

**AGENDA ITEM 2.3:   ATS CO-ORDINATION  
                              GROUPS' ACTIVITIES**

## **2.3           ATS Co-ordination Groups' Activities**

### **Review ATS Co-Ordination Groups Activities**

2.3.1           The meeting was reminded that several ATS Co-ordination Groups had been established by ICAO in the Asia/Pacific Region for two main purposes; firstly, to foster the implementation of regional air navigation agreements; and secondly, to provide opportunities for airspace providers and users having common geographically related ATS interests, to meet and develop solutions to problems that limit the capacity and efficiency of the airspace structure. The Groups also exchange information necessary to ensure a coordinated approach to the introduction of the new CNS/ATM systems.

2.3.2           In addition to these ATS Co-ordination Group meetings, Special ATS Co-ordination meetings are convened from time to time, to consider matters that may require urgent attention, or which relate to areas that are outside the parameters established for the regular Sub-Regional ATS Coordination Group meetings. In this regard, in 2002 two Special ATS Co-ordination meetings were convened in relation to Afghanistan, and one review meeting in follow-up to the implementation of the Revised ATS route structure, Asia to Europe and the Middle East, South of the Himalayas (EMARSSH) concerning problems with ATC operating procedures. In 2003 a special meeting was convened on contingency arrangements in the event of avoidance or closure of airspace in the Middle East due to military action in Iraq.

2.3.3           In addition to the ICAO ATS Co-ordination Groups, other groups had been established by States at a sub-regional level under bi-lateral or multi-lateral arrangements. The following Sub-Regional ATS Coordination Groups are currently established in the Asia/Pacific Region:

#### ICAO

- Bay of Bengal ATS Coordination Group (BBACG)
- South East Asia ATS Coordination Group (SEACG)
- China, Mongolia, Russian Federation, IATA (CMRI)

#### State

- Informal South Pacific ATS Coordination Group (ISPACG)
- Informal Pacific ATS Coordinating Group (IPACG)
- Russian-American Co-ordination Group for Air Traffic Control (RACGAT)

2.3.4           The meeting recalled that not all of these Sub-Regional ATS Coordination Groups were convened during 2002/2003. The meeting schedule of some of these groups was disrupted due to the outbreak of SARS in the Asia Region. Also, due to resource constraints, the ICAO Asia/Pacific Regional Office, Bangkok was not able to participate at ISPACG/17 from 12 to 14 March 2003, at Auckland, New Zealand and IPACG/19 and FANS Interoperability Team/7 meetings scheduled from 21 to 25 April 2003 at Tokyo, Japan (this meeting was postponed due to SARS). ICAO Bangkok reassured these forums that they fully supported and recognized the importance of their work programmes, and they would continue to participate when budgetary conditions permitted.

2.3.5           The following information is provided on the Coordination Groups' activities:

Bay of Bengal ATS Coordination Group (BBACG) and the FANS Action Team

2.3.6 The BBACG/12 meeting was last held on 5 -9 June 2000. The issues normally dealt with by this group were in the main taken into account by the Task Force and special coordination meetings of EMARSSH. The ATS/AIS/SAR/SG/12 meeting had reviewed the key priorities for CNS/ATM implementation in the Asia/Pacific Region (paragraphs 4.7.6 to 4.7.12 to the Report on Agenda Item 4 refers) and under Draft Conclusion 12/5, ICAO was requested, *inter alia*, to reconvene the FANS Action Team for the Bay of Bengal (FAT-BOB). In light of the foregoing and the EMARSSH project being implemented on 28 November 2002, the BBACG/13 meeting is being planned for 8 - 12 September 2003 and will include activation of the FAT-BOB.

South East Asia ATS Coordination Group (SEACG)

2.3.7 The SEACG/11 was scheduled to be held at Singapore from 14 - 18 April 2003. The meeting was postponed due to SARS and related travel constraints. The meeting is being rescheduled to December 2003. Recognizing that important operational issues need to be addressed, the ATS/AIS/SAR/SG/13 agenda was expanded to include the main issues to be addressed by SEACG/11.

17<sup>th</sup> Meeting of the Informal South Pacific ATS Coordinating Group (ISPACG/17)

2.3.8 The ISPACG/17 meeting was hosted by Airways Corporation of New Zealand Ltd. and held at Auckland, New Zealand, from 12 – 14 March 2003. The tenth meeting of the FIT, which was held at the same venue from 10 – 11 March 2003, preceded this meeting.

