



ICAO

International Civil Aviation Organization

The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/2)

Bangkok, Thailand, 20 – 24 March 2023

## Agenda Item 2: Review 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 2022.

## 1. INTRODUCTION

1.1 The Thirty-third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33) was held at the Trans Resort Bali in Bali, Indonesia from 22 to 24 November 2022 as a hybrid event (in-person and virtual participation). The meeting was graciously hosted by Indonesia. The Meeting was attended by 326 participants from 30 Member States, 2 Special Administrative Regions of China, and 7 International Organizations. APANPIRG/33 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2022-APANPIRG33.aspx>.

1.2 The Tenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/10) of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held via Video Teleconference (VTC) from the ICAO Asia and Pacific Regional Office, Bangkok, Thailand. The meeting was attended by 265 registered participants from 29 States, two Special Administrative Regions of China and four International organizations. ATM/SG/10 working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2022-ATM-SG10.aspx>.

1.3 The Twenty-Sixth Meeting of the Communications, Navigation and Surveillance Subgroup (CNS SG/26) of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), was held from 5 to 9 September 2022 via Video Tele-Conference (VTC) using Microsoft Teams. The meeting was attended by 247 participants from 26 States/Administrations and 4 International Organizations, including 21 participants from industry partners. Full report and papers of the meeting are available at <https://www.icao.int/APAC/Meetings/Pages/2022-CNS-SG-26.aspx>.

## 2. DISCUSSION

### APANPIRG/33

2.1 The APANPIRG/33 agreed to the Draft Conclusion, Conclusion and Draft Decision relevant to ATM as follow:

Conclusion APANPIRG/33/5 (adopted by APANPIRG/33)

**Conclusion APANPIRG/33/5: Provide clear direction on Doc 7030 Regional SUPPS publication requirements.**

*That, ICAO provides clear direction on which separation minima require Doc 7030 Regional SUPPS publication to provide consistency in the information published in the different ICAO Regions.*

ATM/SG/10

2.2 The ATM SG/10 agreed to the Conclusions and Draft Decisions as follows:

Conclusion (agreed by the ATM/SG/10)

**Conclusion ATM/SG/10-1: Revised Reporting Date for ATM Regional Plans' Implementation Status Monitoring**

That,

*1. States are urged to report their implementation status of the performance expectations of the following regional plans by not later than 28<sup>th</sup> February each year: a) Regional ATM Contingency Plan; b) Regional Framework for Collaborative ATFM; c) Regional Plan for Collaborative AIM; and d) Regional SAR Plan; and*

*2. The implementation reporting forms for each of these regional plans be updated to provide for reporting in percentages of implementation.*

*This Conclusion supersedes the status reporting requirements of Conclusions ATM/SG 5-3, 5-8 and 7-16*

**Conclusion ATM/SG/10-4: Update Regional Framework for Collaborative ATF**

*That, the Asia/Pacific Regional Framework for Collaborative ATFM Version 4.0 provided in Appendix D to the Report be adopted, and made available on the ICAO Asia/Pacific Regional Office website, replacing Version 3.0.*

**Conclusion ATM/SG/10-5: ATFM Training Guide**

That,

*1. the ATFM Training Guide provided in Appendix E to the Report be made available on the ICAO Asia/Pacific Regional Office website; and*

*2. Asia/Pacific Administrations are urged to refer to the ATFM Training Guidance material for developing their training programs.*

**Conclusion ATM/SG/10-6: Regional ATFM Implementation Status Reporting**

That,

*1. the ATFM Implementation Status Report form (version 3.0) was adopted, and made available on the ICAO Asia/Pacific Regional Office website;*

2. *Asia/Pacific Administrations are urged to report their ATFM implementation status at least once annually by no later than 28th February each year, using the ATFM Implementation Status Report Form; and*

3. *The Regional Framework for Collaborative ATFM be amended to include the information in Appendix F to the Report.*

*Note: This Conclusion supersedes Conclusion ATM/SG/5-3*

***Conclusion ATM/SG/10-7: Points of Contact List for Space Vehicle Launch and Re-Entry Coordination***

*That,*

1. *An Asia/Pacific regional Points of Contact (POCs) List for coordination of space vehicle launch and re-entry be established;*

