



ICAO

International Civil Aviation Organization

**The Ninth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/9)**

Video Teleconference, 01 – 05 November 2021

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

SAIOACG AND SEACG MEETING OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents the key outcomes of the Combined Tenth Meeting of the South Asia/Indian Ocean ATM Coordination Group and the Twenty-Seventh Meeting of the South-East Asia ATS Coordination Group (SAIOACG/10 and SEACG/27, Video Teleconference, 29 March – 02 April 2021).

1. INTRODUCTION

1.1 The Combined Tenth Meeting of the South Asia/Indian Ocean ATM Coordination Group and Twenty-Seventh Meeting of the South-East Asia ATS Coordination Group (SAIOACG/10 and SEACG/27) was held as a Video Teleconference (VTC), from 29 March to 02 April 2021. The meeting was attended by 119 participants from Afghanistan, Bangladesh, Cambodia, China, Hong Kong China, India, Indonesia, Malaysia, Myanmar, Pakistan, Philippines, Singapore, Sri Lanka, Thailand, United States, Viet Nam, IATA, IFALPA, IFATCA and ICAO.

1.2 There were 26 Working Papers (WPs), four Information Papers (IPs) and eight presentations were considered by the meeting.

2. DISCUSSION

Air Navigation Service Deficiencies List

2.1 ICAO provided information on the current Air Navigation Deficiencies related to airspace safety and Air Navigation Services (ANS), as approved by the Thirty-First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31, VTC, 14 – 16 December 2020), which were reviewed by the meetings.

2.2 The meeting noted Indonesia's efforts to rectify the deficiency related to the designation of restricted areas in airspace over the high seas by re-designating the concerned areas as danger areas.

Airspace Safety Monitoring

2.3 ICAO presented the outcomes relevant to the SAIOACG/10 and SEACG/27 meeting from the Tenth Meeting of the FANS Interoperability Team-Asia (FIT-Asia/10, VTC, 03 – 06 August 2020) and the Twenty-Fifth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/25, VTC, 27 – 30 October 2020).

2.4 The meeting noted the revised Performance-based Communications and Surveillance (PBCS) non-compliance report form template that was proposed to FIT-Asia/10, and subsequently agreed by RASMAG/25. The revised template was introduced to include additional information, to harmonize with the template already adopted in the North Atlantic (NAT) Region, and to use Microsoft Excel format to facilitate data handling by the Regional Monitoring Agency (RMA).

2.5 The meetings reviewed the RASMAG/25 Reduced Vertical Separation Minimum (RVSM) Target Level of Safety (TLS) compliance and the Large Height Deviation (LHD) Hot Spot status in the region.

2.6 Indonesia offered to engage in three party discussion between India, Indonesia and Malaysia to support the mitigation of LHDs at Hot Spot A2 (Chennai – Kuala Lumpur interface), with its surveillance facilities at Banda Aceh having a coverage in the area of this hotspot.

Application of ATC Separation Minimums

2.7 ICAO presented information on the survey conducted to determine which Air Traffic Control (ATC) separation standards were being applied within the Asia/Pacific Region, in accordance with the provisions of the *Asia/Pacific Seamless ANS Plan*.

2.8 The meeting noted that ICAO intended to circulate a new survey at the end of the year, requesting all Asia/Pacific Administrations to provide the minimum separation at every Transfer of Control (TOC) point for their Flight Information Region (FIR). ICAO Regional Office would develop the chart for TOC separation according to the number of TOC points that did not meet the recommended minimum separation standard.

2.9 In response to Indonesia, ICAO informed the meeting that FIT-Asia/10 had discussed the Proposal for Amendment (PfA) to ICAO Doc 7030 – *Regional Supplementary Procedures* to support the application of performance-based separation in Colombo, Manila and Ujung Pandang FIRs. However, due to the moratorium imposed by ICAO Headquarters related to amendment of SUPPS, this matter had not been progressed. ICAO Regional Office was following up on the matter.

