



ICAO

International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group

Video Teleconference, 23 – 27 November 2020

Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)

TRANS-REGIONAL COORDINATION

(Presented by the Secretariat)

SUMMARY

This paper presents information on trans-regional Air Traffic Services (ATS) coordination, focusing on Asia/Pacific Region's (APAC's) interfaces with the ICAO African (AFI), Middle East (MID) and European Regions (EUR).

1. INTRODUCTION

1.1 There had been no trans-regional Special Coordination Meetings (SCMs) conducted in the period 2017 – 2020 (the last SCM was in 2016, mainly to discuss the Mogadishu Flight Information Region (FIR). Moreover, there had been no Trans-Regional Airspace and Supporting ATM Systems Steering Group meeting (the last was TRASAS/4 (Bangkok, Thailand, 29-31 October 2014), and no Inter-Regional Coordination Meeting (the most recent was IRCM/4, held in 2015).

1.2 The only other trans-regional discussion forum was the Advanced Inter-Regional Air Traffic Services Route Development Task Force (AIRARD/TF). The Fourth Meeting of the Advanced Inter-Regional Air Traffic Services Route Development Task Force (AIRARD/TF/4) had been held as part of a combined meeting with the ATM/SG/7 (Bangkok, Thailand, 05 – 07 August 2019).

1.3 The ATM/SG/7 meeting had noted that both IATA and States had failed to provide the necessary data, analysis and papers to support the long term goals of the AIRARD/TF. Moreover, attendance by key trans-regional States and the IATA Co-Chair had not enabled the TF to function as was expected. ICAO had confirmed that unfortunately, AIRARD/TF/4 would be the last such meeting, as it was not possible to continue without a clear deliverable, further noting that it was not an APANPIRG contributing body.

2. DISCUSSION

Africa Interface

2.1 As had been noted by the Regional Airspace Safety Monitoring and Advisory Group (RASMAG), the AFI interface between the Mogadishu and Mumbai Flight Information Regions (FIRs) had been problematic for Large Height Deviations (LHDs) due to an antiquated Air Traffic Control (ATC) system in Mogadishu (Somalia), including a lack of adequate communications and surveillance systems. However, with the implementation of a new ATC system including Air Traffic Services Inter-facility Data Link Communications (AIDC), this is no longer a current problem.

2.2 Moreover, with the imminent advent of Space-Based Automatic Dependent Surveillance – Broadcast (SB ADS-B) within the Mumbai FIR, detection of any remaining LHDs should be much earlier, thus greatly reducing risk. It also provides an opportunity for more efficient flight paths and levels. India's work to enhance this interface is appreciated by ICAO.

West Asia Interface

2.3 In contrast to the AFI Interface, West Asia remained problematic.

2.4 There continued to be major LHD issues between the Muscat (Oman) and Mumbai FIRs due to a lack of a functioning AIDC connection. Oman used the EUR system OLDI (On-Line Data Interchange) and it was clear that technical support was necessary to enable operability between the two different systems. China and Russia had already solved this issue. The meeting should note that the ICAO Regional Officer CNS had been requested to establish a technical form to assist Oman and India in this regard.

2.5 The interface between Iran and Pakistan had been inefficient, 50NM longitudinal spacing eastbound, despite Iran confirming a capability for 20NM. Pakistan is requested to provide an update for this MID interface.

North Asia Interface

2.6 For some years ATS route development near waypoint SIMLI between Chinese and Russian airspace had not been progressed. A large number of ATS route changes had been requested as long ago as 2015 by Russia (EUR). China was requested to indicate if any coordination had been undertaken recently in this regard.

2.7 Information from China indicated that Shenyang ACC exchanged data with Russia with OLDI, while with Dalian and Beijing using AIDC. The ATM Automation System in Shenyang was made by CETC LES, a Chinese vendor, so the ATM requirements could be implemented effectively in a timely and cost-efficient manner. The OLDI communication between Shenyang ACC and Russia is over a leased line.

Pacific Interface

2.8 There were no major interface issues identified between the Pacific (PAC) Region, and North and South American airspace.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
 - b) discuss the relevant trans-regional issues identified; and
 - c) discuss any relevant matters as appropriate.

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