2. *The Asia/Pacific Space Vehicle Launch and Re-Entry Coordination POC List be managed by ICAO on behalf of ATM/SG, and published on the ICAO Asia/Pacific Regional Office website;*

3. *States are urged to:*

*a. formally identify to the ICAO Asia/Pacific Regional Office the POCs nominated to originate space vehicle launch and re-entry coordination, and POCs nominated to receive and respond to any such coordination; and*

*b. ensure at least one State POC is available and contactable at all times;*

4. *Nominated POCs should include an office or unit rather than an individual, and preferably be the operational management or supervisory function of the ATS centre in charge of the FIR who will;*

*a. Respond to coordination received; and*

*b. Ensure necessary coordination is undertaken with all affected ATS units within the FIR.*

***Conclusion ATM/SG/10-9: Revalidation of Coordinate Data***

*That, noting the factors that cause WGS-84 coordinate data to change over time, States are urged to ensure that all surveyed and calculated coordinate data published in AIP or used in Instrument Flight Procedure design is revalidated:*

1. *each five years; or*

2. *after a major natural event such as an earthquake or volcanic eruption; or*

3. *following construction of critical airport elements,*

*Whichever is the sooner, by ground survey, Light Detection and Ranging (LIDAR) survey, or imagery collection.*

***Conclusion ATM/SG/10-10: State Report of 5LNC Status***

*That, States are urged to provide an annual update on the status of duplicated 5LNCs in ATM/SG/10 WP/44 Attachment 3 to the ICAO APAC Regional Office by not later than 28 February each year.*

***Conclusion ATM/SG/10-11: Regional Guidance for Postponement of Changes to Aeronautical Information***

*That, the Asia/Pacific Regional Guidance for Postponement of Changes to Aeronautical Information be adopted, and uploaded to the Asia/Pacific Regional Office website.*

***Conclusion ATM/SG/10-12: Checklist of Considerations in Readiness for Autonomous Distress Tracking***

*Noting:*

*1. the recent deferral of applicability of Autonomous Distress Tracking (ADT) from 01 January 2023 to 01 January 2025; and*

*2. the likelihood that ADT equipped aircraft will increasingly be operating from late 2022 onwards;*

*States are urged to implement a programme of education and procedure development for aviation regulators, aircraft operators, SAR services and ANSPs, using the Checklist of Considerations for Response to ADT Notifications.*

***Conclusion ATM/SG/10-13: Revised Asia/Pacific Regional SAR Plan***

*That,*

*1. the revised Asia/Pacific Regional SAR Plan be adopted, and uploaded to the Asia/Pacific Regional Office eDocuments web-page to replace the existing version; and*

*2. States are urged to update their national SAR Plans to align with the revised Regional SAR Plan.*

*Decisions (agreed by the ATM/SG/10)*

***Decision ATM/SG/10-3: Establish FF-ICE Operational Requirements Small Working Group***

*That, ATM/SG establishes the FF-ICE Operational Requirements Small Working Group, that will:*

*a) study ICAO global TBO and FF-ICE provisions and the outcomes of relevant ICAO technical panels and regional technical groups; to*

*b) prepare a set of draft harmonised regional operational requirements of FF-ICE/R1, and related operational processes and procedures;*

*c) present related information to the FF-ICE seminar to be organised by ATMAS TF in 2023;*

*d) recommend an appropriate approach to devise a FF-ICE implementation strategy for the APAC region; and*

*e) recommend priority ASBU elements and develop draft regional performance objectives for consideration for inclusion in the Asia/Pacific Seamless ANS Plan version 4.0.*

***Decision ATM/SG/10-8: Space Vehicle Launch and Re-entry Coordination Small Working Group***

*That, the Space Vehicle Launch and Re-entry Coordination Small Working Group (SVLRC SWG), reporting to ATM/SG, be formed to:*

- 1. Study global practices and procedures for the coordination of space vehicle launch and re-entry activities, with a view to making recommendations for best practices to be adopted in the Asia/Pacific Region;*
- 2. Consolidate and update Asia/Pacific regional guidance material on space vehicle launch and re-entry coordination and response; and*
- 3. Recommend consolidated guidance and performance expectations for inclusion in the 2023 update of the Asia/Pacific Seamless ANS Plan.*

