

VII. ROADMAP FOR THE ECONOMIC ELEMENTS OF THE ASAM

| Subject | Measures | Timeline |
|------------------------------|--|---|
| Market Access | <p>Consistent with paragraph 11 of Part VI (Implementation Mechanism) of this Implementation Framework:</p> <p>Ratify/Accept and implement the ASEAN Multilateral Agreement on the Full Liberalisation of Air Freight Services (MAFLAFS) and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timeline of the MAFLAFS and its Protocols 1 and 2 as agreed by the ASEAN Transport Ministers is 31 December 2008.</p> | 2008 |
| | <p>Ratify/Accept and implement the ASEAN Multilateral Agreement on Air Services (MAAS) and its Protocols 1 to 6 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAAS as agreed by the ASEAN Transport Ministers are 31 December 2008 for Protocol 5 and 31 December 2010 for Protocol 6.</p> | Protocols 1-5: 2008 Protocol 6: 2010 |
| | <p>Sign the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services (MAFLPAS) by 2010, and ratify and implement the MAFLPAS and its Protocols 1 and 2 as soon as possible, in support of the establishment of the AEC by 2015, noting that the implementation timelines of the MAFLPAS as agreed by the ASEAN Transport Ministers are 30 June 2010 for Protocol 1 and 30 June 2013 for Protocol 2.</p> | Protocol 1: 2010 Protocol 2: 2013 |
| | <p>Review the implementation of MAAS, MAFLAFS and MAFLPAS and commence discussion on the possibility of further liberalisation of market access, if necessary.</p> | 2016-2020 |
| Charters | <p>Liberalise charters on international routes, which are not served by scheduled airlines. Consider all other cases on a case-by-case basis.</p> | 2015 |
| Ownership and Control | <p>Work towards adoption of the principal place of business and effective regulatory control criteria in the designation of airlines of ASEAN Member States.</p> | 2015 |
| | <p>Commence discussion on further liberalisation of ownership and control of airlines of ASEAN Member States, including the concept of an 'ASEAN Community Carrier'.</p> | 2016-2020 |
| Tariffs | <p>Work towards no filling of tariffs.</p> | 2015 |

| Subject | Measures | Timeline |
|---|--|----------------------|
| Commercial Activities, e.g: - Airline commercial arrangements - Establishment of offices - Sales and marketing of air services - Aircraft leasing - Bringing in of non-national personnel to operate air services - Ground-handling - Airport access - Computer Reservation Systems - Maintenance, repair and overhaul services | Provisions for commercial activities to be liberalised except where there are existing contractual obligations. | 2015 |
| | Services to be provided on a non-discriminatory basis. | 2015 |
| | Provisions for commercial activities to be liberalised as existing contractual obligations phase out. | 2016-2020 and beyond |
| Competition Law | To be governed by ASEAN all-sector approach. | 2015 |
| Consumer Protection | To be governed by ASEAN all-sector approach. | 2015 |
| Airport User Charges | To be established in line with ICAO principles and guidelines. | 2015 |
| Dispute Resolution | To be governed by the ASEAN Enhanced Dispute Settlement Mechanism. | 2015 |
| Dialogue Partners Engagement Mechanism | Further strengthen engagement with Dialogue Partners in the development of the ASEAN air transport sector, while maintaining ASEAN's centrality as the primary driving force. Conclude Air Transport Agreements with China by 2010, India, the ROK and possibly other Dialogue Partners, not later than 2015. | 2015 |
| | Consider concluding Air Transport Agreements with other partners. | 2016-2020 and beyond |

