



ICAO

*International Civil Aviation Organization*

**The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/3)**

Bangkok, Thailand, 16 – 19 April 2024

## **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 2023.

## **1. INTRODUCTION**

1.1 The Thirty-fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) was held at the Hong Kong Civil Aviation Department (HKCAD) Headquarters Auditorium from 11 to 13 December 2023. The APANPIRG/34 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2023-APANPIRG-34.aspx>

1.2 The Eleventh Session of the Air Traffic Management Sub-Group (ATM/SG/11), a crucial assembly organized by the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), took place from October 2nd to 6th, 2023, in Singapore. This significant event was facilitated by the Civil Aviation Authority of Singapore (CAAS). The ATM/SG/11 gathering recorded an impressive attendance, with 123 participants hailing from 24 States, two Special Administrative Regions of China, and three international bodies, culminating in the adoption of seven Conclusions and one Draft Conclusion, alongside one Draft Decision and three Decisions. ATM/SG/11 working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2023-ATM-SG-11-New.aspx>

1.3 The Second Meeting of the APAC ANSP Committee (AAC/2) was held in Singapore, on 22-23 October 2023. The meeting was attended participants from Australia, China, Hong Kong China, Macao China, France, India, Japan, New Zealand, Papua New Guinea, Philippines, Singapore, Thailand, United States of America, Vietnam, CANSO, IATA, and ICAO. AAC/2 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/Meetings/Pages/2023-AAC-2.aspx>

## **2. DISCUSSION**

### APANPIRG/34

2.1 The APANPIRG/34 agreed to the Draft Conclusion, Conclusion and Draft Decision relevant to ATM as follows:

*Conclusion (adopted by APANPIRG/34)*

***Conclusion APANPIRG/34/2 – ICAO HQ Support for Regional ANS Implementation.***

*That, ICAO HQ is invited to: (1) provide required resources to develop the application to present the reported data in graphical mode; (2) support and facilitate a workshop in Q1 2024 on the use of Seamless ANS Reporting Portal for APAC States; and (3) assist on necessary update to the Portal to incorporate changes for the Seamless ANS Plan V4.0.*

***Conclusion APANPIRG/34/6 – Development of 5LNC pronunciation phonetic guidance and harmonised pronunciation at transfer of control (TOC) points.***

*That, noting the global concern regarding the challenges of 5LNC pronunciation as referenced at the ICAO 41st Assembly, 1. ICAO be urged to develop 5LNC pronunciation phonetic guidance; and 2. States be urged to ensure that operational agreements between neighbouring States include agreed pronunciation of 5LNCs at transfer of control points.*

***Conclusion APANPIRG/34/8 : Formal Service Arrangements with CRA.***

*That, States are urged to ensure that formal service arrangements are made with an APANPIRG-recognized, competent Central Reporting Agency for the submission and analysis of data link problem reports.*

***Conclusion APANPIRG/34/9 (CNS SG/27/04 (SWIM/TF/07/04)) – Asia/Pacific Regional FIXM version 4.2 Extension.***

*The FIXM version 4.2 Extension provided in Appendix A to Agenda Item 3.4 be: a) adopted as the Asia/Pacific FIXM version 4.2 Extension; b) uploaded to the ICAO Asia/Pacific Regional Office website for immediate use by Asia/Pacific Administrations, where the capability to do so exists, for cross-border ATFM information exchange and to support ATFM/A-CDM integration; and c) presented to the FIXM CCB for review and publication on the FIXM official website.*

***Conclusion APANPIRG/34/12 (Draft Conclusion MET SG/27-01): IWXXM Version Compatibility.***

*That, States are requested to ensure that MET service providers, air navigation service providers (ANSPs), airlines and other end users do the following: a) make the necessary system upgrades to support the IWXXM version, which complies with the latest amendment to Annex 3 as stated in the IWXXM compatibility table\*; and b) prepare for future system upgrades to support future IWXXM versions driven by further amendments to Annex 3.*

