



ICAO

International Civil Aviation Organization

The First Meeting of the South Asia, Indian Ocean and
Southeast Asia ATM Coordination Group (SAIOSEACG/1)

Video Teleconference, 28 March – 01 April 2022

Agenda Item 3: Review of Outcomes of Related Meetings

RELEVANT MEETING OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents brief outcomes from relevant high-level meetings that had been conducted in 2021.

1. INTRODUCTION

1.1 The Ninth Meeting of the Air Traffic Management Sub-Group (ATM/SG/9) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held virtually, from 1 to 5 November 2021. The meeting was attended by 292 participants from 27 States, two Special Administration Regions of China and five International and ATM-related organisations. ATM/SG/9 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2020-ATM-SG8.aspx>.

1.2 Twenty-Fifth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/25) of APANPIRG was held via video teleconference, from 18 to 22 October 2021. The meeting was attended by 215 participants from 23 States/Administrations and four International Organisations, and 28 participants from industry partners. CNS SG/25 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2021-CNS-SG-25.aspx>.

2. DISCUSSION

ATM/SG/9

2.1 The ATM SG/9 agreed to the following Draft Conclusion, Conclusion and Draft Decision as follows:

Draft Conclusion (submitted and adopted by APANPIRG/32)

Draft Conclusion ATM/SG/9-1: 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.

Conclusion (agreed by the ATM/SG/9)

Conclusion ATM/SG/9-4: Management of Danger Areas situated over the High Seas

That: acknowledging that safe and sustainable aviation is the prime goal of all stakeholders, and that airspace is a very important shared resource, States are urged to:

1. act in accordance with the ICAO DOC 10088 principle as civil as possible, as military as necessary; and refrain from prolonged activation of Danger Areas over the High Seas, particularly activations that are repetitive in nature and impact almost all useable flight levels within the given volume of airspace;

2. give due consideration to the requirements of other airspace users (e.g. air traffic density, flight levels, enroute weather factors) during the planning, promulgation and activation of Danger Areas;

3. establish robust co-ordination between civil and military authorities, as well as with neighboring FIRs; and

4. ensure all affected FIRs provide appropriate AIS (NOTAM) notification regarding activation of the Danger Area

Draft Decision (submitted and adopted by APANPIRG/32)

Draft Decision ATM/SG/9-2: Revised ATFM/SG Terms of Reference

That, noting the dissolution of the APA-CDM/TF under Decision APANPIRG/32/1, ongoing APAC regional A-CDM work be conducted by ATFM/SG.

Draft Decision ATM/SG/9-3: Combining SAIACG and SEACG Groups to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)

That, the two groups be combined to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG), with Terms of Reference as provided in Attachment G to consolidate two meetings which the majority of business is duplicated, thereby leading to better efficiencies for States and ICAO.

2.2 Other key matters from the ATM/SG/9 Report are as follows:

- The meeting was informed that due to the lack of a current reporting system the ICAO Regional Office was not able to update the current ANS implementation status since March 2019. It was also noted ten priority regional targets for Phase I of the Seamless ANS Plan (November 2015 to November 2019) had in general not been achieved.
- The meeting noted the need for States to develop a National Air Navigation Plan (NANP) as detailed in Section 9 of the Seamless ANS Plan and included among the specific regional requirements 3.1. of the Regional Air Navigation Plan (ANP) Vol II.
- The meeting was reminded ICAO Regional Office would circulate a new replacement

survey to better analyse the data on separation minimums/ spacing at each Transfer of Control (TOC) point/ Flight Level Allocation Scheme (FLAS) applied in the region from 2022, in order to identify ‘bottleneck’ FIR Boundary TOC points in the region.

