

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**REPORT OF THE SECOND EUROPE – ASIA TRANS-REGIONAL
SPECIAL COORDINATION MEETING**

BEIJING, CHINA, 22 – 23 SEPTEMBER 2014

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

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Europe-Asia Trans-regional Special Coordination Meeting
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INTRODUCTION

Meeting

1.1 The Second Europe – Asia Trans-regional Special Coordination Meeting was held at Beijing, China from 22 to 23 September 2014.

Attendance

2.1 The meeting was attended by 35 participants from China, Democratic People’s Republic of Korea, Mongolia, Kazakhstan, Kyrgyzstan, Russian Federation, EUROCONTROL and IATA. A list of participants is provided at **Appendix A** to this Report.

Officer and Secretariat

3.1 Mr. Len Wicks, Regional Officer Air Traffic Management (ATM), ICAO Asia and Pacific Office, and Mr. Sven Halle, Regional Officer Air Traffic Management, ICAO European and North Atlantic Office were moderators for the meeting.

Language and Documentation

4.1 The working language of the meeting was English inclusive of all documentation and this Report. A total of 10 Working Papers (WP), two Information Papers (IP) and seven presentations were considered by the meeting. The list of working and information papers is attached at **Appendix B** to this report.

Opening of the Meeting

5.1 The meeting was opened by Regional Officer ATM, Mr. Len Wicks. On behalf of Mr. Arun Mishra, Regional Director of the ICAO Asia and Pacific Office, Mr. Len Wicks welcomed all the participants to the meeting, and thanked IATA for the use of their facilities for the meeting.

5.2 On behalf of the Mr. Luis Fonseca de Almeida, Regional Director of the ICAO European and North Atlantic Office, Mr. Sven Halle, Regional Officer Air Traffic Management welcomed all the participants to the meeting.

5.3 On behalf of the Regional Sub-Office, Mr. Noppadol Pringvanich also welcomed all participants.

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REPORT ON AGENDA ITEMS

Agenda Item 1: Adoption of Provisional Agenda

1.1 The provisional agenda (WP01) was adopted by the meeting.

Agenda Item 2: Asia/Pacific Seamless ATM Plan

Seamless ATM Implementation and Monitoring (WP02)

2.1 The ICAO Asia/Pacific Office (APAC) presented information on the Asia/Pacific Seamless ATM Plan, its association with the Aviation System Block Upgrades (ASBU), regional implementation guidance material, and the plan's effect on trans-regional ATM planning. The meeting was apprised of the on-line reporting processes expected to be used to monitor progress. The performance-based monitoring regime is expected to provide important feedback towards overall system improvement at regional and global level. Two levels of oversight were being utilised in the APAC Region:

- a) monitoring of the regional performance gains, through the Regional Performance Dashboard, allowing global correlation of status and expectations for selected priority items; and
- b) monitoring of regional implementation progress through a Regional Picture, one level below, allowing corrective actions by APANPIRG on the implementation. The monitoring would be done for all 42 Seamless ATM items.

Agenda Item 3: ATS Surveillance capability and data sharing

Cooperation between Mongolia and Neighbouring Countries (WP03)

3.1 Mongolia highlighted its task of managing a safe and efficient transiting between metric and imperial systems as it straddled two systems in Russia and China, and presented LHD data which indicated coordination errors as a primary cause. Mongolia also highlighted its requirement to have an ATM System supporting both OLDI and AIDC. The Area Control Centres (ACCs) of the Russian Federation used On-Line Data Interchange (OLDI) recommended by EUROCONTROL, while China's ACCs used AIDC as recommended by APANPIRG. To facilitate the establishment of the required specifications for conversion between the two systems, coordination meetings were planned with Russia and China.

3.2 Mongolia had nine entry/exit points with the Russian Federation but only six entry/exit points with China. Due to the use of different measurement unit system by the Russian Federation and Mongolia (feet, Appendix 3a, Annex 2) and China (metres (Appendix 3b, Annex 2), Mongolia had to provide a transition between feet/and meters in an airspace with converging routes into Chinese airspace. While noting in paragraph 7.10 that the ICAO Table of Cruising Levels based on feet as contained in Appendix 3a to Annex 2 should be used by 12 November 2015, the Asia/Pacific Seamless ATM Plan (paragraph 5.37) noted that:

China is the only State that has adopted Appendix 3b to Annex 2, while some adjacent States continued to refer to the metre equivalent of feet (flight levels), as their domestic altimetry systems or regulations are commonly based on metres.

3.3 China agreed to provide feedback on the timeline regarding their plan to implement Appendix 3a of Annex 2, but was not able to do so at the EAT/SCM/2 meeting. Mongolia agreed to consider inviting India and the United States to a meeting with Mongolia and the Russian Federation to discuss OLDI-AIDC conversion possibilities, as the States most affected by this interface problem.