*The SVLRC SWG will be comprised of relevant experts from Australia, China, India, Japan, New Zealand, Republic of Korea, Singapore, Sri Lanka, Thailand, USA (rapporteur) and IATA. Other APAC States may also join the SWG.*

2.3 Other key matters from the ATM/SG/10 report are as follows:

- The meeting was informed of the implementation of enhanced wake turbulence separation (e-WTS) in Hong Kong China, Republic of Korea and Japan.
- China shared their experience in the implementation of remote apron control tower technology and the trial operations of remote ATS based on visual surveillance system usage. The meeting was informed of technical highlights of the use of remote tower technology at Guangzhou Baiyun airport.
- Singapore presented an overview of the plans and phased approach to enhance flight utilization of L644, starting with the removal of flight planning restrictions. The WP elaborated a phased enhancement of operations and utilization of L644 that would help to provide airspace users flexibility in planning the most optimal flight paths.
- Hong Kong China presented a progress update of the initiative to optimize the capacity of air routes L642 and M771 by means of enhancing the longitudinal spacing applied. Hong Kong China had encouraged all concerned States/Administrations to actively participate in discussions in order to expedite the implementation of revised longitudinal spacing as soon as possible.
- India proposed the application of 10 minutes separation on an opportunity basis between ADS-B equipped aircraft flying on crossing tracks under Space-Based ADS-B (SB ADS-B) Surveillance in the oceanic airspace of Mumbai FIR. For the proposed separation, the establishment of two-way radio communication via VHF/HF or CPDLC connection for suitably equipped aircraft was considered mandatory. 15 minutes separation over the crossing points was currently being applied.
- Japan and the Republic of Korea had presented updates on the AKARA Corridor to the ATM/SG/10 meeting. The meeting was informed that Phase 1 of the AKARA airspace

improvement project had been implemented since 25 March 2021, but Phase 2 was not yet completed.

- Japan presented information on operations in response to contingency situations, especially ATFM operations, and shared lessons learned from this experience.
- China presented the Typhoon Detour Procedure trial jointly evaluated by China, Japan and Republic of Korea in September 2022, to manage numerous of detouring flights by managing as many detour flights as possible without affecting regular flights. Additional information on Trajectory-based Operations (TBO) verification in China was provided.
- IATA had provided an update on the COVID-19 pandemic impact on the airline industry, and recovery and traffic growth expectation. The meeting had been informed of the rate of recovery of the industry, its financial performance, and the recovery of international travel, noting that the Asia/Pacific Region was lagging behind other regions in this aspect.
- CANSO was conducting a study on ways to accelerate ANS modernization in the region. The trend of greater digitalization could offer more collaboration opportunities for the region. This in turn could enable more cost-effective ways to build up capabilities. The study would also look at the roles of ATM and technology companies and how their service offerings could encourage collaboration and were cost-effective. Progress could be shaped from the supply side.
- Hong Kong China informed the meeting of their support for ICAO's initiative on enhanced Wake Turbulence Separation (eWTS) and the associated environmental benefits. eWTS with optimized final approach spacing had been successfully implemented for arriving traffic at Hong Kong International Airport (HKIA) since 5 November 2020.
- Indonesia had implemented a User-Preferred Route trial during the period of COVID-19 pandemic-related traffic downturn. The UPR trial implementation was based on the FREE ROUTE concept, where airspace users could freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate waypoints without referring to the Air Traffic Services (ATS) route network.
- Indonesia shared the status of implementation of their National Air Navigation Plan (NANP), conforming to the changes arising from the introduction of a revised ASBU framework in the 6th edition of the Global Air Navigation Plan (GANP). The paper included progress updates at the technical and service levels such as setting of strategies and objectives resulting from gap analysis aligned with ICAO Asia Pacific Seamless ANS Plan.

2.4 Other topics that were discussed at the ATM/SG/10 such as Air Navigation Service Deficiencies List, Air Navigation Services USOAP Update, Aeronautical Information Management, Search and Rescue and contingency planning, Application of ATC Separation Minimums, Regional Air Navigation Plan Update, Seamless ANS Plan Update, Air Traffic Flow Management Update, Asia/Pacific Region ATS Route Catalogue are provided to this meeting in separate papers.