- Indonesia presented its corrective action plans to eliminate its APANPIRG deficiency on the designation of restricted area within international airspace. In July 2021, Indonesia published a set of coordinates in its Aeronautical Information Publication (AIP) Indonesia, designating the airspace concerned as Danger Area. The deficiency deletion was recommended and approved by APANPIRG/32.
- The meeting was informed that due to the current ATM contingency situation in the Kabul FIR, BOBCAT system operations had been temporarily suspended until such time as demand for overflights of Afghanistan resumed.
- India presented its plan to implement Central Air Traffic Flow Management (C-ATFM) System in three phases. The C-ATFM system would operate with cross-border multi-nodal ATFM information exchange capability in accordance with the APAC AFTN/AMH-based ICD for ATFM.
- Hong Kong China informed the meeting of its implementation of a revised wake turbulence separation scheme to improve the runway delivery rate at Hong Kong International Airport (HKIA) in accordance with the new ICAO wake turbulence separation scheme as of 05 November 2020.
- Regarding the Seamless ANS Plan paragraph 7.35 (FLAS), ICAO commented FLAS did not meet expectations for seamless airspace, particularly in airspace that was well-served by surveillance and VHF communications coverage. ICAO also clarified the intent of the statement in Seamless ANS Plan element 7.35 b), which was that FLAS in Category S airspace should only be utilized for safety and efficiency reasons where crossing track conflicts occurred within 50 NM of the FIR boundary. However, if surveillance coverage or surveillance data sharing was available to provide surveillance covering the boundary airspace, then FLAS should not be applied.
- IATA presented concerns regarding continued prolonged hours of Danger Area activation over the high seas, calling for enhanced processes for the management of such areas in line with the *as civil as possible, as military as necessary* principle of the ICAO Doc 10088 *Manual on Civil-Military Cooperation in Air Traffic Management*. ICAO Doc 10066 PANS-AIM procedure required that NOTAMs for Danger Area activation shall be published for all affected FIRs with at least seven days’ advance notice.

2.3 Other topics that were discussed at the ATM/SG/9 such as Aeronautical Information Management, Search and Rescue and contingency planning are provided to this meeting in separate papers.

CNS SG/25

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

- The meeting adopted the proposed CRV Implementation Plan amendment (Version 2.1) based on the recommendation of CRV OG/8 through ACSICG/8, to allocate IP addresses to third party service providers for the delivery of services over CRV.
- Member States were urged to update their frequency list regularly and in a timely manner with the coordination with ICAO APAC Regional Office. For reported interference caused by frequency implemented by States/Administrations without coordination and registration with Regional Office, it may be considered as a

discrepancy to the regional planning requirements, and be further identified as a deficiency upon harmful impact report on international operations.

- An updated Graphical Display on the AIDC implementation status based on the inputs provided to the APA TF/7 meeting is provided in **Figure 1** below.