2.3.9 ISPACG noted that the ICAO Asia and Pacific Regional Office was unable to send a representative to this meeting. In recalling the assistance that ISPACG provides to the Regional Office in addressing relevant ATM matters for the major traffic flow between North America and the South Pacific, the meeting expressed the hope that an ICAO representative would be available to participate in future ISPACG meetings.

2.3.10 Accomplishments of ISPACG/17:

- a) agreed to a DARP trial Auckland - Los Angeles – Auckland;
- b) adopted the Pacific Operations Manual (POM);
- c) agreed to loss of communications procedures;
- d) agreed to seek ways to implement the “Rule of 11” in oceanic airspace;
- e) continued to progress air ATM contingency plans between ATS providers and agreed that review of ATM contingency plans be a standing open action item;
- f) updated the Capacity Enhancements Table;
- g) agreed that the current weather deviation procedures were acceptable in the 30/30 environment; and
- h) agreed to data configuration management procedures and included these in the POM.

2.3.11 In consideration of future work programmes, ISPACG considered a working paper on covert and overt unlawful interference operational communication protocols. This paper was developed as a result of heightened security awareness within the operating environment and called for a review of procedures relating to the use of CPDLC and ADS outside of a radar environment.

2.3.12 ISPACG was advised that there appeared to be several different means to indicate unlawful interference used by States and that currently there is no CPDLC procedure to indicate unlawful interference.

2.3.13 As a result of these discussions, the meeting agreed to take the following action:

- a) develop draft CPDLC procedures to indicate unlawful interference; and
- b) collate and distribute current means to indicate and ATC confirmation of unlawful interference.

19<sup>th</sup> Meeting of the Informal Pacific ATS Coordinating Group (IPACG/19)

2.3.14 The IPACG/19 meeting scheduled to be held from 22-25 April 2003 in Tokyo, Japan was postponed due to SARS and will be rescheduled in due course.

Twelfth Meeting of the Russian-American Co-ordination Group for Air Traffic Control (RACGAT/12)

2.3.15 The RACGAT/12 meeting was held in Las Vegas, Nevada, USA, on 21-24 October 2002.

2.3.16 NAV CANADA, reported on the implementation of RVSM, Automatic Waypoint Reporting (WPR), CPDLC, Northern Radars and National Flow Management Centre.

2.3.17 JCAB advised that Kamchatka Four has been confirmed as the route passing Onecotan and Memanbetsu VOR DME; and a transfer-of-control has been agreed upon between Japan and Russia. JCAB also advised that they will revise the FIR boundary between Sapporo and Yuzhno-Sakhalinsk on 31 October 2002.

2.3.18 The Russian Federation advised that the LOA between the Nome Flight Service Station (FSS) and Lavrentiya FSS (Anadyr FIR) became effective 30 July 2002. The second general aviation demonstration flight on VFR route from Nome, Alaska, to Lavrentiya FSS via Provideniya Bay (Chukotka) was successfully performed. A new amendment regarding the use of additional flight level 9600m on the air routes A-218 and B-337 was published in AIP and became effective. English training of air traffic controllers to work on the air route A-218 is in progress. The programme of modernizing radar sites in the airports of Keperveem, Omolon and Pevek on the air routes Chukotka 1 and 2 has been implemented. The first stage of reconstructing the airport at Anadyr is close to completion; construction of the international terminal is underway; and the aerodrome has been equipped with modern navigation aids and radar.

2.3.19 The Russian Federation also informed the meeting that Route G806 Chokhurdakh - ODORA with assigned flight levels 8600-13100m has been published in AIP effective 3 October 2002. Additional FL9600m for Route A218 has been published in AIP effective date 3 October 2002. It was further stated that in August 2002 negotiations for coordination procedures were carried out between Magadan ACC and Anchorage ARTCC. The LOA containing established procedures to be used for RVSM altitude transitions between feet and meters became effective 15 October 2002. Temporary 10-minute separation was established in Magadan ACC. Together with ARINC, a

possibility of using ACARS for communication with flight crews via CPDLC along the cross-polar routes was studied. Every controller working place at the Magadan ACC is equipped with terminals of the digital integral system of switching voice reports with SELCAL function. This function is broadly applied in air traffic control on the cross-polar routes. In the context of the project of development and modernization of regional satellite communication network, the State Unitary Subsidiary Enterprise “North-East Air Navigation” prepared proposals on technical equipment for existing and projected satellite communication stations.