2.10 Noting the need to support airlines' recovery from the severe financial losses caused by the COVID-19 pandemic and the suitable low traffic environment, the meeting agreed to the following Draft Conclusion:

Draft Conclusion SAIOACG/10 and SEACG/27-1: Implementation of Efficient ATS Horizontal Separations and Transfer of Control Aircraft Spacing

That, given the global priority to support airlines' recovery from the unprecedented negative economic consequences of the COVID-19 pandemic and the suitable low traffic environment:

- a) States/Administrations are strongly urged to review and update their National Air Navigation Plans (NANPs) to ensure that Air Navigation Service Providers (ANSPs) fully implement the horizontal separation and aircraft spacing elements in the Asia/Pacific Seamless ANS Plan V3.0; and
- b) ICAO considers the need for seminars, workshops and other educational material to support this implementation.

Note: This Draft Conclusion is separately discussed in a specific working paper on the application of ATC separation minimums, presented under ATM/SG/9 Agenda Item 3.

Missing Departure (DEP) Messages

2.11 ICAO informed the meeting that due to the substantial reduction in international air traffic resulting from the COVID-19 pandemic, APAC regional analysis of missing DEP messages had not been conducted in 2020. However, Thailand continuously monitored non-receipt of DEP messages for flights entering the Bangkok (VTBB) FIR, and provided data up to February 2021.

2.12 **Table 1** summarizes non-receipt of DEP messages for flights originating in the FIRs of SAIOACG/SEACG participant States for the six months ending in February 2021, as provided by Thailand.

Originating State	SEP 2020	OCT 2020	NOV 2020	DEC 2020	JAN 2021	FEB 2021	TOT %
Afghanistan			2/2				100
Bangladesh	67/107	68/100	19/83	24/97	34/100	40/112	42
Bhutan	3/9	1/9	0/13	1/10	0/8	1/8	10
Brunei Darussalam	1/5	1/8	0/6	0/8	0/6	0/4	5
Cambodia	9/157	3/183	2/165	3/169	2/147	0/124	2
China	0/390	0/342	1/382	1/487	2/473	4/356	< 1
India	51/175	35/191	38/227	28/233	43/224	52/233	19
Indonesia	9/67	6/68	8/78	8/100	6/101	6/96	8
Lao PDR	2/21	0/29	1/31	1/18	0/21	0/15	3
Malaysia	41/227	47/253	51/234	36/236	39/240	29/200	17
Maldives	0/2	2/11	2/6	0/9	0/7	3/10	15
Myanmar	2/149	13/131	3/170	5/141	4/146	1/86	3
Nepal	0/34	0/53	0/36	0/24	0/45	1/43	< 1
Pakistan	0/8	1/9	0/9	2/8	3/9	0/6	12
Philippines	6/364	11/371	8/412	8/435	8/477	2/385	2
Singapore	1/315	2/392	2/408	2/371	2/405	1/328	< 1
Sri Lanka	0/43	0/47	0/67	1/83	1/77	0/57	< 1
USA	4/5	4/5	7/15	2/15	0/22	1/11	24
Viet Nam	2/252	3/317	21/383	7/317	0/295	1/230	2

Table 1: Non-receipt of DEP Messages for Flights Entering the Bangkok FIR per Originating State – September 2020 to February 2021

2.13 Indonesia also presented the information about the non-receipt of DEP messages of traffic overflying Jakarta and Ujung Pandang FIRs, for the period between 01 July and 31 December 2020 (SAIOACG/10 and SEACG/27 WP/07 Attachment A).

2.14 Through the analysis conducted, Indonesia had found multiple examples of States specifying non-compliant Flight Plan (FPL) addressing requirements in the State Aeronautical Information Publication (AIP) Section ENR 1.11, together with the use in Aeronautical Fixed Telecommunication Network (AFTN) addresses of three-letter designators that were not registered to be used by the States in ICAO Doc 8585 – *Designators for Aircraft Operating Agencies, Authorities and Services*, which could be the possible causes of missing FPL and associated ATS messages (including DEP Messages). However, ICAO noted that AIP Indonesia also specified AFTN addresses that were not compliant with the requirements of ICAO Doc 4444 – *Procedures for Air Navigation Services (PANS-ATM)*.