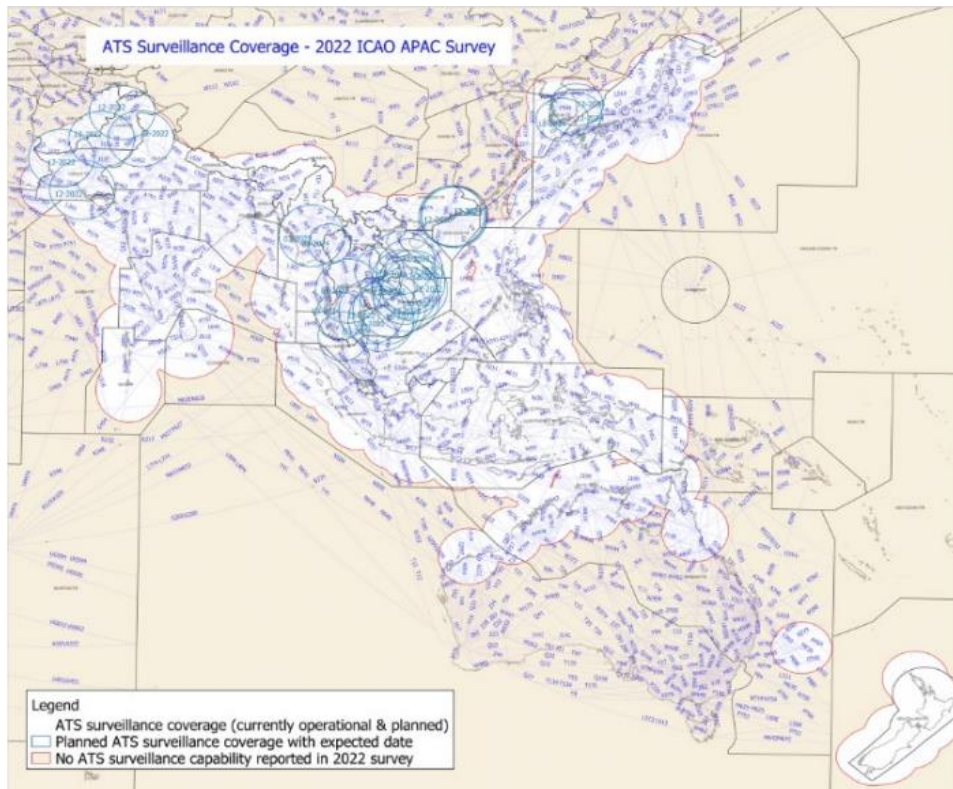
CNS SG/26

2.5 A number of contributory bodies of APANPIRG have held their meetings listed below which contributed discussion outcomes to CNS SG/26, and webinars/workshops held to increase awareness and understanding on various topics for the Region to support their planning and implementation. All these activities were held via video teleconference:

