



ICAO

International Civil Aviation Organization

**The Combined Tenth Meeting of the South Asia/Indian Ocean
ATM Coordination Group (SAIOACG/10) and Twenty—
Seventh Meeting of the South East Asia ATS Coordination
Group (SEACG/27)**

Bangkok, Thailand, 30 March – 03 April 2020

Agenda Item 5: ATS Route Development

TRANS-REGIONAL COORDINATION

(Presented by the Secretariat)

SUMMARY

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

1. INTRODUCTION

1.1 There had been no trans-regional Special Coordination Meetings (SCMs) conducted in the period 2017 – 2019 (the last SCM was in 2016, mainly to discuss the Mogadishu Flight Information Region (FIR). Moreover, there was 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 Therefore, the only formal trans-regional ATS coordination mechanism for the regions concerned was the Advanced Inter-Regional Air Traffic Services Route Development Task Force (AIRARD/TF).

1.3 The Fourth Meeting of the Advanced Inter-Regional Air Traffic Services Route Development Task Force (AIRARD/TF/4) had been held as part of the combined meeting with the ATM/SG/7 from 05 – 07 August 2019 at Bangkok, Thailand.

2. DISCUSSION

AIRARD/TF/4

2.1 IATA had stressed at the AIRARD/TF/3 that the AIRARD/TF was a vital forum for airlines, and that the airlines would provide the data needed to support any future meeting. The airlines/IATA recalled that the attendance of vital States was also crucial for airlines. EUROCONTROL supported the AIRARD/TF as it provided an opportunity to communicate with non-EUR States.

2.2 ICAO had appreciated the work being undertaken by India to support the PBN Highways concept. However, it was stressed that PBN Highways were conceived as end-to-end planning from major conurbations involving multiple States (as had occurred during the development of Europe Middle East-Asia Route South of Himalaya (EMARSSH) routes). This was noted as being a fundamental long term goal of the AIRARD/TF.

2.3 AIRARD/TF/4 was held at Bangkok, Thailand from 05 – 07 August 2019, in conjunction with the Seventh Meeting of the ATM Subgroup (ATM/SG/7). Mr. Ahmad Kaveh Firouz, Deputy Director of Tehran Area Control Centre (ACC), I. R. Iran, presided over the AIRARD/TF portions of the meeting as the AIRARD/TF Co-Chair.

2.4 The meeting 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. IATA apologised for this short-coming, and stated that it would do its best to re-energise participants and find a suitable way to ensure the goals contained within the AIRARD TORs were realised in a timely manner.

2.5 The meeting agreed to the AIRARD/TF Task List (ATM/SG/7 Report **Appendix F** at [https://www.icao.int/APAC/Meetings/2019%20ATMSG7/FINAL%20Report%20ATMSG7%20\(All%20appendices\).pdf](https://www.icao.int/APAC/Meetings/2019%20ATMSG7/FINAL%20Report%20ATMSG7%20(All%20appendices).pdf)). ICAO 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.

Pakistan Contingency Operation

2.6 The Pakistan airspace closure had been an example of trans-regional contingency planning, involving the ICAO APAC (Bangkok), EUR/NAT (Paris) and MID (Cairo) Offices, and the IATA MENA (Amman) and ASPAC (Singapore) Offices. The meeting had noted that the contingency operation lasted 140 days from 27 February 2019 until 17 July 2019, affecting the major traffic flow between Europe and South/Southeast Asia, and causing serious disruption to many flights.

2.7 IATA had urged the States that had experienced revenue decreases not to attempt to recover this revenue through large increases in ANS charges, even those of a ‘temporary’ nature, in line with the specific recommendations in ICAO Doc 9082 *ICAO’s Policies on Charges for Airports and Air Navigation Services* regarding consultation with users on charges. The cost of this closure was estimated to be in excess of USD400,000 every day to airlines, according to IATA. The conservatively estimated cumulative extra costs were in excess of USD 55 million.

2.8 The daily cost to the environment based on 295 disrupted flights had been estimated at 560,551 kg of extra fuel, 1,771,342 kg of extra CO₂ and 10,586 kg of NO_x based on EUROCONTROL estimates. Over the 20 weeks, this equalled about 78,477 t. of fuel, 247,940 t. of CO₂ and 1,482 of NO_x.

2.9 The presentations noted that there been an uneven impact on ANSPs across the APAC and MID regions due to this airspace closure. For example, extreme traffic loading on route L301 was observed via Mumbai (India) and Muscat (Oman) FIRs, while some FIRs such as the Kabul FIR suffered a major downturn in traffic. In the FIRs where there was a major increase ANSPs had worked to ensure that overloaded ATS sectors were supported by traffic flow restrictions, but this period had been a major challenge for controllers. On the other hand, the meeting had noted that where there traffic movements had dropped precipitously, controllers had t manage the challenge of maintaining currency, while their ANSP had suffered a major reduction in revenue from a lack of overflight charges.

2.10 The meeting had noted that the *Regional Framework for Collaborative ATFM* included the expectation that States would have CDM processes in place which would support the ATM response to for such situations, by distributing Ground Delay Program (GDP) measures to balance capacity and demand, as also described in the regional multi-nodal ATFM concept. It was proposed that the development of guidance for trans-regional ATFM should be undertaken by ATFM/SG. India was requested to provide a draft contingency ATFM response concept.

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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