



ICAO

*International Civil Aviation Organization*

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

Bangkok, Thailand, 20 – 24 March 2023

**Agenda Item 8: Review of SAIOSEACG Task List**

**SAIOSEACG TASK LIST**

(Presented by the Secretariat)

**SUMMARY**

This paper provides the SAIOSEACG Task List for review and update by the meeting.

**1. INTRODUCTION**

1.1 The SAIOSEACG Task List is appended as **Attachment A** to this paper.

**2. ACTION BY THE MEETING**

2.1 The meeting is invited to review and update the Task List, and suggest any necessary changes as appropriate.

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**SAIOSEACG — TASK LIST**

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
3 (SEACG)	Radar data sharing	SAIOSEACG/2	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. Updated at SAIOSEACG/1: Thailand may need to reconsider cost and benefit of the project before going to the next step due to COVID-19 impacts.
2/10 (SAIOACG)	BOB States to present the analysis outcomes of local fleet equipage and the expected PBCS implementation date for RNP4 with 30NM longitudinal and 23NM lateral performance-based separation minima. IATA to survey member airlines on their RNP and PBCS readiness for possible non-exclusive mandate of January 2024.	BOBTFRG/4	BOB States, IATA	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. <u>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.</u> 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. Discussed at BOBTFRG/3 on a non-exclusive mandate of implementation timelines for the BOBTFRG Priority Areas. (Refer to Appendix E to the Report of BOBTFRG/3) Updated on 17 Mar 2022 by IATA – survey for analysis is on-going, showing majority of its member airlines are mostly PBCS capable and approved. Updated at SAIOSEACG/1 WP04
4/4 (SAIOACG)	India to present paper on the follow up actions of tasks identified in SAIOACG/4 SEACG/21 Appendix E (2014)	BOBTFRG/4	India	Closed	No progress or update since 2014

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
17 (SEACG)	L642/M771 to reduce longitudinal spacing 50NM to 20NM	SCSTFRG/10	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. SCSTFRG/9 Report re: WP/02. Updated on 14 Feb 2022 by HK China – Discussion on-going with positive progress btw Sanya and HK China, and Singapore is ready, pending Viet Nam’s active engagement. Updated on 16 Feb 2022 by Viet Nam – already agreed to 20NM implementation on 23 Nov 2021
8/1 (SAIOACG) 27/1 (SEACG)	Resolve FIR and SRR boundary data. Report status to Regional Office	October 2022	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. SAIOSEACG/1 Report re: WP11
8/5 (SAIOACG)	Revise PfAs for Arabian Sea ATS Routes, and coordinate with ESAF Region	SAIOSEACG/2	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	SAIOSEACG/2	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/10	Bangladesh, India, ICAO	Open	SAIOACG/8 and SEACG/25 Report re: WP28. SAIOACG/10 and SEACG/27 Report re: WP23.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
25/11 (SEACG)	Phnom Penh ATS Contingency Routes and FLAS	SCSTFRG/10	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. Updated at SAIOSEACG/1 – Thailand provide feedback that Cambodia, Lao PDR, Malaysia and Myanmar signed on ATS LOA for ATM Contingency Routes and FLAS, and new version published in the AIP-Thailand. Cambodia – drafted ATM Contingency Plan (effective date 1 Apr 2022) with plan for LOA coordination with Thailand, Lao PDR for revision and Viet Nam for new.
26/2 (SEACG)	Philippines to report on activity to rectify HF voice communications reliability/availability problems	SEACG/28	Philippines	Completed	SEACG/26 Report IP03. Post- SAIOACG/10 and SEACG/27 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. (refer to SCSTFRG/9 FL01)
26/7 (SEACG)	Finalize ANP PfA for SCS bypass route north from Biak	ATM/SG/10	Indonesia, USA, Secretariat	Open	SEACG/26 Report WP26. Task updated at SAIOACG/10 and SEACG/27. Task updated at SAIOSEACG/1
26/8 (SEACG)	Coordinate implementation plan RNP 2 nav spec on ATS routes L642, M771, N892	SCSTFRG/10	China, Hong Kong, China, Philippines, Singapore, Viet Nam, IATA	Open	SEACG/26 Report WP27. SAIOACG/10 and SEACG/27 Report re: WP16 No update at SCSTFRG/9 Update by Singapore (14 Feb 2022) – ready to implement Update by Viet Nam (16 Feb 2022) – fully support, or alternatively RNP4 if not air operators equipage issue Updated at SAIOSEACG/1 - HK China wishes to go for RNP 2 after 20NM longitudinal separation

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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).	BOBTGRT/4	India, Indonesia, Malaysia	Completed	SAIOACG/10 and SEACG/27 Report re: WP04. BOBTFRG/3 Report re: WP/02. BOBTFRG/3 – Indonesia, India and Malaysia agreed to make offline discussion and would report update at SAIOSEACG/1. Updated on 8 Mar 2022 by India: LHD issue had reduced to near Zero after AIDC implementation and SB ADS-B coverage. Updated at SAIOSEACG/1 – This task to be completed with LOA amendment between States concerned regarding the coordination procedures as required. Update by Malaysia: LOA between KL and Chennai had been amended to reflect the changed coordination procedures with AIDC implementation.
10/2 (SAIOACG)	Conduct a review of Myanmar Level 2 Contingency Plan, which include an additional contingency ATS route and flight levels.	BOBTFRG/4	Bangladesh, China India, Lao PDR, Myanmar, IATA	Open	SAIOACG/10 and SEACG/27 Report re: WP18. Updated at SAIOSEACG/1 - India's discussion with Myanmar is on going
10/3 (SAIOACG) 27/3 (SEACG)	Develop a consolidated Term of Reference for ATM/SG consideration.	ATM/SG/9	ICAO RSO	Completed	SAIOACG/10 and SEACG/27 Report re: WP26. Endorsed by APANPIRG/32
1/1 (SAIOSEACG)	Provide updates on BOB FLAS Chart, and review LOAs with adjacent FIRs if there is discrepancy in flight levels for allocation.	30 April 2022	BOB States	Open	SAIOSEACG/1 WP04

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