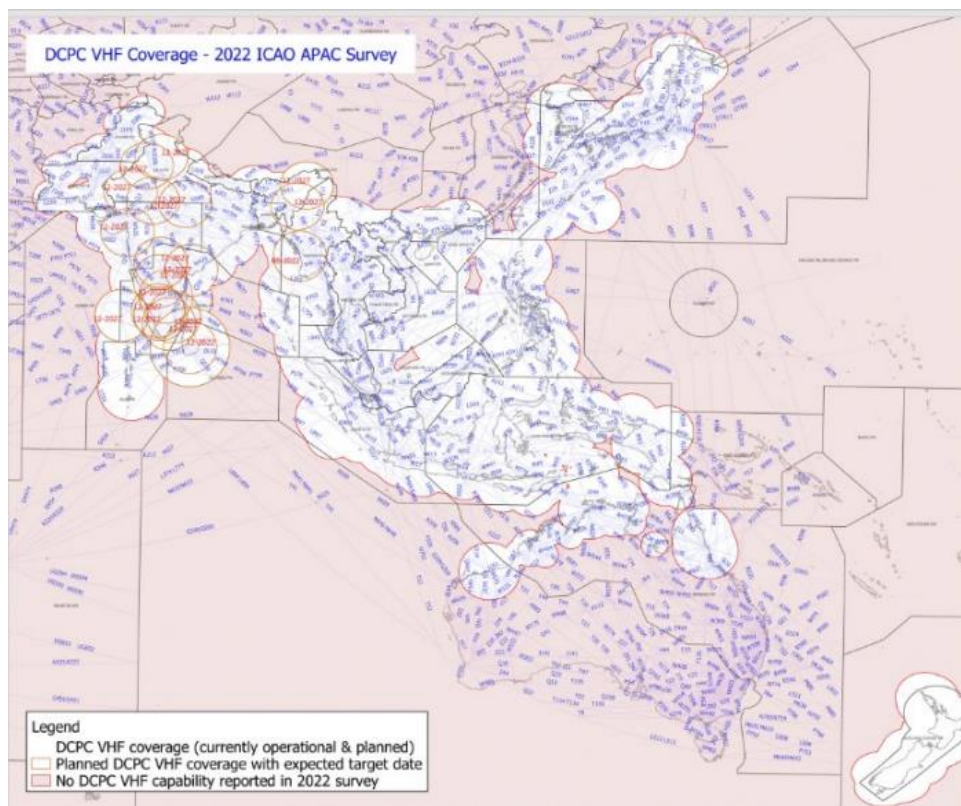
No.	Meeting/Seminar/Workshop in 2022
1	CRV OG/9 (25-27 January)
2	SRWG/6 (1-3 March)
3	SURSG/2 (15-17 March)
4	PBNICG/9 (22-24 March - RSO)
5	<a href="#">Mode S Workshop (22 March)</a>
6	DAPs WG/ (23-25 March)
7	CRV OG/10 (18 April)
8	ACSICG/9 (19-21 April)
9	GBAS/SBAS ITF/4 (11-12 May - RSO)
10	SWIM TF/6 (17-20 May)
11	SURICG/7 (24-27 May)
12	<a href="#">ATMAS Webinar (7 June)</a>
13	ATMAS TF/3 (8-10 June)
14	<a href="#">CRV Webinar (29 June)</a>
15	<a href="#">5G&amp;RA webinar (23 August)</a>

2.6 Recent developments in the CNS area since CNS SG/26 meeting that might be of interest to SAIOSEACG are follows:

- As of Mid-August 2022, there were 16 States/Administrations provided their updated coverages, and all plottable data provided has been applied to the update of coverage maps. Based on the inputs from States/Administrations, the overall pictures of ATS surveillance and DCPC VHF coverage are given as follows in Figures 1 and 2 respectively.