***Conclusion APANPIRG/34/13 (Draft Conclusion MET SG/27-03): Global Dissemination of IWXXM.***

*Expedite the implementation of network circuits and communication services necessary to enable the required global dissemination of meteorological information in the ICAO Meteorological Information Exchange Model (IWXXM) form, both intra-regionally and inter-regionally between APAC Inter-regional OPMET Gateways (IROGs) and IROGs in the ICAO AFI, MID, NAM and SAM Regions (through inter-regional consultation), including support for the Air Traffic Services Message Handling System (AMHS) with File Transfer Body Part (FTBP) and Interpersonal Message Heading Extension (IHE), and backup paths for redundancy purposes.*

***Conclusion APANPIRG/34/15 – Adherence to ICAO Principles and Recommendations for Setting Air Navigation Charges.***

*That, States are urged to: 1) Incorporate the four key charging principles from ICAO Docs 9082 and 9161 into national legislation, regulation or policies, and air services agreements; and 2) Provide direction to ANSPs, airport operators and other serviceprovider entities to comply with the Doc 9082 and 9161 guidance and intent, particularly the provisions relating to consultation with airspace users.*

***Conclusion APANPIRG/34/16 – Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form.***

*That, 1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to the Report on Agenda Item 4. 2) States/Administrations be urged to: a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to the Report on Agenda Item 4; and b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies.*

**ATM/SG/11**

2.2 The ATM SG/11 agreed to the Conclusions and Draft Decisions as follows:

**Conclusion (agreed by the ATM/SG/11)**

***Conclusion ATM/SG/11-2: Revised Annual APAC Regional Survey of ATC Separation Standard.***

*That, the revised form at ATM/SG/11 WP/7 Attachment E be utilized in future Annual APAC Regional Survey of ATC Separation Standards.*

***Conclusion ATM/SG/11-3: Withdraw Regional UAS Guidance.***

*That, noting the availability on the ICAO website of UAS guidance prepared by the UAS Advisory Group of the RPAS Panel, the Asia/Pacific Regional Guidance for the Regulation and Safe Operation of UAS within National Airspace be removed from the ICAO Asia/Pacific Regional Office website, and archived.*

***Conclusion ATM/SG/11-6: Asia/Pacific Regional Guidance for Contingency Planning and Response to NOTAM Service Disruption.***

*That, The Asia/Pacific Regional Guidance for Contingency Planning and Response to NOTAM Service Disruption at ATM/SG/11 WP/39 Attachment B be adopted and uploaded to the ICAO Asia/Pacific Regional Office website.*

***Conclusion ATM/SG/11-7: Revised 5LNC Data Collection Spreadsheet.***

*That, the revised 5LNC Data Collection Spreadsheet (version 2.0) provided in ATM/SG/11 WP/39 Attachment D be made available on the ICAO Asia/Pacific Regional Office website, to replace the existing.*

***Conclusion ATM/SG/11-8: Consolidation of Regional AIM Guidance Material.***

*That, 1. noting the availability of updated SARPS and PANS in Annex 15 and Doc 10066, and global guidance material in ICAO Docs 8126, 9839 and 9991; and 2. subject to incorporation in the Asia/Pacific Plan for Collaborative Aeronautical Information Management of regional guidance on selection principles and selection processes for AIS personnel extracted from the Guidance Manual for Aeronautical Information Services in the Asia/Pacific Region: The Guidance Manual for Aeronautical Information Services in the Asia/Pacific Region be withdrawn, and the Asia/Pacific Plan for Collaborative Aeronautical Information Management Version 3.0 at ATM/SG/11 WP/39 Attachment E be uploaded to the Asia/Pacific Regional Office website to replace the existing.*

**Conclusion ATM/SG/11-9: Revised APAC OPADD.**

*That, the revised Operating Procedures for AIS Dynamic Data Version 4.1 at ATM/SG/11 WP/39 Attachment F be uploaded to the Asia/Pacific Regional Office website, to replace the existing.*

**Conclusion ATM/SG/11-10: Update of APAC ANP Vol II Part VII.**

*That, States are urged to provide all required information for inclusion in APAC ANP Vol II Part VII Tables AIM II-1 and AIM II-2 to the ICAO Asia/Pacific Regional Office by not later than 28 February 2024, for inclusion in a joint PfA to the ANP to be prepared by ICAO.*