Free-Route Operations Trials for Optimum Capacity and Flexible Flights

2.15 The meeting was presented with the efforts by Singapore in conducting Flexi Airspace trials to validate elements within the ICAO Aviation System Block Upgrade (ASBU) Block 0 Direct and Free Route Operations (FRTO-B0/1 – 4).

2.16 Singapore stated that the Flexi Airspace trial provided airline operators with fuel savings considerations on “carry-on fuel” even before take-off, which contributed to the reduction of carbon emission. For the period between September 2020 and January 2021, more than 2000 flights had participated in the trial and a total of about 140 tonnes of fuel had been saved.

2.17 Singapore also shared lessons learnt from the Flexi Airspace trials, which included determination of the adequacy of safety nets, Mid Term Conflict Detection (MTCD) and ATM system support with regards to dynamic TOC point between sectors. Singapore shared that such interim effort of introducing flexible route options during periods of lower and manageable traffic flow could provide benefits and savings to the airlines.

2.18 Indonesia indicated its support and looked forward to work together with Singapore to implement cross-border free-route operations. Indonesia also provided information about the User Preferred Route (UPR) operational trials conducted within Jakarta and Ujung Pandang FIRs, effective June 2020.

SID/STAR Procedures

2.19 The meeting was informed that a survey on the implementation status of the new Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) phraseology yielded only five responses from Asia/Pacific Administrations.

2.20 The meeting noted that the ATM/SG had included a follow-up survey in its Task List, for reporting to ATM/SG/9 in 2021. SAIOACG/10 and SEACG/27 participants were urged to ensure their Administration responded to the survey.

Transition Planning for RNP APCH Chart Identification

2.21 The meeting was provided with an update on planning for the transition of RNP APCH chart identification from RNAV to RNP.

2.22 The meeting noted that ICAO Electronic Bulletin (EB) 2020/21 had advised States to limit, as much as possible, the information provided under the Aeronautical Information Regulation and Control (AIRAC) system due to COVID-19-related limited capacity of data houses. However, further noting that the Regional Transition Plan was part of a globally coordinated plan to transition to new chart identification by 30 November 2022, as specified in Amendment 6 to ICAO Doc 8618 – *Procedures for Air Navigation Services – Aircraft Operations* (PANS-OPS) Volume II, APAC Regions should continue to process the chart changes in accordance with the *Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP*.

2.23 APAC Administrations were encouraged to inform the ICAO Regional Office in cases where data houses either rejected or failed to process chart identification changes that were included in AIRAC AIP Amendments in accordance with the APANPIRG-agreed transition plan.

Regional Air Navigation Plan Update

2.24 ICAO presented an update on the progress of the electronic Air Navigation Plan (eANP) development for the Asia/Pacific, replaced ICAO Doc 9673 – *Asia and Pacific Regions Regional Air Navigation Plan*. Meeting participants were invited to review the FIR and Search and Rescue (SRR) data affecting their administration, and provide feedback to ICAO on the data's accuracy.

Air Traffic Flow Management Update

2.25 ICAO provided an update of Air Traffic Flow Management (ATFM) issues in the Asia/Pacific Region, including outcomes from the Tenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/10, VTC, 04 – 08 May 2020), and associated outcomes from the Eighth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/8, VTC, 23 – 27 November 2020).

2.26 Thailand provided information on the operational analysis and overview of westbound flights transiting via the Kabul FIR associated with the Bay of Bengal Cooperative Air Traffic Management (BOBCAT) system for the two-year period between January 2019 and December 2020.

AIS-AIM Implementation Update

2.27 ICAO provided information on relevant AIS-related matters arising from the Fifteenth Meeting of the ICAO Aeronautical Information Services (AIS) – Aeronautical Information Management (AIM) Implementation Task Force (AAITF/15, VTC, 01 – 05 June 2020).

