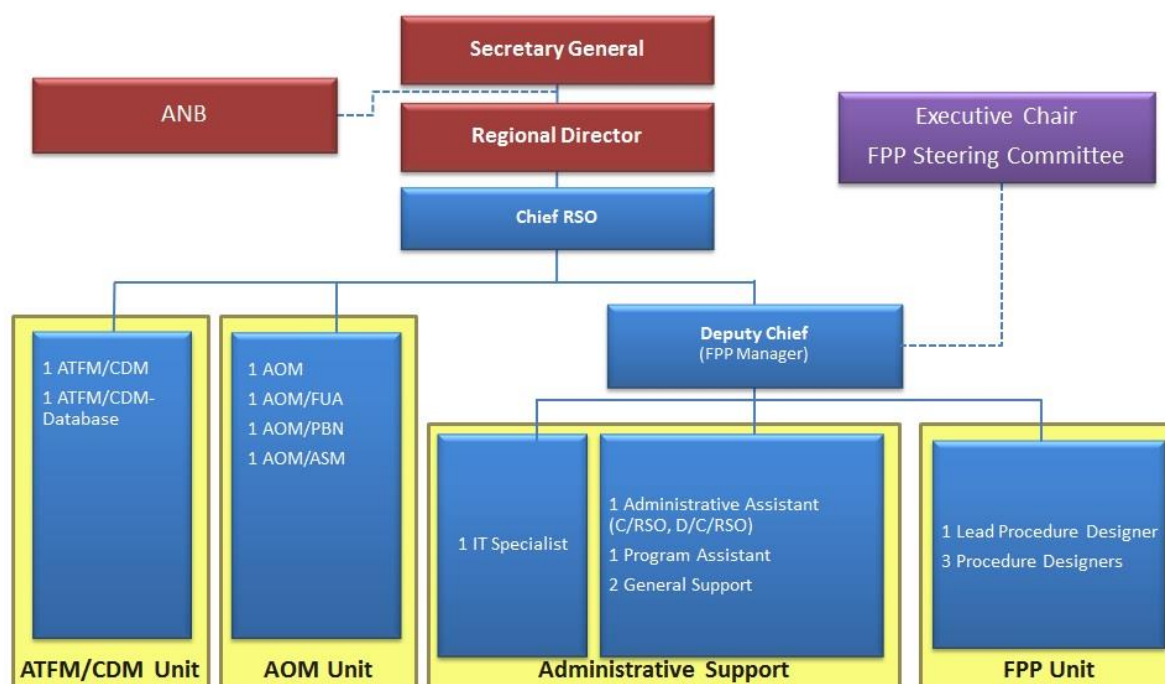
1.1 The APAC Region represents one of the fastest growing aviation markets. ICAO forecast predicts that the international Revenue Passenger Kilo meters (RPKs) in the APAC Region will almost double that of North America within a decade. IATA estimates that the demand for commercial air travel in the APAC Region will continue to grow at a Combined Annual Growth Rate (CAGR) of 8.8% for international passenger market and 11.3% for freight market by 2014. ACI reports that the number of airport passengers in the APAC region was up by 11.3% in 2010.

1.2 The ICAO Council, at the sixth meeting of its 194<sup>th</sup> Session held on 14<sup>th</sup> November 2011, agreed to establish a Regional Sub-Office (RSO) of the Asia and Pacific (APAC) Office, aiming to enhance support to States in the APAC Region. The ICAO APAC RSO will have the mandate to improve airspace organization and management to maximize Air Traffic Management (ATM) performance across the APAC Region and will not duplicate the role of the existing APAC Office in Bangkok. Following the selection process including on-site visits, the People's Republic of China was approved as the host State of APAC RSO by the Council at its 197<sup>th</sup> Session held on 5<sup>th</sup> November 2012.

1.3 The RSO engages in project-oriented activities aiming to support States in their air traffic management enhancement projects. The project areas which are in scope of the RSO activities includes but not limited to Airspace Organization and Management (AOM), Collaborative Decision Making (CDM), Air Traffic Flow Management (ATFM), Flexible Use of Airspace (FUA) and Performance-Based Navigation (PBN).

## 2. WORK STRUCTURE OF THE RSO

2.1 Following its inauguration on 27<sup>th</sup> June 2013, the RSO is located near Beijing Capital Airport, Beijing, China. The RSO organization consists of four units; namely Airspace Organization and Management Unit (AOM), Air Traffic Flow Management and Collaborative Decision Making Unit (ATFM/CDM) Unit, Administrative Unit and Flight Procedure Programme (FPP) Unit. The RSO organization structure is shown in the figure below.



