

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
3 (SEACG)	Radar data sharing ADS-B data sharing	SAIOSEACG/2 SAIOSEACG/4	Lao PDR, Thailand	Open	<p>Raised at SEACG/16.</p> <p>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 SEACG/24.</p> <p>Task updated at SEACG/26. No report received.</p> <p>MEKONG to discuss and report to SEACG/27.</p> <p>Task updated at SAIOACG/10 and SEACG/27. No report received.</p> <p>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.</p> <p>Report to SAIOSEACG/2</p> <p>Thailand has planned to implement ground-based ADS-B for ATS in 2024 and ADS-B data sharing/exchanging will be focused on instead of Radar. Lao PDR is considering its policy for this activity.</p> <p>Updated SAIOSEACG/4: Still under study.</p>
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 BOBTFRG/6	BOB States, IATA	Open	<p>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.</p> <p><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.</p> <p>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)</p> <p>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.</p> <p>Updated at SAIOSEACG/1 WP04</p> <p>Updated at BOBTFRG/4</p> <p>Updated at SAIOSEACG/4 by India.</p>

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8/1 (SAIOACG) 27/1 (SEACG)	Resolve FIR and SRR boundary data. Report status to Regional Office	October 2022 SAIOSEACG/3 SAIOSEACG/4 Long Term	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 SAIOSEACG/2 Report re: WP14 SAIOSEACG/3 Report re: WP13
8/8 (SAIOACG)	Present final planning assurances (bypass plans) and update Contingency Coordination Team information for Afghanistan Contingency Plan	SAIOSEACG/2 SAIOSEACG/4 ATM/SG/13	ICAO, India, Pakistan	Open	SAIOACG/8 and SEACG/25 Report re: WP19. SAIOSEACG/2: Pakistan would request to close the action item. keeping in view the ongoing scenario in Afghanistan and action (s) taken by neighboring states and regional office; a) The flights can bypass Kabul FIR from North by utilizing ATS Route T400-P500 (SULOM-PS-MOTMO) to/from Delhi-Lahore-Dushanbe FIRs b) The flights can bypass Kabul FIR from South passing through central region of Pakistan by utilizing ATS Route G452 (MERUN/VIKIR-RK-G452) to/from Delhi- Karachi-Tehran FIRs c) The flights can bypass Kabul FIR from South passing through southern region of Pakistan utilizing ATS Route B210-P757-L124 (TASOP/RAMSA-KE-NH-PG-KEBUD) To/from Delhi/Mumbai- Karachi-Tehran FIRs d) In addition, one contingency route {RAMSA/TASOP-KE-NH-IDEBA- LAKAT-AKRIL/L506} is approved and can be made available subject to prior coordination. e) KABUL FIR Contingency Coordination Team (CCT) with participation from relevant stakeholders
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 ATM/SG/11 ATM/SG/12 ATM/SG/13	Bangladesh, India, ICAO	Open	SAIOACG/8 and SEACG/25 Report re: WP28. SAIOACG/10 and SEACG/27 Report re: WP23.

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25/11 (SEACG)	Phnom Penh ATS Contingency Routes and FLAS	SCSTFRG/10 SAIOSEACG/4	Cambodia, Lao PDR, Thailand, Viet Nam	Open Completed	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. Cambodia commented that they welcomed the discussion with neighbouring States and they were considering convening the bilateral / trilateral meeting with Vietnam and Thailand for this matter. Cambodia has completed signing of LOA agreement and published ATS contingency routes connected with its adjacent FIRs; Vientiane, Ho Chi Minh and Bangkok FIR in Cambodia AIP ENR 3.3.1 Since 03 October 2024 Viet Nam has an update.
26/8 (SEACG)	Coordinate implementation plan RNP 2/RANV 2 nav spec on ATS routes L642, M771, N892	SCSTFRG/10 SAIOSEACG/3 SAIOSEACG/4 SAIOSEACG/5	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 spacing
10/2 (SAIOACG)	Conduct a review of Myanmar Level 2 Contingency Plan, which include an additional contingency ATS route and flight levels.	BOBTFRG/4 SAIOSEACG/3	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
2/2 (SAIOSEACG)	IATA to consider providing more illustrations of the type of PBN. IATA to provide fleet equipage survey update to the meeting.	SAIOSEACG/3 SAIOSEACG/4 SAIOSEACG/5	IATA	Open	Proposed by India, Malaysia and Hong Kong China.