Agenda Item 4: ATS Route realignment

RDGE20 FAR EAST Report (WP05)

4.1 ICAO (Paris Office) presented the report of the Far East Area and its interface Sub-Group as discussed during the RDGE/20 meeting at the ICAO EUR/NAT Office in Paris, France from 31 March to 4 April 2014. A total of 20 existing proposals were reviewed and 17 new route proposals were agreed for incorporation into the Far East Area ATS Route Catalogue. As there had been no coordination meeting between the Russian Federation and Japan since November 2012 (the next meeting was planned for June 2014) the ATS-Route proposals involving Russian Federation and Japan could not be updated at the EAT/SCM/2 meeting.

4.2 The consolidation of the individual ATS-Route proposals (FE17, FE29, FE30, FE31 and FE35 together with RUS11, RUS 12, RUS13, RUS15), which focussed on the reorganisation (dualisation of unidirectional ATS Route system) of the traffic flows, at the waypoint SIMLI could not be further developed as the SG had no feedback (see Task List) from China on these proposals. The SIMLI package discussion indicated that the envisaged benefits of this reorganisation are not only the reduction of flight time, fuel burn, or CO2 emissions for the airspace users. Taking also into account the increasing number of flights (over 10% traffic increase per year) using the Cross-Polar Route No. 4 via SIMLI, there would also be considerable benefits in the reduction of airspace complexity and ATC workload together with an increased traffic predictability for air traffic controllers in that sector.

4.3 The Sub-Group was also informed about the results from coordination meeting between the ATM Department of General Administration of Civil Aviation, Democratic People's Republic of Korea (DPRK) and the "Far East Air Navigation" branch of FSUE "State ATM Corporation", Russian Federation and the Khabarovsk/Vladivostok airspace reorganisation project was discussed in detail. The first part of this implementation package (Routes No. 11 and No. 12) is expected to be implemented on AIRAC 11 December 2014. The implementation date (within 2015) of the second package (Routes No. 6 to 10 and withdrawal of Routes No. 1 to 5) will be discussed at the next coordination meeting. The effective date of implementation of Route No. 13 (RIVAT (N 41 29 00 E132 16 00) to a new waypoint on FIR border will be coordinated with the Japan Civil Aviation Bureau (JCAB) at the upcoming coordination meeting between the Russian Federation and Japan.

4.4 During a meeting between the State ATM Corporation and the JCAB Japan (in Tokyo, November 2012) a difference in coordinates of the AVGOK waypoint was identified in the aeronautical information publications of Russia and Japan. The incorrect coordinates were confirmed by Japan and a decision was made to report this issue to the appropriate Regional ICAO Offices, so that new and correct coordinates can be assigned together with a new 5LNC name to the second waypoint. So far no further progress on this important issue was noticed and the AVGOK waypoint is still in existence (checked in LIDO database) with 2 different coordinates. This issue will be addressed at the upcoming coordination meeting between the Russian Federation and Japan.

RDGE20 FAR EAST Route Catalogue (WP04)

4.5 ICAO (Paris Office) presented the ATS Route catalogue for the Far East Area and its interface Sub-Group for reference.

Russian Federation Main Briefing (PT01)

4.6 The Russian Federation gave a presentation on the various aspects in the interface areas between Russia, Kazakhstan, China, the DPRK, Mongolia and Japan. Due to the continuous growth in traffic figures (air traffic during the first eight months in 2014 in Russia increased by 6.69%, with an increase of 3.3% for transit flights, when compared to the 2013 figures) and in order to provide a proper safety level for transit flows along Trans-Siberian and Trans-Eastern routes a number of ATS Route proposals together with requests for new FIR waypoints had been developed:

a) Between Khabarovsk ACC and Shenyang (China)

- Create an exit point from Russian airspace **SIMLI (5017.4N 12722.1E)** and establish unidirectional traffic on **Blagoveshchensk – SIMLI**
- Create an entry point into Russian airspace via border point **4932.6N 12819.6E** with a new segment of the international route **B331** border point **4932.6N 12819,6E – AMERA – Srednebeloe (460 WZ)**

b) Between Chita ACC (Russia) and Hailar ACC (China)