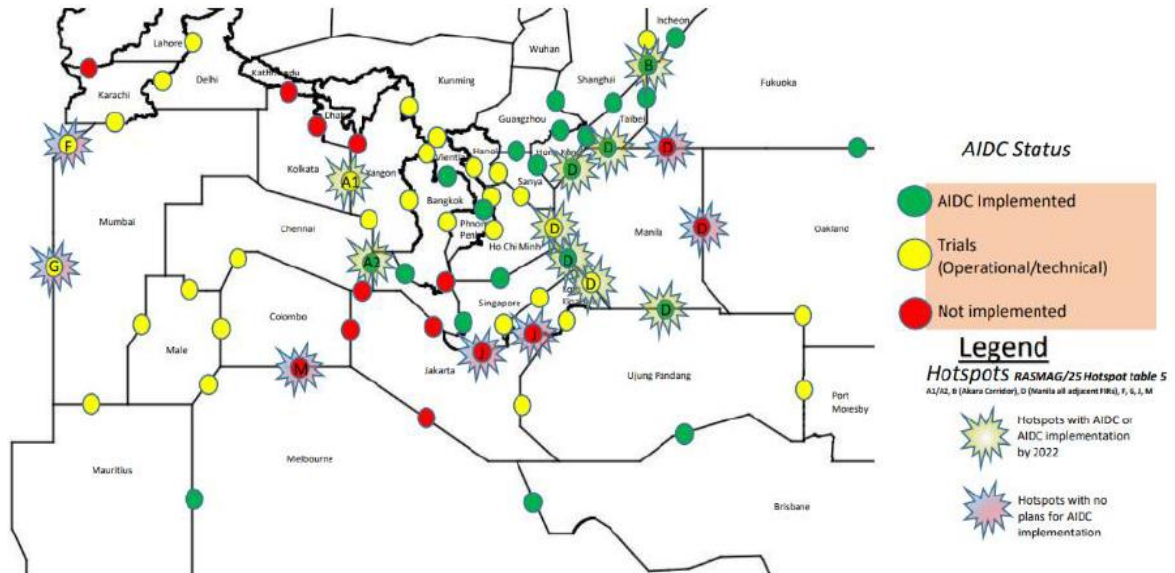


Figure 1: AIDC Implementation Status (as of June 2021)

- The meeting adopted the Dissolution of APA-CDM/TF (**Decision APANPIRG/32/1**). After dissolution of the APA TF, the ongoing APAC regional AIDC implementation work would be taken up by ATMAS TF (**Decision CSN SG/25/17**), while ACSICG would handle communications related issues.
- The ADS-B Implementation Status in the APAC Region was reviewed. During the discussion in Ad Hoc Working Groups, some States had shared their view that with the implementation of space-based ADS-B, the original ground-based ADS-B data sharing project would have to be re-evaluated.

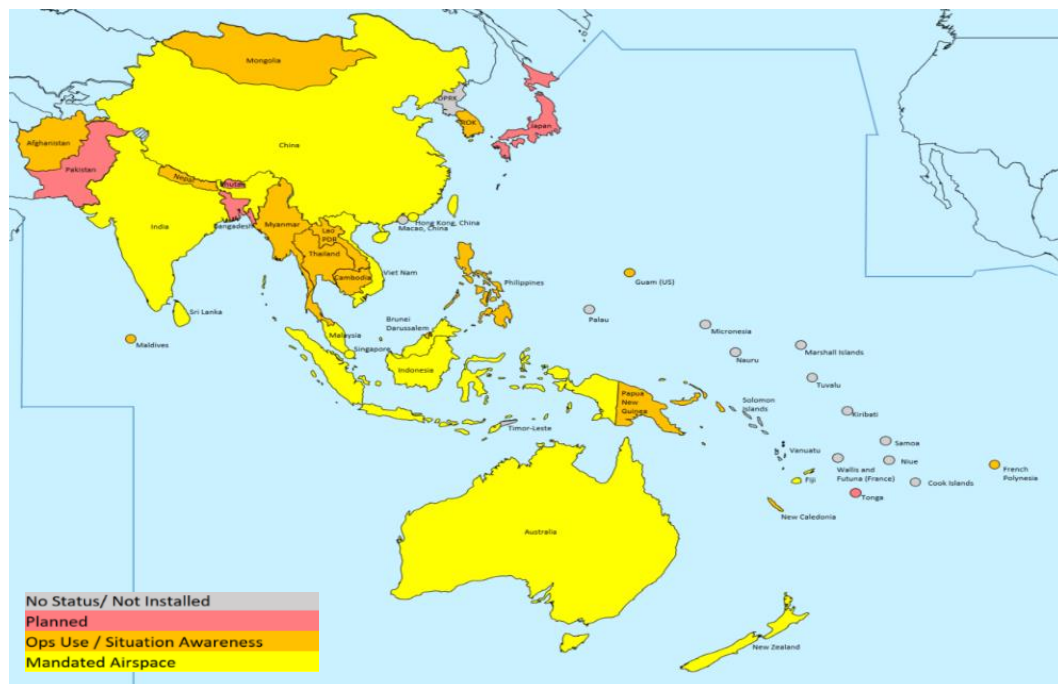


Figure 2: ADS-B Implementation Status in APAC

- The Member States and Administrations were encouraged to consider as a priority, public and aviation safety when deciding how to enable cellular broadband/5G services in radio frequency bands near the bands used by radio altimeters. Member States were invited to report to ICAO APAC Regional Office in a timely manner once the interference to radio altimeters by these broadband technologies happens.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the outcome of relevant meetings and take any necessary follow-up actions; and
- b) discuss any relevant matters as appropriate.

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