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2/3 (SAIOSEACG)	ICAO to address the issue of the contingency route designator in the updated version of the Regional ATM Contingency Plan.	ATM/SG/11 ATM/SG/12 ATM/SG/13	ICAO	Open	SAIOSEACG/2 Report re: WP21
2/4 (SAIOSEACG)	SCSTFRG States to review the existing Flight Level Allocation Scheme (FLAS) and Flight Level Orientation Scheme (FLOS). And provide relevant data to ICAO regional Sub-office.	SCSTFRG/11 SCSTFRG/12 Long Term	SCSTFRG States	Open	SCSTFRG/10 Report re: SCSTFRG Decision 10/1 Review of the existing South China Sea Flight Level Allocation Scheme (FLAS) and Flight Level Orientation Scheme (FLOS). SAIOSEACG/2 Report re: WP10. SAIOSEACG/3 Report re: WP03.
2/5 (SAIOSEACG)	BOBTFRG to hold supplementary meetings on a flexible and frequent basis to carry out the necessary discussion on the optimization of Route Network.	BOBTFRG/5	ICAO RSO and India, with participants from BOB States and IATA.	Open Close	SAIOSEACG/2 Report re: WP09 Regarding the establishment of the BOB Route Network Small Working Group, the meeting considered that the existing TOR of the BOBTFRG adequately covered the task of the Small Working Group, and it was not necessary to form another SWG to undertake such duplicated work. Therefore, the meeting decided that the task of the SWG should continue to be undertaken by the BOBTFRG itself.
3/1 (SAIOSEACG)	Hong Kong China, China, Viet Nam and Singapore to report the outcomes on the trial implementation of 20 NM separation on L642/M771.	SCSTFRG/12 SCSTFRG/13	Hong Kong China, China, Viet Nam and Singapore	Open	Refers to Progress Update on Capacity Optimisation of Air Routes L642 And M771 (WP09), a trial operation proposed by Hong Kong China for this project was agreed upon as a result. Updated at the SAIOSEACG/3 meeting by the WP09 submitted by Hong Kong China. The Trial operation will start on 7 th May 2024. Subject to the coordination between HK n SY ACC and the approval fm other concerned states, The trial time period has been gradually extended form 10hour 0200-1200UTC to 16 hours daily fm 0000-1600 in the beginning of 2025 and further extended to 20hour 0000-2000UTC in certain occasions. HK China will continue the trial and fully support the proposal fm China to pursue for 24H operation asap. China to report on the 24 hours Trial.

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3/2 (SAIOSEACG)	ICAO to conduct a special coordination meeting on the establishment of AI among all relevant ANSPs prior to the upcoming SCSTFRG/12.	Before SCSTFRG/12	ICAO, China, Hong Kong China, Viet Nam, Thailand, Lao PDR.	Open Close	Refers to the SAIOSEACG/3 Final Report 3.55: To effectively facilitate the discussion on Priority Area 1 of SCSTFRG, AI parallel routes, the meeting agreed that ICAO would conduct a special coordination meeting among all relevant ANSPs prior to the upcoming SCSTFRG/12. States were required to provide POCs on the matter.
3/3 (SAIOSEACG)	India to report the outcomes of the trial of 20NM longitudinal separation using Space-Based ADS-B and CPDLC.	ATM/SG/12	India	Open Completed	Refers to the SAIOSEACG/3 Final Report 4.31: India informed the meeting that they had started the trial of 20NM longitudinal separation based on the above criteria between eligible pairs of aircraft on routes L301 and L639 in Mumbai FIR from 15 January 2024 using Space Based ADS-B and CPDLC after stakeholder consultation, safety assessment, and permission from the Regulator. It is stressed that this type of separation minima is being used for the first time outside Canada and Europe.
3/4 (SAIOSEACG)	ICAO to coordinate with Japan to share its experience in establishing the Centre Report Agency (CRA).	Fit-Asia/14	ICAO	Open	Question arose in the Workshop on the PBN implementation in en-route environments.
3/5 (SAIOSEACG)	India and Malaysia to share the outcomes of the trial operation on N571 for 30NM Longitudinal separation minima trials for ADS-C/CPDLC/RNP4/2, RCP 240 equipped fleet.	SAIOSEACG/4 BOBTFRG/7	India and Malaysia	Open	Refers to the SAIOSEACG/3 Final Report 5.23: side meeting discussions between India, Malaysia and IATA. Malaysia will report on the trial in close coordination with India and support from IATA and ICAO.
3/6 (SAIOSEACG)	ICAO to organize a coordination meeting that involves all stakeholders, including Myanmar, to discuss the HIMALAYA02 Route.	ATM/SG/12 ATM/SG/13	ICAO RSO, Nepal	Open	Refers to the SAIOSEACG/3 WP18 Implementation of Himalaya 02.

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4/1 (SAIOSEACG)	Coordination of ATS Route Proposals from the RDGE-SCM/2024 between the ICAO EUR and APAC Regions	Long Term	ICAO APAC, ICAO EU-NAT	Open	Refers to Decision SAIOSEACG4-2: Coordination and Discussion of possible steps in order to progress the implementation of the presented ATS Route proposals with the States in the APAC Region
4/2 (SAIOSEACG)	South China Sea large-scale weather deviation procedures	SCSTFRG/13	Singapore, China, Hong Kong China, Viet Nam, ICAO.	Open	Refers to <i>Decision SAIOSEACG/4-1 – SOUTH CHINA SEA LARGE SCALE WEATHER DEVIATION PROCEDURES</i> : Concerned States/Administrations should continue to apply surveillance separation, during Large-Scale Weather Deviation (LSWD) and minimise additional buffers for longitudinal spacing as far as practicable, through safety assessment process, on ATS routes L642 and M771.
4/3 (SAIOSEACG)	Assessment of the establishment of the Parallel Route to A1.	SCSTFRG/13	Viet Nam, Lao PDR, China, Hong Kong China, Thailand, ICAO	Open	Refers to WP18, an update from Viet Nam.
4/4 (SAIOSEACG)	Report on the Proposed ATS Routes development.	SAIOSEACG/5	BIMT & Mekong Coordination Group	Open	Refers to the New proposals included in the <i>APAC ATS Route Catalogue</i> .
4/5 (SAIOSEACG)	BOBCAT Re-activation	ATFM/SG/15	All BOB States, IATA, ICAO	Open	a WP will be presented by IATA on this matter to ATFM/SG/15.