2.28 The meeting was informed of the ongoing high level of concern about poor quality management of aeronautical information in the APAC Region, and the apparent lack of organizational priority for this safety-critical requirement. The following SAIOACG and SEACG participating Administrations have AIM-related Deficiencies:

WGS-84 not implemented: Afghanistan, Bangladesh, Bhutan, Brunei Darussalam.

AIS Quality Management System not implemented: Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, Lao PDR, Maldives, Myanmar, Nepal, Philippines, Sri Lanka, Timor-Leste.

Asia/Pacific Unmanned Aircraft Systems Update

2.29 ICAO provided information on developments in the field of Unmanned Aircraft Systems (UAS), recalling that the UAS Advisory Group (UAS-AG) of the Remotely-Piloted Aircraft Systems (RPAS) Panel had developed the ICAO UAS Toolkit, which was a repository of information on the UAS management that fell outside the scope of Standards and Recommended Practices (SARPs) and PANS developed for RPAS operations. The toolkit was available at:

<https://www.icao.int/safety/UA/UASToolkit/Pages/default.aspx>.

ATS Route Developments

2.30 Singapore provided an update on the various performance-based navigation (PBN) initiatives they had embarked upon, and emphasised the importance of coordination amongst States to implement harmonised PBN specifications across FIR boundaries. The initiatives included:

- upgrading PBN specifications of existing ATS routes M767 and N884 to RNP 4 with the Philippines;
- phased introduction of PBN specifications on ATS route M768 starting from RNP 10 with Indonesia, Malaysia, and Viet Nam; and

- re-designating ATS routes L642 and M771 to RNAV 2 with Viet Nam.

2.31 Hong Kong China commented that a considerable level of fleet equipage of the required capability was essential to support enhancement of the route structure. Hong Kong China opined that they were open to re-designating the existing ATS route L642 and M771 to RNP 2 or RNAV 2, but without implementing new parallel routes.

2.32 Hong Kong China and Philippines provided information on the planned implementation of 30 NM longitudinal spacing on ATS routes A461 and A583, which would be conducted in phases, expected to be completed by Q4 2023.

2.33 ICAO presented Version 20 of the *Asia/Pacific Region ATS Route Catalogue* for SAIOACG/SEACG participant States to review and provide status update on relevant route proposals.

ATM Contingency Planning

2.34 ICAO provided information on contingency planning in the Asia/Pacific Region. The meeting was reminded that Annex 11 Section 2.32 *Contingency Arrangements* required that ATS authorities must develop and promulgate contingency plans. The *Asia/Pacific Regional ATM Contingency Plan* also included relevant performance expectations that were expected to be implemented by 10 November 2016, reflecting the Annex 11 requirement that had been applicable since November 2003.

2.35 The meeting was informed of APAC activities relating to ATM contingency planning in response to the COVID-19 pandemic. Activities included ATM-specific seminars held by VTC, and presentations and proposed recommendations to the Asia/Pacific COVID-19 Contingency Recovery and Planning Group (ACCRPG).

2.36 ICAO shared lessons learned from the Yangon (Myanmar) ATM Contingency Operations during February 2021, including a summary of the contingency operation, Annex 11 provisions relating to contingency coordination, and relevant guidance and performance expectations in the *Asia/Pacific Regional ATM Contingency Plan*.

2.37 IATA provided information on international airline feedback on the Myanmar ATM Contingency Operations, and emphasised the importance of contingency planning for all States. Overall, the Myanmar contingency response worked effectively despite some issues that could be easily addressed and clarified.

2.38 The event was a good reminder for all States to have relevant contingency plans and their associated safety assessments reviewed annually and updated as required. IATA stressed that the development of contingency plans should always include affected stakeholders to ensure all impacts and risks were considered, and table-top and/or simulator exercises should be conducted regularly to ensure the parties involved would remain current on the plan's procedures and operations.

