



*International Civil Aviation Organization*

**Fourth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/4) and the Twenty-First South East Asia ATM Coordination Group (SEACG/21)**

Hong Kong, China, 24 – 28 February 2014

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**Agenda Item 10: Date and Venue of Next Meeting**

**FUTURE OF THE APANPIRG ATM COORDINATION GROUPS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents future planning information and proposals regarding the future of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG) and the South East Asia ATM Coordination Group (SAIOACG).

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-2 Reduced vertical separation minima
- 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-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-13 Aerodrome design and management
- GPI-14 Runway operations
- GPI-15 Match IMC and VMC operating capacity
- GPI-16 Decision support systems and alerting systems
- GPI-17 Data link applications
- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems
- GPI-20 WGS-84
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure
- GPI-23 Aeronautical radio spectrum

## 1. INTRODUCTION

1.1 The precursor of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG) was the Bay Of Bengal ATS Co-ordination Group (BBACG). The BBACG first met in the mid-1990s in response to the challenges posed by the CNS/ATM (Communications Navigation Surveillance Air Traffic Management) concept being evolved at the time.

1.2 The South East Asia ATM Coordination Group (SEACG) had been meeting since its forerunner the South-East Asia ATS Co-ordination Working Group (SEAC/WG) first met in Singapore in 1998.

## 2. DISCUSSION

### BOBASIO

2.1 The Third ATS Coordination Meeting of the Bay of Bengal, Arabian Sea, Indian Ocean (BOBASIO/3) was conducted at Hyderabad, from 22 to 24 October, 2013. The report of BOBASIO/3 noted that ‘informal’ (non-ICAO) meetings acted as a catalyst for quick changes and excellent solutions to pending ATM issues.

2.2 BOBASIO/3 discussed numerous items of interest from other bodies such as the SAIOACG, Arabian Sea Indian Ocean ATS Coordination Group (ASIOACG) and Indian Ocean Strategic Partnership to Reduce Emission (INSPIRE). It was clear that there was considerable cross-over in these meetings and a general discussion suggested that there would be benefit in consolidating meeting efforts.

2.3 The ICAO Regional Office suggested the:

- a) BOBASIO agenda should be more robust and structured, and similar to the SAIOACG meeting to ensure all items were discussed;
- b) creation of a formal BOBASIO Task List to monitor and follow up progress (this would allow an evaluation of measurable outcomes);
- c) election of a BOBASIO Chairperson;
- d) need to invite the ICAO Regional Office to BOBASIO to provide assistance and advice from a regional and global perspective;
- e) hosting by member States other than India to indicate true sub-regional representation; and
- f) submission of BOBASIO meeting reports and relevant Draft Conclusions to the APANPIRG ATM Sub-Group if further action is required by APANPIRG.

2.4 The Civil Aviation Authority of Bangladesh agreed to host BOBASIO/4 meeting in Bangladesh in 2015.

### Informal Meetings

2.5 The main value of ‘informal’ meetings was the ability to meet on a schedule suited to the States, and in a format that allowed more open discussion. In addition, as the States were driving their own improvements (with advice from ICAO), then there was often greater buy-in and involvement without the constraints of formal APANPIRG procedures. This was evident from the work conducted by the informal meetings in the Pacific, the IPACG (Informal Pacific ATC Coordinating Group) and ISPACG (Informal South Pacific ATS Coordinating Group), which often led the world in implementing new technologies and procedures.

2.6 After decades of meeting as formal bodies, it was necessary to discuss whether the time was right to recognise the maturity of States in the region to conduct their own informal meetings, and to consider the advantages of this approach.

2.7 It was evident that one problem with informal meetings might be the lack of a harmonised structure so they managed issues in a methodical manner, and also so results could be compared between meetings. There was also a possibility of work cross-over, which was already evident in South Asia. Therefore it was also necessary to consider the amalgamation of informal bodies so there was one main group for each sub-region (with subordinate working bodies if necessary). In the case of South Asia, it was strongly recommended that the SAIOACG meeting incorporate the BOBASIO and possibly the ASIOACG meetings as one if stakeholders agreed.

2.8 Given that a formal Terms of Reference could be adopted that clearly addressed these issues and the recommendations in paragraph 2.3, there appeared to be no barrier to the successful transformation of the two ATM Coordination Groups to informal bodies managed by the States, but advising relevant results to the ATM Sub-Group. The following Draft Decision is submitted for consideration of the meeting.

**Draft Decision SAIOACG/4, SEACG/21- ATM Coordination Groups**

That, considering the maturity and effectiveness of non-ICAO ('informal') ATM Coordination Groups in the Asia/Pacific, the South Asia/Indian Ocean ATM Coordination Group (SAIOACG) and South East Asia ATM Coordination Group (SEACG) become informal meetings administered and hosted by the States concerned, provided:

- a) new meeting Terms of Reference (ToR) were agreed and maintained;
- b) a Chairperson or Chairpersons were elected in accordance with the new ToR;
- c) agendas were structured and harmonised between the ATM Coordination Groups to the greatest degree possible;
- d) formal Task Lists were maintained; and
- e) meeting reports and relevant Draft Conclusions were submitted to the APANPIRG ATM Sub-Group, if further action was required by APANPIRG.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss and agree with the Draft Decision regarding the future of the ATM Coordination Groups; and
- c) discuss any relevant matters as appropriate.

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