- Create new entry/exit points at the Russian-Chinese border – **border point 495025N 1182854E** – further along China until HLD (Hailar) for Beijing and Seoul
- Change the lower level **from H=6000m to H=2400m (FL80)** on **B451** (international route) to **Shenyang FIR (China)** until the reporting point **BISUN** for aircraft outbound from Vladivostok not managing to ascend on time at **BISUN H=6000m**
- Change the lower level **from H=7300m (FL240) to H=4250m (FL140)** on the international route to **Harbin FIR (China)** until the reporting point **MAGIT** for aircraft outbound from Khabarovsk not managing to ascend on time at **MAGIT H=7300m**

c) Between Khabarovsk ACC and Pyongyang ACC/FIR

- Establish new border-crossing points between Russia and the DPRK due to airspace and ATS route network modernization in the Vladivostok/Khabarovsk FIR area away from SESUR, as included in the RDGE Far East SG catalogue

d) Between Khabarovsk ACC and Fukuoka ACC/FIR

- Implementation of the route **SIBIR-LURED-EKVIK (RUS5/FE0008)** as proposed by Russia (**ARLAS – WPT FIR (N40°33'42" E136°07'18") – EKVIK (new EKVIK)** and **SIBIR – WPT FIR (N40°33'42" E136°07'18")**) after a radio communication check has been performed by JCAB in order to clarify the uncertainty of VHF overlay for the two routes
- Implementation of the new route **GTC – AVGOK** (adjustment of en-route environment, route specifications, route features) based on the results of a joint trial (flight) between Russia and Japan
- Consider the effects of the new airspace reorganisation within Fukuoka FIR (completion date 2019)

e) Between Krasnoyarsk ACC and Ulaanbaatar ACC/FIR

- The difference between vertical separation systems utilized by Russia and Mongolia predetermines the existing buffer areas, prevents pilots from operating aircraft at the same level and increases controllers' workload. Mongolia has not yet carried out a transition to the **feet separation system as initially indicated for 2014**.

- Proposal to establish a unidirectional segment **DARNO – TURAN** of the RNAV route **P982** with westbound cruise level with an altitude range of **8550m to 14350m (FL280 – FL470)**.

- Proposal to establish an international route segment from **BULAG to TOSOG** in Mongolia's territory in order to support the existing air traffic flows.

- Proposal to establish a westbound international route segment in Mongolia's territory from **NIXAL to ULAANBAATAR**.

4.7 There were no ATS route-related problems in Russia/Kazakhstan interface area

4.8 The Russian Federation also addressed some questions regarding Communications, Surveillance, Navigation (CNS) aspects and OLDI/AIDC implementation plans to the Chinese delegation which promised a response at a later stage.

EUROCONTROL ATS Route Proposals (PT03)

4.9 EUROCONTROL presented an analysis (theoretical findings on potential daily distance and environmental savings/losses) of some the ATS-Route proposals that were discussed in the Far East SG ATS route catalogue (62 proposals in total, 27 were implemented and another 35 were still under consideration by States), especially the following proposals:

- a) 16.027 / FE0034 / RUS 9 RITEK - 495025N 1182854E – HLD
- b) CHA 1: YNC - GUPAD - CGO - ZHO - SB
- c) CHA 12: UNWW – WXI
- d) CHA 13: GM – DBL
- e) New Proposal 1: BAMAN – FKG

4.10 Despite the considerable reduction in flight time/distances for some of the proposals, it was noted that additional benefits can also be expected from the reduction of complexity, as well as from the moving of merge points further away from the entry/exit points.

DPRK New Route Proposals for the Pyongyang FIR (PT02)

4.11 DPRK presented further information on the Khabarovsk FIR /Pyongyang FIR airspace reorganisation project (RIVAT and NULAR To/From GUMSU) which could save up to 69 NM flight distance if implemented. The continuation of this ATS-Route towards GANGWON must still be discussed with Incheon FIR as this ATS Route was already established in 2002 and is currently used for limited traffic today. In addition, a further proposal on the implementation of an ATS Route between the FIR border point2 and GONAV at the interface between Pyongyang and Incheon FIR was presented. This new ATS Route from BIDIB-ANSUK-DANDONG-GOLOT-YOMJU-(40 00 41N 124 46 38E)-POINT1 (38 51 00N 124 14 48E)-POINT2 (38 00 00N 124 20 00E)-GONAV would reduce the flight distance by 64 NM (flight time reduction: eight minutes).

4.12 The APAC Regional Office would discuss the feasibility of this proposal with the Republic of Korea (ROK) and advise the DPRK of any developments. IATA noted with appreciation the efforts of DPRK to try and facilitate shorter routes for airlines.

