



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)

Video Teleconference, 29 March – 02 April 2021

Agenda Item 2: Review Outcomes of Related Meetings

RELEVANT MEETING OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents a brief overview of outcomes from relevant high level meetings (except for airspace safety monitoring), that had been conducted in 2020.

1. INTRODUCTION

1.1 The Eight Meeting of the Air Traffic Management Sub-Group (ATM/SG/8) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held by video teleconference, from 23 to 27 November 2020. The meeting was attended by 220 registered participants from 27 States, two Special Administration Regions of China and five International and ATM-related organisations.

1.2 Twenty Fourth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/24) of APANPIRG was held via video teleconference, from 30 November to 4 December 2020. The meeting was attended by 176 participants from 26 States/Administrations and five International Organisations, and 26 participants from industry partners.

2. DISCUSSION

ATM/SG/8

2.1 The ATM/SG/8 agreed to the following Draft Conclusion, Conclusion and Draft Decision as follows:

Draft Conclusion (submitted to APANPIRG/31)

Draft Conclusion ATM/SG/8-3: Review of National Air Navigation Plans (NANPs)

That, States should review their NANPs in accordance with a whole-of-government approach and the requirements of the Regional Air Navigation Plan to:

- 1. include airspace user consultation to determine post COVID-19 service provision levels and the related investment and expenditure required, including identifying temporary or permanent service provision modification to reduce operational costs; and*
- 2. seek government support for their Air Navigation Service Providers (ANSPs) during the post-COVID-19 recovery.*

Conclusion (agreed by the ATM/SG)

Conclusion ATM/SG/8-1: ATFM Post-Operations Analysis Recommended Framework Version 1.0

That:

1. *The ATFM Post-Operations Analysis Recommended Framework Version 1.0 at ATM/SG/8 WP11 Attachment 2 be uploaded to the ICAO Asia/Pacific Regional Office eDocuments web-page, to replace the existing working draft version; and*

2. *States are urged to utilize the guidance provided in the document when implementing ATFM post-operations analysis in accordance with the performance expectations of the Regional Framework for Collaborative ATFM.*

Draft Decision (submitted to APANPIRG/31)

Draft Decision ATM/SG/8-2: Amend AAITF Terms of Reference

That, the amended Terms of Reference for AAITF at Attachment C be adopted.

2.2 Other key matters from the ATM/SG/8 Report are as follows:

- the meeting was reminded that a critical part of the effort to effectively implement the *Asia/Pacific Seamless ANS Plan* was the need for States to develop a National Air Navigation Plan (NANP). The NANP should address the Basic Planning Elements required in the Regional Air Navigation Plan Volume II. A non-binding template for the development of a NANP can be accessed from the ICAO website at: <https://www.icao.int/APAC/Documents/edocs/National%20Air%20Navigation%20Template%20V6.0.docx>
- ICAO commented the Seamless reporting portal had not been able to be updated thus far to match the 6th Edition of Global Air Navigation Plan (GANP) and Version 3.0 of the *Asia/Pacific Seamless ANS Plan*, meaning that data was now unfortunately out-of-date. States/Administrations should withhold updates until the new Seamless Reporting Portal was ready.
- the meeting noted that ICAO intended to circulate a new survey to update the data on separations/ Transfer of Control (TOC)/ Flight Level Allocation Scheme (FLAS) held by the Regional Office in December 2020 or January 2021. To better reflect the status, ICAO agreed with Hong Kong China's suggestion for future charts to be developed as two separate figures, one for the separations and the other for the FLAS/TOC status.
- the ATM/SG/8 agreed to the following change proposals, for APANPIRG/31's consideration:
 - a) AIS (WGS84) – Thailand deletion;
 - b) AIS (Quality Assurance) – Indonesia and Thailand deletion; and
 - c) SAR capability – India and Indonesia deletion.
- the meeting was informed the Unmanned Aircraft System 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 management of UAS that fell outside the scope of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) developed for RPAS operations. The toolkit was available at <https://www.icao.int/safety/UA/UASToolkit/Pages/default.aspx>.