2.39 The meeting was informed that IATA remains available for coordinating international airline input into the development and review of States' contingency plans.

2.40 India reiterated the importance of formalizing contingency arrangements between neighbouring Administrations, and expressed its intention to conduct offline discussion with Myanmar, which would include development of an additional contingency ATS route and flight levels in Myanmar Level 2 Contingency Plan.

Asia/Pacific Search and Rescue Update

2.41 The meeting discussed Search and Rescue (SAR) matters related to the Asia/Pacific, including the outcomes of the Fifth Meeting of the Asia/Pacific Regional Search and Rescue Work Group (AP SAR/WG/5, VTC, 09 – 11 June 2020).

2.42 ICAO presented a marked-up version of the *Asia/Pacific Search and Rescue (SAR) Plan (SAIOACG/10 and SEACG/27 WP/20 Attachment D)*. The current version approved by APANPIRG/30 would be updated in 2022 in accordance with the normal cycle of review, but in the meantime, the marked-up version would capture any proposals for change. SAIOACG/10 and SEACG/27 participants were invited to review Version 3.1 and submit any comments accordingly.

Civil/Military Cooperation Update

2.43 ICAO presented information on Asia/Pacific's civil/military cooperation issues and initiatives. With respect to Special Use Airspace (SUA), there had been a number of restricted areas identified designated within international airspace, which was not permissible under the Convention on International Civil Aviation (the Chicago Convention). The meeting noted that SUA in Chinese, Japanese, Korean and Malaysian airspace could be subject of a Deficiency, unless the airspace was re-designated as a danger area or disestablished before APANPIRG/32.

2.44 Indonesia provided information concerning ballistic launch activities conducted by China, which had affected several FIRs, including Jakarta FIR, that were received by Jakarta NOTAM Office on 18 and 21 December 2020, for launches on 20 and 22 December 2020 respectively, neither of which were coordinated by China beforehand.

2.45 In response to Indonesia's concern regarding the absence of coordination by the Launch State and late promulgation of NOTAM, China stated that they would endeavour to comply with ICAO SARPs, and would immediately notify the affected States upon receiving the notification from the relevant authorities.

2.46 Indonesia also provided information on foreign military operations in the international airspace, within the Jakarta and Ujung Pandang FIRs that had affected the operations of civil aviation. Some of these occurrences happened within controlled airspace and near SID and STAR flight paths. Indonesia stressed that an urgent action should be taken to address this matter and prevent these occurrences in the future.

2.47 Singapore supported the general principle that airspace users should comply with ICAO requirements and agreed with the need for greater civil/military cooperation to enhance the safety and efficiency of civil aircraft operations.

2.48 USA thanked Indonesia for highlighting this matter, and recommended that States to contact the United States Embassy in the event of occurrences involving State aircraft of the USA.

SAIOACG/SEACG Future Meetings Modalities

2.49 ICAO presented the results of the Future Meeting Modalities Survey conducted by the ICAO APAC Regional Sub-Office, requested respondents to advise the preferred modality and conduct of future SAIOACG and SEACG meetings.

2.50 To ensure future meetings were conducted more effectively and economically, the meeting agreed to the following Draft Decision:

Draft Decision ATM/SG/9-X: Combining SAIOACG and SEACG Groups South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)

That, noting the:

1. large cross-over in work between the SAIOACG and SEACG, with about 90% of the papers being developed by the Secretariat and virtually the same content; and
2. resource challenge to States/Administrations in terms of participant’s travel and attendance costs attending two separate meetings;

the Secretariat develops a consolidated Term of Reference for ATM/SG consideration.

2.51 The consolidated draft Term of Reference and Task List for the combined Group are provided in **Attachment A** and **Attachment B** respectively, for consideration by the ATM/SG/9. The current Terms of Reference are provided in **Attachments C and D**, for reference.