EUROCONTROL Presentation on Afghanistan Contingency Planning (PT09)

4.13 EUROCONTROL presented the results of an analysis if the ATC contract for provision of services from the Kabul ACC would expire in December 2014 and the provision of Air Navigation Services would remain uncertain. Detailed analysis and theoretical findings on potential daily distance and environmental savings/losses on traffic flow Europe - Asia and vice-versa, in case of unavailability of air navigation services within the Kabul FIR were presented for the around 250 flight to/from Europe. The two options to circumnavigate the Kabul FIR would redistribute the flights via Iran and China:

4.14 ATS route options avoiding Kabul FIR were available on the axis Delhi FIR / Mumbai FIR - Karachi FIR - Tehran FIR and vice-versa. To / From EUR/NAT Region airspace via Tehran FIR ATS route options were available via Ankara FIR, Yerevan FIR, Baku FIR and Ashgabat FIR. The most loaded Transfer of Control Points (TCPs) were as follows:

- a) TELEM / TASOP between Mumbai FIR and Karachi FIR;
- b) TIGER between Delhi FIR and Karachi FIR;
- c) DERBO / KEBUD between Karachi FIR and Tehran FIR; and
- d) ALRAM / DASIS between Tehran FIR and Ankara FIR.

4.15 The possible shortest option ATS routes at the interface between the Karachi and Tehran FIRs to accommodate re-routed traffic flows were: G208, G452, G775; L/UL124, UL125, UN319, UT215, UT211 (it should be noted that the shortest option ATS routes (G452 and G208 / L124) merge over ZDN inside Tehran FIR immediately after the FIR boundary 20NM from DEBRO, which might create additional ATC workload).

4.16 ATS route options avoiding Kabul FIR were available via Karachi, Urumqi, Vientiane and Kunming FIRs. The shortest ATS route option to and from the EUR/NAT Region airspace was via China using ATS route L888 and the Almaty FIR (Kazakhstan). The most loaded TCPs were:

- a) PURPA between the Lahore and Urumqi FIRs, mainly for cross-polar flights; and
- b) SAGAG between the Vientiane (Laos PDR) and Kunming (China) FIRs, mainly for flights between Southeast Asia and Europe.

4.17 The main impact for certain States was predicted to be as follows:

- a) Turkmenistan – a large traffic decrease;
- b) Iran – a heavily loaded night period after 21:00UTC until 02:00UTC, with peaks of more than 75 flights per hour; and
- c) Pakistan – a load swap between Lahore and Karachi Area Control Centres (ACCs).

4.18 During the discussions, several aspects (L888 capacity constraints, SSR problems in Iran, Issues with 10 min separation in Pakistan, difficulties of aircraft operators to fly the contingency routes due to terrain constraints) were addressed which will be further discussed at the next meeting of the ICAO Ad Hoc Afghanistan Contingency Group (AHACG). China was requested to ensure that capacity data for L888 be provided to the next meeting of the AHACG in mid-November (Istanbul, Turkey).

Russian Federation Update on ATS Route proposals via Mongolia (PT08)

4.19 The delegation from the Russian Federation presented a number of airspace change proposals which involved the creation of a unidirectional ATS Route between GINOM and DARN0. Another proposal for the establishment of an ATS Route within Mongolia between NIXAL and SND was also discussed. Furthermore, the rigid entry/exit waypoint policy of China (POLHO: to/from Korea and Japan; INTIK: to/from Beijing FIR; NIXAL: to/from south-east Asia, Hong Kong and Shanghai) was again addressed by Mongolia which was still awaiting a response from China on the proposal to establish two new waypoints on the FIR boundary between Mongolia and China.

4.20 In the current situation, Mongolia had nine entry/exit points on the border between Russia and Mongolia, but had only 6 entry/exit points on the border with China, with at least 30% of the traffic flying via NIXAL. An urgent redistribution of traffic was needed in order to cope with the increased traffic figures and heavy sector/traffic load at peak hours (it was noted that the Krasnoyarsk ACC was often overloaded). An official letter to facilitate opening the new entry/exit point west of NIXAL had been sent to the Director General of the Civil Aviation Administration of China (CAAC) in January, 2014. The meeting noted that a reply had not yet been received, and that the CAAC had unfortunately not attended the EAT/SCM/2 meeting, so this proposal was not able to be progressed.

Asia /Pacific ATS Route Catalogue (WP06)

4.21 ICAO presented an excerpt of the *Asia and Pacific Region ATS Route Catalogue* Version 13 with trans-regional routes for review and consideration.

Kazakhstan Briefing (PT05)

4.22 Kazakhstan presented an overview on the Air Navigation Services, airspace structure, traffic data (the number of flights during eight months of 2014 in comparison with the same period of 2013 had increased by 6.5%), increase in international airways and the main airlines which used the air space of Kazakhstan. The meeting also noted that Kazakhstan had developed a number of ATS contingency routes, which could be used for the discussion within the AHACG meeting (**Figure 1**).