2.3.20 A presentation on the Improvement of Flight Provision for ATC Along Cross-Polar and Trans East Routes in State Unitary Subsidiary Enterprise (SUSE) “Far East Aeronavigatsia” area of responsibility was presented to the meeting. In 2001 the LOA between Yuzhno-Sakhalinsk and Sapporo ACCs was signed. This LOA established 10 minute-in-trail separation standard between Yuzhno-Sakhalinsk and Sapporo ACC. This created increased capacity on international air routes G583, B337 and A204. On 12 June 2002, a new LOA on interaction and transfer coordination procedures between Khabarovsk and Harbin ACCs along route G212 at ARGUK was signed. The present agreement provides 10-minute separation, which allows a flight level number increase. Route capacity as well as flight safety has been improved one and a half times. The Russian Federation is about to put into operation radar “Svetlaya” to increase capacity of Trans-Siberian and Trans East Routes, to provide flight safety at route intersection crossing points on R22, R211, B223, and B469. On 20 June 2001, an LOA on interaction and transfer coordination procedures between Blagoveschensk and Harbin ACCs was signed. On 26 March 2002 a demonstration flight via Magdagachi FIR and via SIMLI in Blagoveschensk ACC by United Airlines from Chicago to Hong Kong along Polar 4 was performed. Scheduled flight UAL 851A, Chicago-Beijing, has been operating along Polar 4 since 29 August 2002.

2.3.21 Several other Russian ACCs, particularly in the east and northeast of the Russian Federation, advised of initiatives in enhanced route design and level assignment within their areas of responsibility.

2.3.22 ICAO, presented an update to RACGAT on various important ATM events in the Asia/Pacific Region. These included:

- a) the revised ATS route structure under the EMARSSH project;
- b) RVSM in the Western Pacific/South China Sea area, in the Bay of Bengal and westwards joining with the MID Region;
- c) Afghanistan issues; and
- d) contingency planning in Asia, Middle East, and Europe (CRAME) due to military operations.

2.3.23 The American Co-Chair for the meeting discussed the future work plan of RACGAT. The intent was to shift emphasis from an action item list to a route catalog centered on city pairs that routes serve. Another important piece of the report was the traffic analysis, which was in the process of being designed. The air traffic flow management centers in the US, Russia, Canada, and Japan would work together to develop analysis with input from the airlines and provide the meeting with hard data on forecasted growth. The idea was to take traffic analysis, decision-making process, and forecast demand and compare with the infrastructure already in place in the route catalog.

2.3.24 There was general support regarding the future work plan initiative presented. From an airline perspective, all operators were interested in any improvements that support the

infrastructure of cross-polar routes. Progress has been made on route development in the last couple of years and some of the routes outlined in the route catalog have extreme benefits to operators.

2.3.25 ICAO reported to the RACGAT meeting on experiences gained on route creation and development in the EMARSSH project. The meeting was advised on the creation of core teams consisting of select representatives from States involved, ICAO, and IATA. This core team focus was on route alignment and route development. In addition, the core team worked with military representatives from the States involved. This methodology allowed for a concentrated effort for route alignment and creation and it was considered that this process may be suitable in the Russian Far East and Cross Polar improvements.

2.3.26 IATA and the airlines would assist RACGAT in its efforts to develop a route system that allowed for increased usage of the airspace by the airlines. IATA further stated that RACGAT's initiative for developing a route catalog was a very good one. They would provide a briefing to MR/7 on airline decision-making factors to include economic, technical issues, and ATS limitations. The briefing would include selection factors for deciding whether to use the PACOTS, NOPAC, Trans East, or Cross-Polar route systems.

China, Mongolia, Russian Federation, IATA (CMRI)

2.3.27 The Fourth Special ATS Co-ordination Meeting between China, Mongolia, the Russian Federation and IATA (CMRI/4) to study possibilities for further improvements in the alignment and use of cross-polar routes at their south ends was held in Shenzhen, China, on 4 – 6 March 2003. China, Mongolia, the Russian Federation, ICAO and IATA attended the meeting.

*ATS Routes and New Entry/Exit points into China*

2.3.28 China advised that the segment Harbin (HRB)-Heihe (QD)-SIMLI was implemented on 21 March 2002. In addition, an ADS workstation in Harbin ACC was established and all aircraft flying along this route were requested to logon to the Harbin ADS workstation. This procedure was now in place and working successfully.