2.52 The meeting agreed to conduct a combined SAIOACG/11 and SEACG/28 meeting in 2022, subject to ATM/SG and APANPIRG decision, which would tentatively be held in March 2022.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) leverage the suitable low traffic environment to fully implement the horizontal separation and aircraft spacing elements in the *Asia/Pacific Seamless ANS Plan V3.0*;
- c) note the importance of a robust and updated contingency plan to be maintained by all States/Administrations, and the need for regular table-top and/or simulator exercises to ensure the parties involved would remain current on the plan’s procedures and operations;
- d) note the issues raised relating to civil/military cooperation;
- e) consider and agree to combine SAIOACG and SEACG Groups, and review and adopt the Terms of Reference for the Group; and
- f) discuss any relevant matters as appropriate.

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Draft Conclusion ATM/SG/9-X: Implementation of Efficient ATS Horizontal Separations and Transfer of Control Aircraft Spacing	
<p>What: That, given the global priority to support airlines’ recovery from the unprecedented negative economic consequences of the COVID-19 pandemic and the suitable low traffic environment:</p> <p>a) States/Administrations are strongly urged to review and update their National Air Navigation Plans (NANPs) to ensure that Air Navigation Service Providers (ANSPs) fully implement the horizontal separation and aircraft spacing elements in the <i>Asia/Pacific Seamless ANS Plan V3.0</i>; and</p> <p>b) ICAO considers the need for seminars, workshops and other educational material to support this implementation.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The need to support airlines’ recovery from the sever financial losses caused by the COVID-19 pandemic, and taking advantage of</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>

the low traffic environment to introduce operational procedure change.	
When: 5-Nov-21	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RSO	

Draft Decision ATM/SG/9-X: Combining SAIOACG and SEACG Groups as South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)	
<p>What: That, in the event the APANPIRG/32 agrees to combine SAIOACG and SEACG Groups, the consolidated Term of Reference and Task List for the SAIOSEACG, at Attachment A and Attachment B respectively, be adopted</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: Due to the large cross-over in work between the SAIOACG and SEACG which poses significant workload to ICAO and the resource challenges in terms of travel and attendance costs for participants participating in both meetings, combining the Groups is more practical and future meetings can be conducted more effectively and economically</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
When: 5-Nov-21	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: RSO	

TERMS OF REFERENCE

South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)

- 1) The objective of the SAIOSEACG is to identify the need for, plan and implement Air Traffic Management (ATM) improvements in the Indian Ocean, South Asia and Southeast Asia areas.
- 2) To meet this objective, the Group shall:
 - a. Promote and facilitate implementation of the provisions of ICAO Doc 7030 – *Regional Supplementary Procedures* and the *Asia/Pacific Regional Air Navigation Plan*, and the performance expectations of the *Asia/Pacific Seamless ANS Plan*, by:
 - i. reviewing and recommending improvements to airspace and Air Traffic Services (ATS) route structures, in order to optimise safety and efficiency;
 - ii. review and recommend improvements to ATS facilities such as communication and surveillance capability in support of flight operations; and
 - iii. research and plan airspace and facility requirements based on future technologies, Performance-based Navigation (PBN) and other advanced capabilities;
 - b. Assist SAIOSEACG Administrations in the development of action plans to rectify APANPIRG Air Navigation Service (ANS) Deficiencies.
 - c. coordinate and collaborate with other APANPIRG groups and relevant technical groups from other ICAO regions as required; and
 - d. form Small Working Groups as required to conduct specific ATM-related projects.
- 3) The SAIOSEACG reports to the Air Traffic Management Subgroup of APANPIRG (ATMSG).

SAIOSEACG comprises representatives from the following, but not limited to Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Hong Kong China, Macao China, India, Indonesia, Lao PDR, Malaysia, Maldives, Myanmar, Nepal, Pakistan, Papua New Guinea, Philippines, Singapore, Sri Lanka, Thailand, Timor-Leste, Viet Nam, CANSO, IATA, IFALPA and IFATCA.