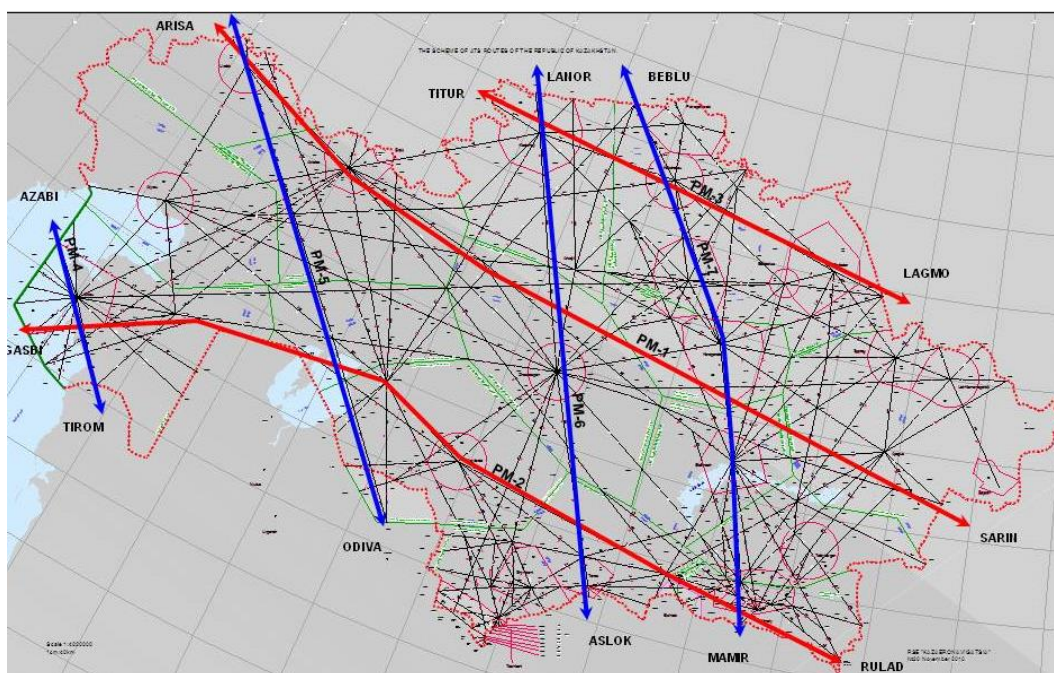


Figure 1: Kazakhstan ATS Contingency Route Scheme

Kyrgyzstan Proposals (PT06)

4.23 The delegation from Kyrgyzstan presented a proposal for ATS route alignment which was already part of the Memorandum of Understanding (MoU) discussions between Kyrgyzstan and China in May 2013.

4.24 It was proposed to establish a new ATS Route OU- new entry/exit point (N 40 07.38, E 074 20.3) on the FIR boundary between Osh and Urumqi and KHG (Kashi) to SCH in order to shorten the operating distance between Bishkek/Osh and Kashi. According to the predictions of Kyrgyz Delegation, 16 flights per week were expected to operate on this new route between the Kyrgyz Republic and Kashi, and even more traffic would use this new entry/exit point once the new route was established.

4.25 In the second part of the presentation, an existing proposal (20.001 MID Catalogue DA – TOPAZ) was modified for further consideration if the Kabul FIR would become unavailable. The implementation of a bi-directional ATS Route between OU –TOPAZ together with the delegation of 12 NM of airspace within Kabul FIR to Tajikistan would create a new avoiding option which can save more than 350NM for DEP / ARR traffic to/from Pakistan and India (**Figure 2**).

