International Civil Aviation Organization
Sixth Meeting of the APAC ANSP Committee (AAC/6)
Da Nang, Viet Nam, 6 July 2026

Agenda Item 3: Discussion on Working Papers

Workstream 4 Update

(Presented by IATA on behalf of Workstream 4 co-leads)

SUMMARY

This paper presents update on the work of Workstream 4 (WS4) and future options.

1. INTRODUCTION

1.1 At the first AAC meeting in 2023, WS4 was created for the "Formation of an Oceanic Working Group specifically focusing on the operations of the oceanic ANSPs".

1.2 A list of tasks / initiatives were identified as follows for the WS to focus on:

1.2.1 Implementation of Free Route Trajectory Operations (FRTO) and/or performance-based navigation (PBN) trajectories;

1.2.2 Implementation of Continuous Climb and Descent Operations (CCO and CDO);

1.2.3 Development of ATM system interoperability;

1.2.4 Development of contingency plans amongst ANSPs; and,

1.2.5 Utilising space-based Automatic Dependent Surveillance-Broadcast/Very High Frequency (ADS-B/VHF).

1.3 There have been mixed results in the progression of the items with several not developing further.

2. DISCUSSION

2.1 The following summarises the status of the five tasks / initiatives, and the proposal of the WS4 members post this AAC6 meeting.

South-East Asia – Oceania Implementation of Free Route Operations (SEA-O FRTO) trial

2.2 The early members of WS4 agreed to a Letter of Intent (LoI) to promote operational efficiency, enhance coordination and address issues of common interest amongst oceanic ANSPs through a sub-regional FRTO trial, building on the cross-boundary UPR initiative already underway between Australia and Indonesia.

2.3 The trial was conducted between 5 August 2024 and 31 October 2025 and resultant guidance material has been developed from the lessons learnt and data analysis from the trial. The guidance material is presented by separate Working Paper at this AAC6 meeting for endorsement by the Committee.

Implementation of Continuous Climb and Descent Operations (CCO and CDO)

2.4 No CCO/CDO activities were able to be progressed under the AAC program due non-availability of a lead agency. Previous AAC meeting agreed that this action would be closed and States would pursue such activity within their own organisations as and when able.

2.5 As reported at AAC5 meeting, separately, Airservices Australia, in consultation with IATA ASPAC, initiated a CDO Trial in MEL. The trial has evolved into a Predictable Sequencing trial and expanded to include MEL, SYD and PER.

Development of ATM system interoperability

2.6 This initiative aimed to deliver a document exploring the interest of interoperability in oceanic control systems, emphasizing the benefits and discussing the ongoing efforts in this domain, as well as proposing some core common oceanic ATM systems' specifications to facilitate their interoperability.

2.7 The ATM system interoperability document is presented by separate Working Paper at this AAC6 meeting for endorsement by the Committee.

Development of contingency plans amongst ANSPs

2.8 As reported in earlier AAC meetings, this task was identified as more appropriate under the work of WS3 and subsequently moved to that group.

Utilising space-based Automatic Dependent Surveillance-Broadcast/Very High Frequency (ADS-B/VHF)

2.9 Previous AAC meeting was informed that there were no States conducting SB ADS-B / VHF separation activities under the AAC program. It was reported that separately India (AAI) had conducted a reduced longitudinal separation of 20nm trial in the Arabian Sea L639 and L301 based on SB ADS-B / CPDLC with areas of VHF and HF as support.

2.10 ANSPs were asked to share their experience of utilizing ADS-B as their sole surveillance method at future meetings, however no ANSP was available to offer that work.

Conclusion

2.11 Potential future initiatives were discussed at AAC5 meeting with none receiving support from participants. Since then, no agency has nominated any new initiatives for pursuing or developing.

2.12 Regarding the tasks / initiatives in this paper that weren't progressed, the key WS4 participants were canvassed as to their support for progressing and majority position was that there was little support and capacity to continue them.

2.13 Based on that, this paper recommends the Committee agree that WS4 has progressed the tasks as far as able and can cease and conclude activities post-AAC6 meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper;

b) discuss any relevant matters as appropriate; and,

c) agree to cease and conclude activities of WS4 post-AAC6 meeting.

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Executive Summary for consideration for inclusion in the meeting report

WORKSTREAM 4 UPDATE

This paper presented update on the work of Workstream 4 (WS4) and future options. Specifically, it address the list of five tasks / initiatives originally identified for the WS to focus on:

- Implementation of Free Route Trajectory Operations (FRTO) and/or performance-based navigation (PBN) trajectories;
- Implementation of Continuous Climb and Descent Operations (CCO and CDO);
- Development of ATM system interoperability;
- Development of contingency plans amongst ANSPs; and,
- Utilising space-based Automatic Dependent Surveillance-Broadcast/Very High Frequency (ADS-B/VHF).

While there was significant work progressed in some tasks, there have been mixed results in the progression of the items with several not developing further. Based on canvassing of the key WS4 participants, the paper recommended the Committee agree that WS4 has completed as much of the tasks as able and should cease and conclude activities post-AAC6 meeting.