**Figure 1:** Updated ATS Surveillance Coverage:

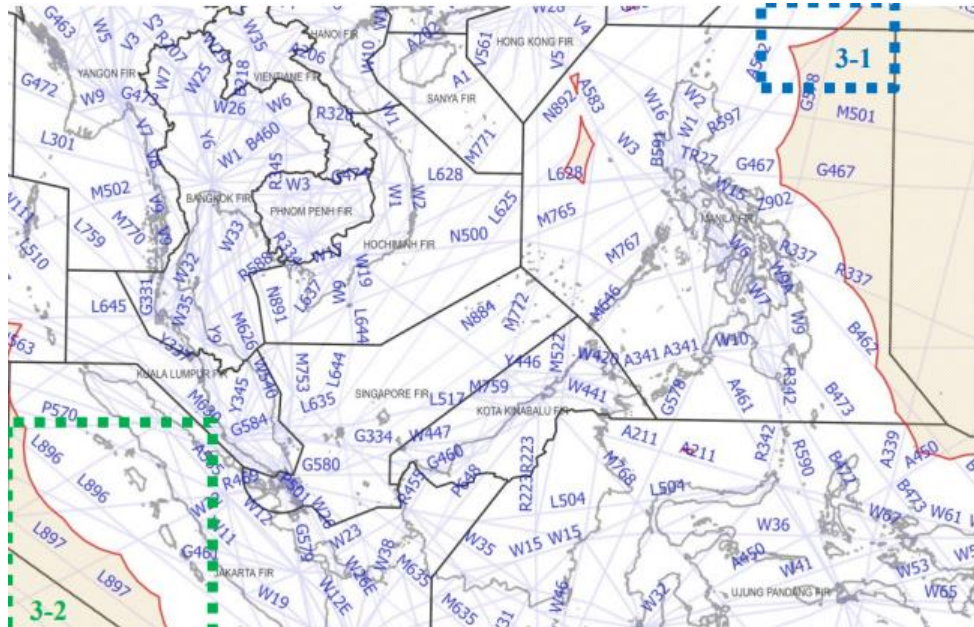


**Figure 2:** Updated DCPC VHF Coverage:

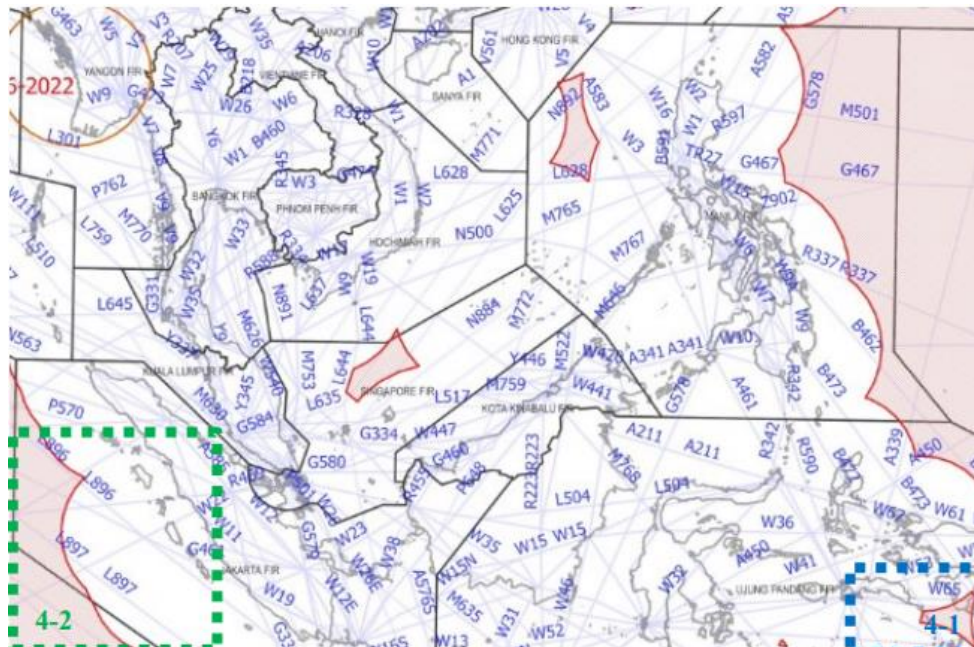
- According to the current *APAC Seamless ANS Plan version 3.0*, paragraph 6.13 identifies the main areas of the region lacking ATS surveillance and DCPC VHF

coverage which need to be addressed with priority. Based on the inputs from States/Administrations, the details of ATS Surveillance and DCPC VHF coverage in each of these identified areas are given below for review:

(a) *Highest Priority: South China Sea airspace between China, Hong Kong China and the Philippines.*



**Figure 3:** ATS Surveillance coverage in the SCS area of 2022



**Figure 4:** DCPC VHF coverage in the SCS area of 2022

(b) *Priority 2: Bay of Bengal airspace between the Indian subcontinent and the Andaman Islands.*