VIII. ROADMAP FOR THE TECHNICAL ELEMENTS OF THE ASAM

| Subject | Measures | Timeline |
|---|---|-------------|
| Aviation Safety | Align regulatory capability and safety standards with ICAO SARPs. | 2012 |
| | Identify priority areas for human resource development and training related to aviation safety. | 2012 |
| | Develop a mutual recognition instrument, i.e. Mutual Recognition of Aviation Related Certification Agreement. | 2012 |
| | Develop an inventory of standards to facilitate the preparation of Mutual Recognition of Aviation Related Certification Agreement. | 2012 |
| | Establish a framework to share ramp inspection information among ASEAN Member States. | 2012 |
| | Establish mutually agreed minimum standards and capabilities for the purpose of possible mutual recognition. | 2015 |
| | Commence mutual recognition for selected components of the following priority areas of: <ul style="list-style-type: none"> • air operator certification; • aircraft airworthiness (approved maintenance organisation); and • flight crew/engineer licensing, in accordance with the Mutual Recognition of Aviation Related Certification Agreement instrument. | 2015 |
| | Conclude Mutual Recognition of Aviation Related Certification Agreement for remaining safety areas. | Beyond 2020 |
| | Develop and implement a 'common rules' framework, which comprises a common set of ASEAN-wide aviation safety rules. | Beyond 2020 |
| Establish an appropriate ASEAN aviation safety setup. | Beyond 2020 | |

Timeline Reference

2012 **Milestone 1: Alignment of Safety Standards and Regulatory Capability with ICAO Standard and Recommended Practices**

2015 Milestone 2: Establishment of Safety Standards for ASEAN and Working towards Mutual Recognition Starting with Priority Areas
 Beyond 2020 Milestone 3: Consideration for Common Rules

| Subject | Measures | Timeline |
|--------------------------|--|-------------|
| Aviation Security | Share information on latest trends and developments in aviation security, including the experiences and knowledge on the use of technology. | 2012 |
| | Leverage existing aviation security point of contact networks of ASEAN Member States to facilitate the process of information sharing among Member States. | 2012 |
| | Identify areas for capacity building by ASEAN Member States. | 2015 |
| | Leverage existing capacity building mechanisms such as those offered by the ICAO Asia and Pacific Regional Office, as well as new mechanisms. | 2015 |
| | Align aviation security measures with ICAO Standards. | 2015 |
| | Develop practical, harmonised and cost effective measures in key areas of aviation security. | Beyond 2020 |
| | Harmonise areas such as screening technology and processes for screening of liquids, aerosols and gels (LAGS), passenger pre-board screening, air cargo and supply chain security. | Beyond 2020 |
| | Enable ASEAN to engage other regional entities to better facilitate air travel to ASEAN and onward to other destinations. | Beyond 2020 |

Timeline Reference

2012 Milestone 1: Sharing of Aviation Security Best Practices and Information
 2015 Milestone 2: Promotion of Capacity Building Activities to Enhance Aviation Security in ASEAN
 Beyond 2020 Milestone 3: Harmonisation of Aviation Security Measures in ASEAN

| Subject | Measures | Timeline |
|-------------------------------|--|-------------|
| Air Traffic Management | Develop an inventory or share information for the purpose of gap analysis. | 2012 |
| | Identify and endorse key enabling technologies and initiatives for regional implementation. | 2012 |
| | Support ICAO's efforts and implementation plan for air traffic management in the Southeast Asia Region. | 2012 |
| | Enhance training for the identified key technologies and initiatives. | 2012 |
| | Continue to support ICAO's efforts and implementation plan for air traffic management in the Southeast Asia Region. | 2015 |
| | Track European Union's 'Single European Sky Air Traffic Management Research Programme (SESAR)' and Federal Aviation Administration's next Generation Air Transportation System (NextGen) and other regional concepts/developments. Adapt concepts/framework/technologies and/or identify new building blocks that may be essential for harmonisation of air traffic management procedures. | 2015 |
| | Explore options for an ASEAN Air Traffic Management Harmonisation Master Plan. | 2015 |
| | Integrate some of these initiatives together with the other stakeholders such as IATA, CANSO, ICAO, etc. | Beyond 2015 |
| | Review the key elements/building blocks and work towards full harmonisation of air traffic management procedures. | Beyond 2015 |
| | Seek to comply with the interoperability of air traffic management requirements together with the rest of the Asia-Pacific region. | Beyond 2015 |

Timeline Reference

- 2012** Milestone 1: Establishment of Vision, Scope and Timeframe for Achieving Standardisation and Modernisation of Air Navigation Services Systems
- 2015** Milestone 2: Harmonisation of Airspace Procedures
- Beyond 2015** Milestone 3: Working Towards Full Harmonisation of Airspace Procedures and Exploration of Interoperability of Air Traffic Management Systems