2.3.29 China and Mongolia had reached agreement on the new entry/exit point at their borders named POLHO. China had finalized the establishment of two routes; POLHO – Fengning (GM), ATS route designator B339, and POLHO-Tumurtai (TMR), ATS route designator G218. Mongolia confirmed that they would also establish two routes, POLHO-Ulaanbaatar and POLHO-Choibalsan. The establishment of those four routes would greatly assist traffic operating to/from Europe as well as the Cross Polar Route (CPR) network.

2.3.30 The entry/exit point of INTIK (between Mongolia and China) was relocated in June 2002, and as a consequence, the alignment of the route from Sainshand to Eren was shorter and more efficient. China has also established a SSR and VHF station in this area, to improve the surveillance and communication capability.

2.3.31 After the opening of the POLHO entry/exit point, there would be a total of 7 entry/exit points into/out of China. These are GOPTO, TELOK, SIMLI and ARGUK (between Russia and China), and MORIT, INTIK and POLHO (between Mongolia and China).

2.3.32 The meeting noted that, in regard to the new transition route joining Polar route 4 and Shanghai Pudong airport, China is evaluating the use of a current domestic route for use by international aircraft. The necessary coordination to establish a new transition route to Shanghai Pudong is continuing.

2.3.33 IATA presented the CMRI/4 meeting with a number of airline requests. Major items included:

- a) that the Polar 4 route be made more available for northbound use as at many times this would be the preferred routing to North America. It should be noted that this is also an English speaking Russian ATC issue;
- b) Polar 4 north of SIMLI required further straightening as it had hard turns between SIMLI and Magdagachi;
- c) that B480 between LETBI and Razdolye was unreliable for flight planning as on two occasions when this route was flight planned, a penalizing reroute was given by ATC to fly from Razdolye A91 - SERNA A575 - Ulaanbaatar B480 – Bulgan; and
- d) IATA also advised that the required instrument procedures in the Pearl River Delta were over-penalising and costly to airline operations and in pressing need of revision.

*Flight Plan Approval Management by China*

2.3.34 The meeting was advised that China fully recognized the importance of flexible use of cross polar routes in the flight plan approval process and have had continuous coordination with other Chinese administrations in coming to a suitable solution to satisfy the requirements of the international airlines.

2.3.35 The meeting noted that, in accordance with the ICAO interim compromise position which was suggested at CMRI/3 meeting last year, China now has internal agreement, whereby, cross polar traffic into/out of China airspace can flight plan on either one of three entry/exit points with the notification of choice being transmitted to China at least one hour prior to the estimated departure time of the aircraft. This flexible choice procedure would be initially limited to the entry/exit points of ARGUK, SIMLI and POLHO. China is continuing to coordinate with other local authorities to extend this arrangement to other entry/exit points.

2.3.36 IATA advised the meeting that the China proposal was a positive step forward for aircraft using Polar 3 and Polar 4 but the additional 47 track miles to flights operating via Polar 1 or 2 was unacceptable, especially to Hong Kong as these flights were already operating beyond their maximum passenger payload range. However, if a SERNA direct POLHO routing in Mongolia were available then the proposal would be acceptable, as it would provide a savings over the current routing over INTIK.

2.3.37 The CMRI/4 meeting agreed to the following:

- a) as an interim solution, China would permit aircraft using cross polar routes to flight plan using a choice of three entry/exit points into/out of China, namely, ARGUK, SIMLI and POLHO with a target date for implementation of AIRAC date 15 May 2003;
- b) notification to China of flight plan details would be required at least one hour prior to the estimated time of departure (ETD);

- c) Cross Polar aircraft wishing to use other than the three mentioned entry/exit points above would be required to follow the present procedure of one entry approval into China airspace;
- d) the entry/exit point of POLHO between Mongolia and China will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003;
- e) new ATS route G218 SULOK – Choybalsan – POLHO – Tumurtai (TMR) will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003;
- f) new ATS route B339 Ulaanbaatar – POLHO – Fengning (GM) will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003; and
- g) new FANS 1/A route M520 SERNA – POLHO will be finalised by bi-lateral coordination between China and Mongolia with a target date for implementation of AIRAC date 15 May 2003. This route segment would be limited to FANS 1/A aircraft using ADS/CPDLC equipment on board.

2.3.38 The meeting was advised that, in order to achieve the necessary coordination between States concerned and to give sufficient notice to the aviation industry, the target date for these enhancements was postponed till 30 June 2003.

2.3.39 The meeting was advised that considerable progress has been made to the Cross Polar Route system due to these CMRI meetings. All States involved were further urged to continue the work required to finalize other outstanding issues which would in turn gain additional benefits to both the users and providers of the Cross Polar Route system.