**Decision ATM/SG/11-1: Establish Performance Management Data Analytics Ad hoc Group**

*That, ATM/SG establishes the Performance Management Data Analytics Ad hoc Group, that will: a) Identify initial ATM KPIs, data requirements and common data analysis and evaluation methodologies for APANPIRG. b) Assess participating States' / Administrations' ability to evaluate and report ATM KPIs and propose phases of adoption. c) Validate ATM KPIs, data requirements and common evaluation methodologies through a trial evaluation and reporting by participating States / Administrations. d) Propose framework for reporting of ATM KPIs, including frequency and mechanism; and e) Study insights provided by State /Administration reports and propose additional KPIs and/or modifications to existing KPIs to expand understanding of opportunities to improve ATM performance in APAC region.*

**Decision ATM/SG/11-4: Establish FF-ICE ad hoc group.**

*That, ATM/SG establishes the FF-ICE ad hoc group, to: a) study the successful development of FF-ICE in other regions and States, and draw useful lessons; and raise the understanding of FF-ICE by sharing use case scenarios and business cases; b) develop the Asia Pacific regional FF-ICE operational requirements and related operational processes and procedures; c) provide guidance on capabilities required for mixed mode environment where both FF-ICE capable and non-FF-ICE capable airspace users and ATM service providers operate; d) develop a FF-ICE implementation strategy for the Asia Pacific region including timeframes and roadmap; e) coordinate and collaborate with APAC SWIM TF, review the development of FIXM revisions and if needed, propose FIXM extension amendments for regional adoption; f) recommend more ASBU elements for inclusion into the Asia Pacific Seamless ANS Plan, as they mature; g) submit inputs and recommendations to the ICAO ATM Requirements and Performance Panel (ATMRPP) when deemed necessary; and h) undertake any other tasks related to FF-ICE implementation that may arise in the future.*

2.3 Other key matters from the ATM/SG/11 report are as follows:

- China, Indonesia, Japan, Malaysia, Singapore, Thailand and United States proposed the formation of a Data Analytics Group under the ambit of ATM/SG, noting that at the APANPIRG/33 meeting an informal group of these States was formed and conducted trial activities on performance management of eight ICAO Global Air Navigation Plan (GANP) KPIs. The group confirmed that several APAC States were ready for performance measurement.
- IATA presented a proposal to simplify and standardize authorizations for PBN operations and their related interpretations. The meeting was informed of discussion at the Second Meeting of the South Asia – Indian Ocean – Southeast Asia ATM Coordination Group (SAIOSEACG/2, 20 to 24 March, 2023), which noted there was inconsistency among both States and airspace users interpreting whether stringent PBN approval was automatically approval for less stringent capability. It was also noted that at least one State in the APAC Region did not require operators to seek authorization for most PBN operations, except Required Navigation Performance (RNP) – Authorization Required Approach and/or Departure procedures (RNP AR APCH and RNP AR DP), for which specific authorization was required.
- India informed the meeting of the analysis result of fleet equipage in the Oceanic Airspace of Indian FIRs and the implementation of reduced separation in oceanic airspace.
- Hong Kong China presented the benefits of using big data analytics to analyse missed approach data at Hong Kong International Airport (HKIA). The analysis revealed hidden trends and patterns, which allowed for early detection of safety risks and formulation of mitigating measures to manage operational risk of missed approaches, thus enhancing operational safety and efficiency at HKIA. The results from the analysis also aided the assessment of the impact on implementation of Enhanced Wake Turbulence Separation (e-WTS) for arrivals and the monitoring of runway occupancy time of arrivals (ROTA) at HKIA.
- The meeting was informed of the progress of the FF-ICE OR SWG. It was noted that several APAC States had plans to commence provision of FF-ICE services within the next few years, considering the development of FF-ICE provisions at ICAO were in the advanced phase.
- China informed the meeting of matters related to arrival, departure, surface and traffic management, including the method and function of Extended Arrival Manager (E-AMAN), AMAN and Departure Manager (DMAN) integration, and DMAN and Surface Manager (SMAN) integration. Information was provided on the Minimum ATC Functional Requirements Specification for AMAN System issued by the Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC) to regulate the technical specification.
- Singapore informed the meeting of the progress of Free Route Operations (FRT0) in the Asia/Pacific Region. With the applicability date for FF-ICE Release 1 services in 2024 and the APAC SWIM TF's expectation of regional implementation of SWIM by 2030, it was proposed that APAC Region consider the implementation of FRT0.