- Singapore had presented its plan to establish Automatic Dependent Surveillance – Broadcast (ADS-B) out exclusive airspace within the Singapore FIR in phases by January 2022. The meeting had also noted that were a number of other States contemplating the use of ADS-B within international airspace, including space-based ADS-B, so it would be better to have several States jointly submit a Proposal for Amendment (PfA) to Doc 7030 – *Regional Supplementary Procedures*. The Chair encouraged a Small Working Group of interested States to work on the PfA.
- ICAO commented by 01 April 2021, the Flight Information Region (FIR) data review from States was expected to be completed, and the data that had been verified for the electronic Air Navigation Plan (eANP) FIR Table after approval by the President of the Council on behalf of the ICAO Council. The Search and Review Region (SRR) review was expected to be conducted in 2021.
- ICAO highlighted there had been a number of restricted areas identified designated within international airspace, which was not permissible (Annex 2 definition of restricted area as *an airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions*). The meeting noted that Special Use Airspace (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.

2.3 Other topics that were discussed at the ATM/SG/8 such as Aeronautical Information Management, Search and Rescue and contingency planning are provided to this meeting in separate papers.

CNS SG/24

2.4 Recent developments in the CNS area since CNS SG/24 meeting that may be of interest to SAIOACG/SEACG:

- considering the challenges and difficulties faced by States/Administrations under current pandemic situation and recommended to postponed the target year of regional implementation of Common Aeronautical Virtual Private Network (CRV) from 2020 to end of 2021 and further align with follow up actions on Common Ground/Ground Telecommunication Network stated in the Beijing Declaration.
- Singapore presented updates on the preliminary technical study findings of space-based Very High Frequency (VHF) communications concept and the progress of space-based VHF discussions at ICAO and International Telecommunication Union (ITU) meetings. The space-based VHF communications concept involves the mounting of VHF communications equipment onto a constellation of small low-earth-orbit satellites to enable real-time communications between air traffic controllers and pilots over oceanic airspace.
- the meeting noted that Air Traffic Services Inter-Facility Data Communication (AIDC) implementation in South China Sea sub-region had been satisfactory, while further efforts by States in the Bay of Bengal sub-region are required. **Figure 1** illustrate the status of AIDC implementation in the Region.

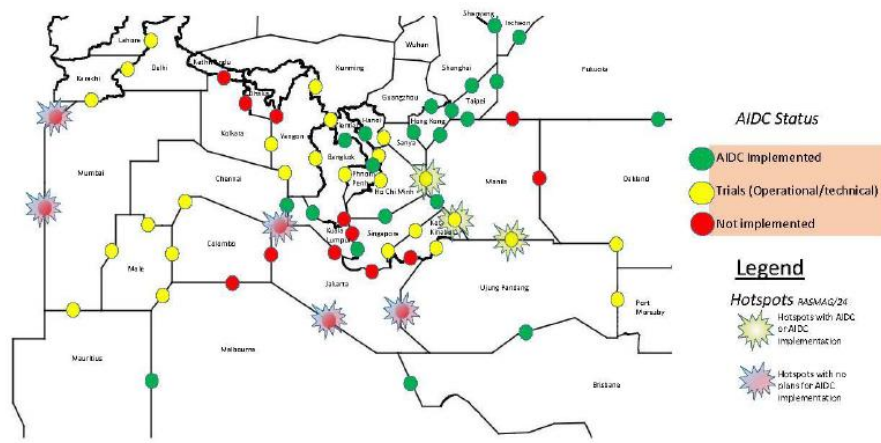


Figure 1. AIDC Implementation Chart Version 2 (July 2020)

- the meeting adopted the Aeronautical Fixed Telecommunication Network (AFTN)/ATS Message Handling System (AMHS)-based Interface Control Document for Air Traffic Flow Management (ATFM) Version 2.0, for use by Asia/Pacific Administrations in implementing cross-border ATFM communications, in accordance with the provisions of the Regional Framework for Collaborative ATFM.
- the First Edition of the Flight Inspection Guidance Material (FIGM) was adopted. The guidance material includes recommendations of key activities and milestones in planning, execution, and delivery of a flight inspection, which also contains the role and responsibilities of ANSPs.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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