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SAIOSEACG — TASK LIST

(last updated SAIOACG/10 and SEACG/27)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
3 (SEACG)	Radar data sharing	SEACG/28	Lao PDR, Thailand	Open	Raised at SEACG/16. Lao PDR and Thailand agreed to share the radar data. Lao PDR and Thailand will further coordinate. To discuss at the Mekong meeting, and report to SEACG24. Task updated at SEACG/26. No report received. MEKONG to discuss and report to SEACG/27. Task updated at SAIOACG/10 and SEACG/27. No report received.
2/10 (SAIOACG)	Investigate capability and timeline to implement 30NM longitudinal and 23NM performance-based lateral separation minima	BOBTFRG/3	All States	Open	India has implemented 30/30NM on four ATS routes in the near term. Adjacent States should consider a coordinated implementation of similar performance-based separations, taking into account PBCS requirements. This task is also part of the BOBTFRG. BOBTFRG/2 developed and agreed the implementation timeline for 30NM longitudinal spacing over BOB airspace, expected by 2024, which also require the mandating of ADS-C/CPDLC by 1 January 2023. Due to the COVID-19 impact on airline operators, IATA requested for the discussion on the mandate proposal to be deferred until Q2-Q4 2021.
4/4 (SAIOACG)	India to present paper on the follow up actions of tasks identified in SAIOACG/4 SEACG/21 Appendix E	BOBTFRG/3	India	Open	
17 (SEACG)	L642/M771	SCSTFRG/9	China, Hong Kong, China, Singapore, Viet Nam	Open	SEACG/21 - Reduce longitudinal separation from 50NM to surveillance-based separation on L642/M771. Hong Kong agreed to in 2016, subject to a moratorium period of six months after the NATS review 2018. Updated at SEACG/26. Discussion between Hong Kong and Sanya ACCs for implementation of 20NM longitudinal spacing in progress.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
8/1 (SAIOACG) 27/1 (SEACG)	Resolve FIR and SRR boundary data. Report status to Regional Office	October 2021	Bangladesh, Cambodia, China, Hong Kong China, India, Japan, Myanmar, Pakistan, Thailand, Viet Nam	Open	SAIOACG/8 and SEACG/25 Report re: WP07. Regional Office to Report to ATM/SG/6. SAIOACG/10 and SEACG/27 Report re: WP12.
8/5 (SAIOACG)	Revise PfAs for Arabian Sea ATS Routes, and coordinate with ESAF Region	SAIOACG/11	India, Secretariat	Open	SAIOACG/8 and SEACG/25 Report re: WP29.
8/8 (SAIOACG)	Present final planning assurances (bypass plans) and update Contingency Coordination Team information for Afghanistan Contingency Plan	SAIOACG/11	India, Pakistan	Open	SAIOACG/8 and SEACG/25 Report re: WP19.
8/9 (SAIOACG)	Bay of Bengal Danger Areas – tactical coordination, reduced vertical limits, correction of AIP and NOTAM promulgation to align with Annex 15	ATM/SG/9	Bangladesh, India, ICAO	Open	SAIOACG/8 and SEACG/25 Report re: WP28. SAIOACG/10 and SEACG/27 Report re: WP23.
25/11 (SEACG)	Phnom Penh ATS Contingency Routes and FLAS	SEACG/28	Cambodia, Lao PDR, Thailand, Viet Nam	Open	SAIOACG/8 and SEACG/25 Report re: WP32. Updated SEACG/26. Task updated at SAIOACG/10 and SEACG/27.
26/2 (SEACG)	Philippines to report on activity to rectify HF voice communications reliability/availability problems	SEACG/28	Philippines	Open	SEACG/26 Report IP03. Post-Meeting Update 12 April 2021: Philippines advised Manila Sector 9 has been implemented. Airspace users indicate CPDLC communications satisfactory in Manila FIR, but long term unreliability/unavailability of HF voice communications persists.
26/7 (SEACG)	Finalize ANP PfA for SCS bypass route north from Biak	ATM/SG/9	Indonesia, USA, Secretariat	Open	SEACG/26 Report WP26. Task updated at SAIOACG/10 and SEACG/27.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
26/8 (SEACG)	Coordinate implementation plan RNP 2 nav spec on ATS routes L642, M771, N892	SCSTFRG/9	China, Hong Kong, China, Philippines, Singapore, Viet Nam, IATA	Open	SEACG/26 Report WP27. SAIOACG/10 and SEACG/27 Report re: WP16
10/1 (SAIOACG)	Engage in three party discussion between India, Indonesia and Malaysia to support the mitigating of LHDs at Chennai – Kuala Lumpur interface (Hot Spot A2).	BOBTFRG/3	India, Indonesia, Malaysia	Open	SAIOACG/10 and SEACG/27 Report re: WP04.
10/2 (SAIOACG)	Conduct a review of Myanmar Level 2 Contingency Plan, which include an additional contingency ATS route and flight levels.	SAIOACG/11	Bangladesh, China India, Lao PDR, Myanmar, IATA	Open	SAIOACG/10 and SEACG/27 Report re: WP18.
10/3 (SAIOACG) 27/3 (SEACG)	Develop a consolidated Term of Reference for ATM/SG consideration.	ATM/SG/9	ICAO RSO	Open	SAIOACG/10 and SEACG/27 Report re: WP26.