- China informed the meeting of a data-driven strategy to establish a standardized training system for air traffic controllers encompassing the entire career cycle.
- The meeting was informed of the joint effort by JCAB, FAA and IATA to improve the efficiency of operations in the NOPAC Route System in the Fukuoka and Anchorage Oceanic FIRs.
- The meeting discussed issues and considerations for the difference in pronunciation of the Five Letter Name Codes (5LNCs). Since AIDC and datalink (ADS-C and CPDLC) had been implemented in the APAC region, the opportunity for verbal communication between ATCOs in different FIRs/States and ATCOs/Pilots had decreased. However, the 5LNCs at the FIR boundary would be spoken and pronounced by ATCOs and pilots in urgent situations such as unexpected AIDC or datalink outages.
- The meeting was informed of the progress of development of the guidance document being created by the Space Vehicle Launch and Re-entry Coordination Small Working Group (SVLRC SWG).

2.4 Other topics that were discussed at the ATM/SG/11 such as Air Navigation Service Deficiencies List, Air Navigation Services USOAP Update, Aeronautical Information Management, Search and Rescue, Application of ATC Separation Minimums, Regional Air Navigation Plan Update, Seamless ANS Plan Update, Air Traffic Flow Management Steering Group Outcomes, Asia/Pacific Region ATS Route Catalogue were provided to this meeting in separate papers.

#### The APAC ANSP Committee

2.5 The 57th DGCA Conference held in Incheon, Republic of Korea in July 2022, agreed in its action item 21 to form a committee of air navigation services providers (ANSPs), involving Civil Air Navigation Services Organisation (CANSO) and International Air Transport Association (IATA), to cooperate in the implementation of regional air navigation services (ANS) initiatives including the ICAO Asia/Pacific Seamless ANS Plan; and to coordinate with ICAO for the purposes of aligning the activities of the committee with the Asia/Pacific Seamless ANS Plan and informing APANPIRG and DGCA Conference of its activities and progress.

2.6 The key Terms of Reference (TORs) adopted by the APAC ANSP Committee are as follows:

- a) Initiate collaboration between ANSPs of States and other stakeholders to develop and implement regional ANS initiatives including the ICAO APAC Seamless ANS Plan;
- b) Identify opportunities for collaboration between ANSPs of States, CAAs and other stakeholders for regional ANS;
- c) Deliberate and recommend optimal solutions that constitute building blocks for the Seamless ANS Plan, priorities and timelines of their implementation;
- d) Update ICAO and APAC States on the Committee's activities through forums such as APANPIRG and the DGCA Conference, with a view to synchronising implementation efforts across the APAC region; and
- e) Information sharing and capacity building.

2.7 The objectives of the APAC ANSP Committee are for the ANSPs of APAC States to work more closely with each other in order to accelerate the recovery and the development of regional ANS

initiatives in anticipation of traffic growth in a safe, efficient and sustainable manner. At its first meeting in 2023, the APAC ANSP Committee agreed to adopt a framework to organise the work of the Committee into four work streams:

- WS1: “Step up investments in ANS capacity and capabilities and share requirements and best practices in the procurement of ANS systems”.
- WS2: “Accelerate the development and implementation of Seamless ANS and collaborate on green initiatives to enhance ANS Sustainability”.
- WS3: “Collaborate on business continuity and contingency planning”.
- WS4: “Formation of an Oceanic Working Group specifically focusing on the operations of the oceanic ANSPs”

2.8 The third Meeting of the APAC ANSP Committee (AAC/3) was scheduled for 8-10 July 2024 in Chengdu, China. It will be held in conjunction with the CANSO Asia Pacific Conference 2024 at the same venue, to facilitate additional attendance and for the convenience of the participants. For further information, could refer to the meeting webpage at [icao.int/APAC/Meetings/Pages/2024-AAC-3.aspx](https://www.icao.int/APAC/Meetings/Pages/2024-AAC-3.aspx)

2.9 For those ANSPs who have not yet joined the APAC ANSP Committee and wish to do so, please contact Mr. Guillet, Chief of the ICAO APAC Regional Sub-Office at [rguillet@icao.int](mailto:rguillet@icao.int).

#### **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.

.....