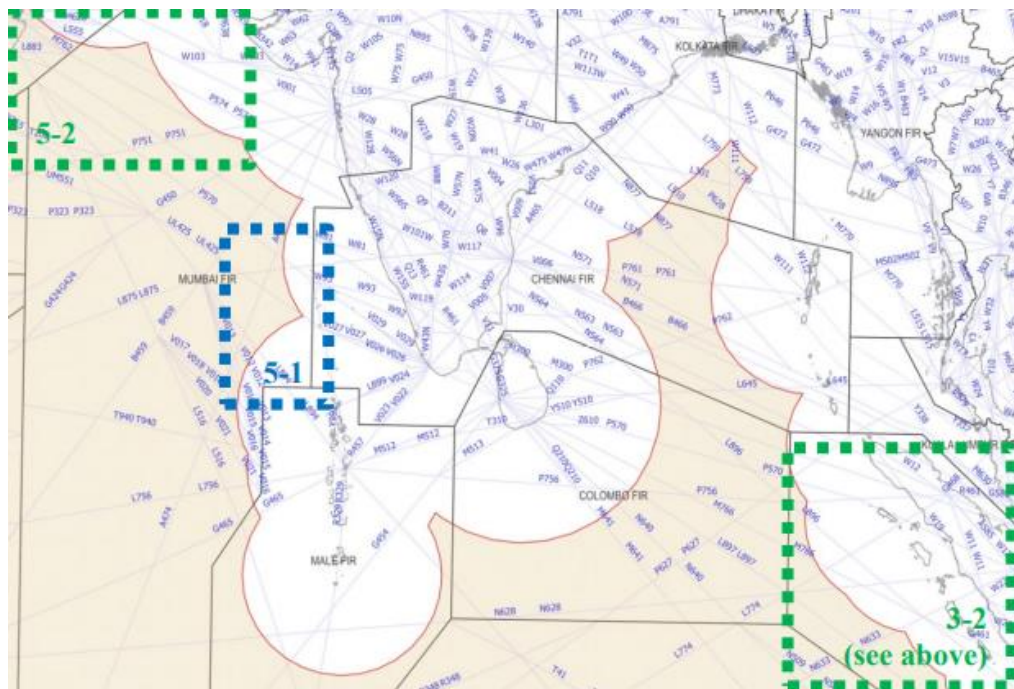


Figure 5: ATS Surveillance coverage in the BOB area of 2022

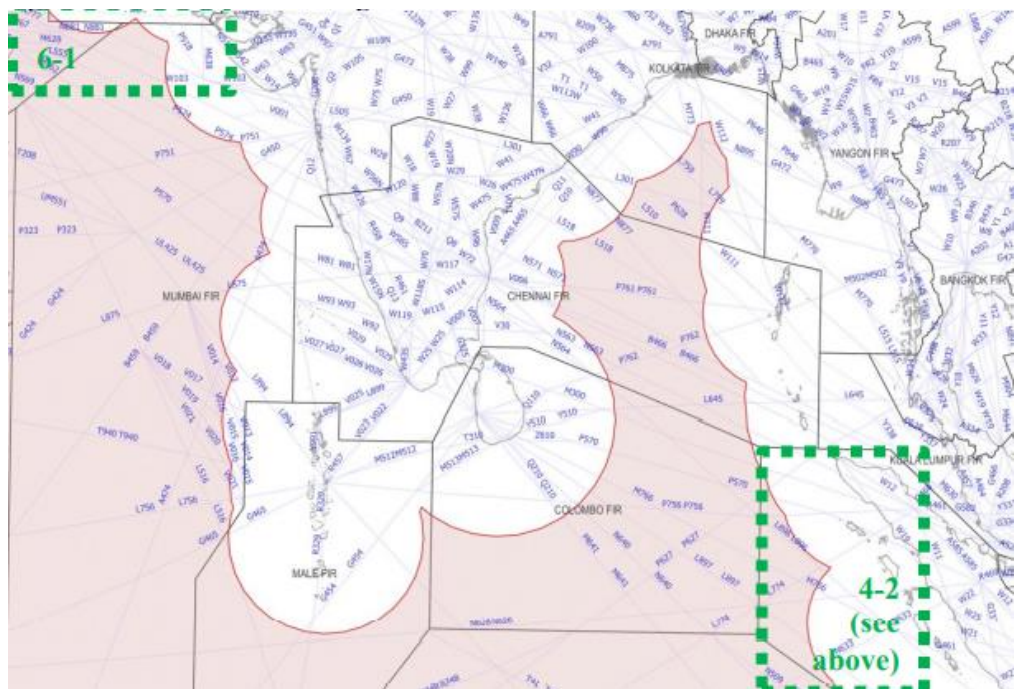


Figure 6: DCPC VHF coverage in the BOB area in 2022

### ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the outcomes of relevant meetings and take any necessary follow-up actions; and
  - b) discuss any relevant matters as appropriate.

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