South Asia/Indian Ocean ATM Coordination Group (SAIOACG) Terms of Reference

- 1) The scope and objective of the SAIOACG is to identify, plan and implement Air Traffic Management improvements within airspace serving the Asian Regional Major Traffic Flows:
 - AR- 2 (Europe – Southeast Asia);
 - AR- 4 (Middle East – Southeast Asia/Australia); and
 - AR- 5 (Africa – Southeast Asia/Australia).
- 2) To meet this objective the Group shall:
 - a. review and recommend improvements to relevant airspace and ATS route structures, in order to optimize the safety and efficiency of ATC operations;
 - b. review and recommend improvements to ATS facilities such as communication and surveillance capability in support of flight operations;
 - c. research and plan airspace and facility requirements based on future technologies, Performance Based Navigation and other capabilities that enhance flight operations;
 - d. coordinate with other bodies to establish appropriate navigation specifications;
 - e. identify ATM deficiencies with respect to ICAO Standards and Recommended Practices (SARPs), and make recommendations to achieve compliance;
 - f. cooperate with other bodies as required, to facilitate Seamless ATM;
 - g. create working groups as required to manage specific ATM-related projects; and
 - h. research and recommend appropriate means of minimizing the environmental consequences of flight operations.
- 3) The SAIOACG reports to the ATM Subgroup of APANPIRG.

The membership of the SAIOACG is open to States that provide ATS within the scope of airspace of SAIOACG, International Organizations and ICAO. The membership is also open to participants from outside the airspace or organizations that can contribute to SAIOACG by invitation from SAIOACG (such as military organizations that can facilitate civil/military cooperation).

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Terms of Reference

South-East Asia ATM Co-ordination Group (SEACG)

1. Terms of Reference of SEACG:
 - A. Identify current problems or deficiencies in ATM being experienced in the Southeast Asia area;
 - B. Develop solutions to resolve noted problems or deficiencies that do not require long-range planning in the Southeast Asia area;
 - C. Prepare a co-ordinated action plan with time lines for implementation of the agreed actions in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan (Doc 9750);
 - D. Make specific recommendations to the APANPIRG through the ATM/AIS/SAR Sub-Group, aimed at improving ATM/AIS/SAR services within the South East Asia Region and the adjacent Regions.
 - E. Report to the ATM/AIS/SAR Sub-Group of the APANPIRG

2. The SEACG comprises representatives from the following, but not limited to:

Australia, Brunei Darussalam, Cambodia, China, Hong Kong China, Indonesia, Japan, Lao PDR, Malaysia, Papua New Guinea, Philippines, Singapore, Thailand, Viet Nam, IATA, IFALPA, IFATCA, ARINC and SITA.

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Approved by ATM/AIS/SAR SG/20, Decision SG 20/11, July 2010