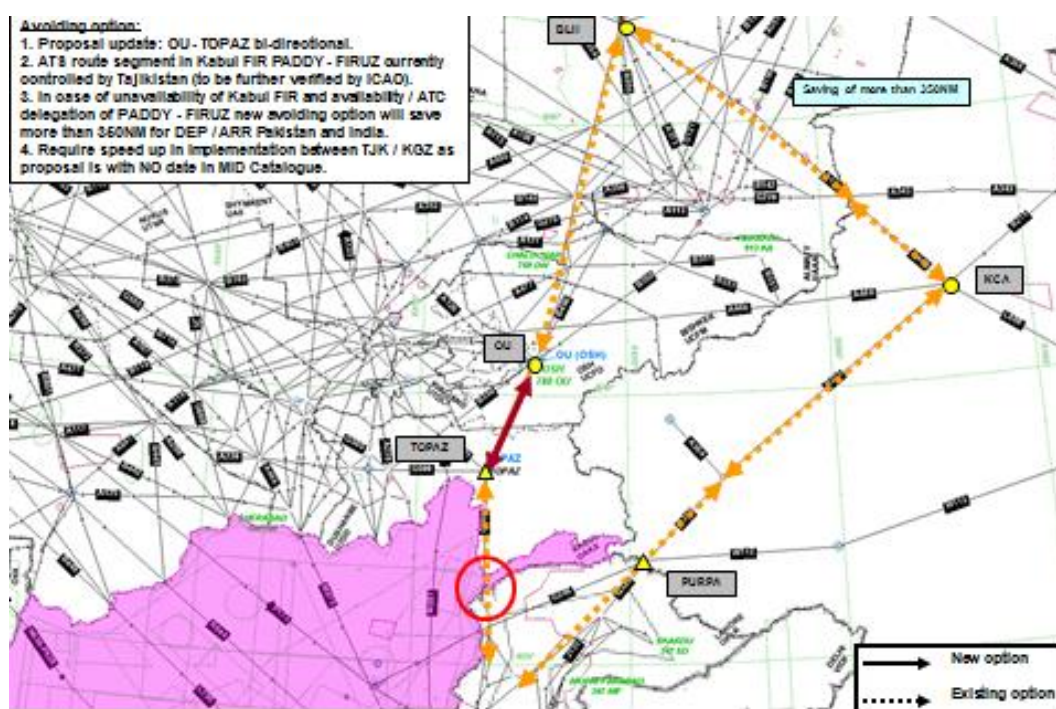


Figure 2: Existing Proposal 20.001 – MID Catalogue DA - TOPAZ

4.26 The meeting noted that as Tajikistan already, had a delegation of authority for the two minute leg of route P500 that crossed the narrow eastern portion of Afghanistan, and now that Tajikistan had ATS surveillance coverage over this airspace it was possible this route could be used to assist possible contingency operations for Afghanistan. The meeting noted that from TOPAZ Europe-bound traffic could turn northwest using the existing route structure through Tajikistan, Kyrgyzstan, Turkmenistan and Uzbekistan as appropriate, providing an alternative for aircraft operating between Europe and northern airports in Pakistan and India.

Agenda Item 5: RVSM Issues

Trans-Regional Airspace Safety Monitoring (WP07)

5.1 ICAO provided information on trans-regional airspace safety monitoring, including Large Height Deviations (LHD) presented to the Asia/Pacific 19th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/19, Pattaya, Thailand, 26 – 30 May 2014).

5.2 DPRK stated that they had been using Annex 2, Appendix 3a (ft) Flight Level Orientation Scheme since 15 November 2012 at or above FL290 within the Pyongyang FIR. The flight levels were being translated as metre equivalents below FL290. DPRK had implemented the ft system in the entire airspace of the Pyongyang FIR on April 03, 2014.

Agenda Item 6: Airspace Improvement Programmes

6.1 There were no working papers or information papers under this agenda item.

Agenda Item 7: ANSP Coordination and Civil Military Coordination

Introduction of NARAHG (IP02)

7.1 The ICAO Asia/Pacific Regional Sub-Office (RSO) presented information on collaborative efforts between China, Japan and the Republic of Korea, on the establishment of the North-Asia Regional ATFM Harmonization Group (NARAHG) and its progress in utilising Air Traffic Flow Management (ATFM) in the East Asian sub-region.

7.2 During the First Meeting of NARAHG (21 – 22 August 2014), all three States agreed on the proposed Terms of Reference (TOR), and the various conditions and arrangements that subsequent discussions will be based upon. The Second Meeting of NARAHG would be held from 14 – 16 January 2015 in Fukuoka, Japan. This would also allow a greater appreciation of ATFM operations at the Fukuoka ATFM Centre.

Agenda Item 8: ATS Contingency Planning

Asia/Pacific ATS Contingency Planning (WP08)

8.1 ICAO presented information on ATS contingency planning within the Asia/Pacific Region, which could affect trans-regional States. The Second Meeting of the Regional ATM Contingency Plan Task Force (RACP/TF/2) was held in Bangkok, Thailand from 12 to 15 March 2013.

8.2 RACP/TF had noted that, unlike the cases of North America and Europe, the Asia/Pacific Region did not have the benefit of a network ATFM capability that would help to manage contingency events. Moreover, it may be easy to identify contingency routes but these were subject to operational conditions. Thus it was considered that it was more useful to harmonize contingency routes on a sub-Regional basis and retain flexibility for Level 2 (inter-State) contingency arrangements.

8.3 The EAT/SCM/2 meeting noted that the RACP/TF would continue to develop contingency route structures and Flight Level Allocation Schemes (FLAS) on a geographical, sub-regional basis. The contingency routes and FLAS would be further developed and harmonized where practicable as part of the Level 3 (Regional) contingency planning.

8.4 ICAO provided information on certain aspects of the transition from military to civilian control of Afghanistan's airspace, and suggested considerations for sub-regional airspace contingency planning, should the Kabul FIR become restricted, either in part or as a whole. Currently, the situation in Afghanistan remained fluid, with no certainty regarding the level of Air Traffic Control (ATC) services. The ATC contract for provision of services from the Kabul ACC was due to expire in December 2014 and would not be renewed by the military. The Afghanistan government was in negotiations to contract services, but as at September 2014 the contract had not yet been awarded.