2.2 The RSO is led by a Chief of Regional Sub-Office. Chief of RSO reports directly to the ICAO Regional Director of the APAC Office in Bangkok, and works closely with the Air Navigation Bureau at ICAO HQ as related to Aviation System Block Upgrades (ASBUs) and ATM issues.

2.3 In addition to the Chief of RSO, professional, FPP and administrative staff members of the RSO are seconded by various contributing States including India, Japan, Malaysia, People's Republic of China, Republic of Korea and Singapore.

2.4 The work of the RSO does *NOT* duplicate the role of the existing APAC Regional Office in Bangkok. While the APAC Regional Office will continue its activities as the center of regional strategic planning and regional policies, the RSO, in cooperation with industry partners, will support Asia/Pacific States in their implementation of air navigation system and service improvements. This will focus on ATM enhancement projects according to the regional policies developed by Regional Office and endorsed by APANPIRG. The coordination framework between the APAC Regional Office and the RSO is shown in the figure below:



### 3. STRATEGIC FRAMEWORK OF THE RSO AND INITIAL KICK-OFF PROJECTS

3.1 RSO Strategic Framework consists of four strategies, namely:

- Improve **Safety and Efficiency of Flight Operations** through Innovative Procedures;
- Enhance **Airspace Capacity and Efficiency** to Accommodate Asian Aviation Growth;
- Optimize **ATM Operations** via Collaborative Management of Traffic Flow; and
- Ensure **Continuous Improvement of Organizational Performances** by Proper Management of Quality, Work Plans, Resources and Developments of Team-members' Capacity.

3.2 As its initial kick-off projects, the RSO and its FPP Unit, with support from IATA, will assist Bangladesh, Myanmar and Fiji in their PBN planning and implementation including design, validation and deployments of PBN procedures at specific airports. These projects respond to the industry's demand in enhancing air traffic safety and will result in improving safety of aircraft operations at the growing international airports.

3.3 In the capacity and efficiency area, the RSO with its AOM will be a champion organization supporting enhancement efforts and projects to accommodate Asian aviation growth. The RSO will utilize proper airspace organization methodologies including Flexible Use of Airspace (FUA), Civil/Military coordination frameworks and airspace and route re-organizations to assist States in implementation programs. The RSO initiatives will include working with States to identify project risk mitigations and support their capacity and efficiency enhancement projects.

3.4 The RSO and its ATFM/CDM unit will support implementation activities in optimizing ATM operations via Collaborative Management of Traffic Flow. In this aspect, the planned ATFM Steering Group (ATFM/SG) led by the Regional Office will be the prime mechanism for regional ATFM strategy and planning development. The RSO participates in the regional ATFM strategy discussion and engages with Asia/Pacific States with keen interest in ATFM in identifying and deploying ATFM/CDM best-practices, leading into a harmonized approach for demand/capacity balancing and ATFM procedures for the Region. This means that the RSO would take a close and mutual cooperation approach with the Regional Office, and at the same time, build a strong relationship of trust with the States and other stakeholders in the APAC region.

3.5 In the APAC region, there are many individual States. It should therefore be noted that regional and sub-regional harmonization of ATFM practices are important for the APAC region. Harmonization of the existing ATFM systems/concepts should also be taken into consideration while developing new ATFM systems/concepts.

3.6 The RSO is expected to support States who are willing to introduce ATFM systems/concepts. At the same time, the RSO will seek to coordinate with States that have already commenced ATFM/CDM systems/concepts and operations to share their experience and knowledge. Progressively, existing ATFM/CDM systems/concepts will connect with other newly developed ATFM/CDM systems/concepts and become a common network for the Regional or Sub regional-ATFM.

3.7 In 2014, the RSO is planned to host a workshop on CDM/ATFM in Beijing, China. This workshop will build on the outcomes and recommendations of the ATFM/SG.

3.8 In addition, Airport CDM projects for both big and medium size airports in the APAC region may be one of future projects conducted by the RSO. These potential projects aim to harmonize operational requirements for data sharing among airlines, ANSPs, airport and regulators and analyze gaps between current practices and overall operational requirements. The outcomes of the projects will later be used as a case study for future ATFM/CDM workshops and trainings.

#### **4. ACTION BY THE MEETING**

4.1 The meeting is invited to note the establishment of the APAC RSO and the information on its work structure, strategic framework and kick-off projects as provided by this paper.

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