8.5 Besides the uncertainty regarding security and the transition from military to civilian control of the Kabul FIR during the second half of 2014, there were also significant uncertainties regarding the provision of air navigation services in Afghanistan. It was clear that some planning was necessary by the States involved and IATA to ensure the least possible disruption and safety of operations affected by any reduction in air navigation services within the Kabul FIR. This was a matter of some urgency, given the reduction of international support to Afghanistan in the next four months.

8.6 The Second Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/2, Hong Kong, China, 04 to 08 August 2014) recognised that the overriding importance of the contingency planning for the Kabul FIR required an urgent response. The AHACG was formed of affected States and International Organizations was established to examine the situation and develop proposals for contingency operations in the event of disruption to services or unsafe airspace in the Kabul FIR was proposed.

8.7 A copy of the AHACG/1 meeting was provided to the EAT/SCM/2, so that particular note could be made of references to extra traffic that may operate on routes via the Russian Federation, Kazakhstan and China.

Agenda Item 9: Search and Rescue

Asia/Pacific Search and Rescue Status (WP09)

9.1 ICAO presented information on Search and Rescue (SAR) planning within the Asia/Pacific Region, noting that the Second Meeting of the Asia/Pacific Regional Search and Rescue Task Force (APSAR/TF/2, Singapore, 27-31 January 2014) was attended by 37 participants from ICAO Asia/Pacific SAR Administrations, ICAO and the International Maritime Organization (IMO).

9.2 The EAT/SCM/2 meeting noted that details of trans-regional SAR arrangements between the following States were unknown:

- a) Afghanistan – Turkmenistan, Uzbekistan and Tajikistan;
- b) China – Tajikistan, Kyrgyzstan, Kazakhstan, Russian Federation
- c) Mongolia - (it is understood there is a SAR LOA with the Russian Federation);
- d) DPRK – Russian Federation; and
- e) Japan – Russian Federation.

9.3 The regional overview (**Figure 3**) indicated some Annex 12 compliance weaknesses in the Democratic People's Republic of Korea. Improvements were noted in Mongolia since APSAR/TF/1.

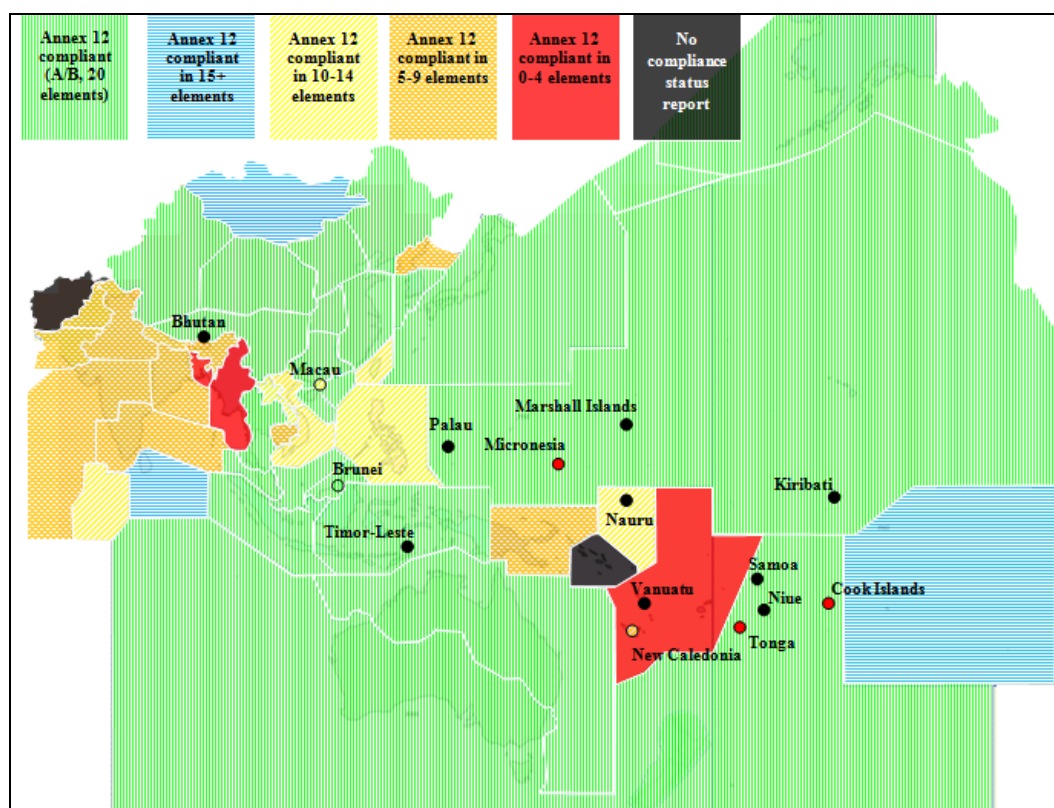


Figure 3: Asia/Pacific Regional SAR Overview

9.4 The meeting updated the SAR status and SAR Contact List for China, Mongolia and the DPRK.

9.5 The EAT/SCM/2 noted that at the Second Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/2, Hong Kong, China, 04 to 08 August 2014), ICAO had outlined a number of discussion issues that the tragic MH370 event had highlighted, which needed to be discussed by the APSAR/TF and possibly incorporated into the Asia/Pacific SAR Plan and/or global SAR material as follows:

- **CIVIL/MILITARY:** It was apparent that a higher degree of civil/military coordination may have revealed the possibility of the MH370 course reversal much earlier after the initial alert advice from Viet Nam ATC, and saved as much as a week of fruitless searching in the wrong area, while reducing the chances of finding the ULB given its limited battery life.
- **SAR PHASES:** The time lapses of more than 16 minutes between the transfer of control point at IGARI and the advisory to Kuala Lumpur ACC that MH370 had disappeared, 38 minutes for the issuance of an INCERFA SAR phase, and 7 hours and 21 minutes for the issuance of an ALERFA/DETRESFA SAR phases indicated that the Annex 12 SAR phases and actions may need to be revised to take into account the expectations and capabilities of a modern ATS surveillance environment (the SAR phases were designed in a procedural environment). The SAR actions should include the need for civil/military coordination where appropriate, and advisories to all neighbouring ACCs in the case of uncertainty of the aircraft's track.
- **SAR PREPAREDNESS:** Poor SAR preparedness and ad hoc SAR coordination between States needed to be addressed. Past APANPIRG Conclusions meant to address SAR coordination weaknesses had been largely ignored. In some cases SAR Agreements were hindered by political barriers whereby States can take many years to progress documents through government ministries. This may require a high level political agreement to change the manner in which SAR agreements and operational coordination is prioritized and managed. In addition, the region needs to conduct properly organized SAREX that actually test the SAR system on a regular basis and report the outcomes to APANPIRG, instead of this being done on an ad hoc basis between States.
- **ANNEX 12/13 TRANSITION:** Annex 12 and Annex 13 needed to be updated to include SARPs on transition procedures between the two Annexes, particularly regarding who is responsible during concurrent Annex 12 and Annex 13 activities (i.e.: who is responsible for a rescue operation and when that phase ends, so it became primarily a recovery/investigation operation under Annex 13).
- **MULTIPLE SRRS/FIRS:** Annex 12 had no reference in paragraph 5.2.4 as to responsibility when more than two SRRs were involved, especially if the airspace concerned was not part of the original flight plan.
- **SRR DESIGNATION** Aeronautical SRR designation by States (as it is written in Annex 12 at present) instead of the ICAO Council was not the most optimal method, and did not align with the process used to designate FIRs; thus there were areas where there was an overlap of SAR responsibility or no clear responsibility.

Russian Federation Joint SAREX 2014 (PT07)

9.6 The Russian Federation provided a presentation on the recent successful trans-regional SAREX between Russia and Mongolia (SAREX 2014) near the city of Irkutsk, from 28 to 30 April 2014. The meeting recognised the SAREX as a model of preparation for SAR and cross-border cooperation, particularly noting the use of realistic search scenarios where systems were actively tested.

Agenda Item 10: Any other business

EUROCONTROL Duplicated and Like-Sounding 5LNCs (PT04)

10.1 EUROCONTROL provided a presentation on the management of Five Letter Name Codes (5LNC). EUROCONTROL had been conducting a rationalization process of the use of 5LNC for some years and had identified a number of duplicated and like-sounding 5LNCs for amendment. In addition, EUROCONTROL discussed policies that should be applied to the management of 5LNC to reduce ambiguity and potential radiotelephony confusion.

SCM Task List

10.2 ICAO presented the Europe – Asia Trans-regional Special Coordination Meeting Task List for review and update, which is attached as **Appendix C**.

Closing remarks

10.1 The moderators thanked the meeting participants for their participation, and work in developing and implementing new ATS route proposals and improved CNS systems and ATM/SAR procedures. However it was noted with concern that there had been little or no progress made with respect to ATS route proposals concerning China, due to the lack of feedback from China and non-participation of CAAC delegates, despite the EAT/SCM/2 meeting being held in Beijing.

10.2 Special thanks were expressed to the Regional Sub-Office for their organisation and support for the EAT/SCM/2 meeting.
