



ICAO

International Civil Aviation Organization

Fourteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/14) of APANPIRG

Bangkok, Thailand, 3 – 7 August 2026

Agenda Item 6: ATM Coordination and Implementation

6.0: Reports on Relevant ATM Coordination and Ad Hoc Group Meetings

OUTCOMES FROM SAIOSEACG/5

(Presented by the Secretariat)

SUMMARY

This paper presents the key meeting outcomes of the Fifth Meeting of the South Asia and Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/5).

1. INTRODUCTION

1.1 The SAIOSEACG/5 was held in Bangkok Thailand, from 13 to 16 January 2026. The meeting was attended by 72 participants from 15 States/Administration and two International Organizations. The meeting was Co-Chaired by Mr. Gabriel Cheng, Chief of Procedures and Evaluation, Air Traffic Management Division, Civil Aviation Department of Hong Kong China, and Mr. Naresh Kumar Chaudhary, General Manager (Air Traffic Management), Directorate of Air Space Management, Airports Authority of India.

1.2 The South China Sea Traffic Flow Review Group (SCSTFRG) and the Bay of Bengal Traffic Flow Review Group (BOBTFRG) report to SAIOSEACG. The key outcomes of both Groups are also reflected in this paper.

2. DISCUSSION

2.1 SAIOSEACG/5 meeting reviewed related global and regional outcomes, current operations and deficiencies, CNS/ATM implementation status, ATS route developments, and other businesses to support seamless, safe and efficient operations in the Asia and Pacific (APAC) region.

SCSTFRG Outcomes

2.2 Reducing separation on major Air Traffic Service (ATS) routes, particularly on ATS routes L642 and M771, where 20 NM spacing had shown positive results with no safety findings, was highlighted during the meeting. Participants also supported further use of 30 NM separation during weather-related disruptions and agreed to continue improving route structures, including implementing new and more efficient ATS routes.

2.3 The meeting also highlighted the need to modernize older concepts such as flight level allocation and weather deviation procedures, which no longer match current traffic volumes. The meeting was presented a phased roadmap toward more dynamic and performance-based airspace use,

including future application of Free Route Airspace (FRA) and advanced traffic management tools.

2.4 Several States reported progress in improving CNS capabilities, including wider use of ADS-B to enhance surveillance coverage, and better coordination through data sharing.

BOBTFRG Outcomes

2.5 It has been noted that the Bay of Bengal area continues to make steady progress in modernizing ATM through reduced separation minima, upgraded CNS infrastructure, and closer regional coordination, while differences in system readiness and aircraft equipage remained.

2.6 Significant advances have been made in the implementation of more efficient separation minimum, in line with the Project 30/10 expectations. States were gradually shifting from 50 NM longitudinal separation to 30 NM and, where conditions permit, 20 NM.

2.7 Malaysia began a one-year trial on the implementation of 30 NM performance-based separation on ATS route N571, India applied 20 NM separation on designated ATS route using space-based ADS-B, and Sri Lanka was preparing for RNP 4 operations.

Safety Monitoring

2.8 The meeting was presented with outcomes of the Fifteenth Meeting of the FANS Interoperability Team-Asia (FIT-Asia/15) and the Thirtieth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/30). SAIOSEACG participants noted the following Conclusions from RASMAG/30:

- a) ***Conclusion RASMAG/30-1: New LHD/LLE/LLD Category ‘R’ for GNSS RFI occurrences in Asia and Pacific Region;*** and
- b) ***Conclusion RASMAG/30-2: Large Lateral Deviation Reporting Criteria in Asia and Pacific Region.***

APANPIRG ATM and Airspace Safety Deficiencies

2.9 The Secretariat presented a list of Air Navigation Deficiencies noted by the Thirty-Sixth Meeting of Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36) in the ATM and Airspace Safety fields. SAIOSEACG/5 noted the progress made by relevant States, which led to the removal of APANPIRG Air Navigation Deficiencies by APANPIRG/36.

2.10 A separate Working Paper on APANPIRG ATM and Airspace Safety Deficiencies will be presented by Secretariat.

Application of ATC Separation Minima

2.11 The Meeting was reminded of the ***Recommendation 3.1/1 – Project 30/10 – Optimized implementation of longitudinal separation minima*** from the Fourteenth Air Navigation Conference (AN-Conf/14) to implement longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere.

2.12 The meeting was informed only 10 APAC States/Administration (23 percent) utilized 30 NM or less horizontal separation in the “Category R within State/Administration’s FIR” and only four States/Administrations utilized 30 NM or less in the “Category R/S → R TOC ATC Horizontal Spacing at Inbound FIR TOC Points”.

2.13 The Meeting was informed of the ***Decision APANPIRG/36/7: Establishment of APAC Project 30/10 Task Force***, which aimed to provide the regional roadmap for the implementation of more efficient separation minimum in the APAC region. A separate Working Paper on the outcomes of the First Meeting of the APAC Project 30/10 Task Force will be presented by Secretariat.

Enhancing Capacity on ATS Routes during Large-Scale Weather Deviation (LSWD) Procedures

2.14 Singapore presented the application of LSWD procedures on the six parallel ATS routes over South China Sea and suggested improvements that include revising separation and deviation parameters using enhanced CNS capabilities, considering ATFM measures as alternatives to level restrictions, and exploring a transition from the current Flight Level Allocation Scheme (FLAS) to the ICAO standard Flight Level Orientation Scheme (FLOS) to address capacity constraints brought about by the LSWD procedures.

2.15 SAIOSEACG/5 considered establishing a small working group under the ambit of SCSTFRG to study the feasibility of reviewing FLAS/FLOS operations on the six parallel ATS routes over the South China Sea and to develop an implementation plan for the FLAS/FLOS transition, and this subject would be discussed at the next SCSTFRG meeting.

Joint Initiative on the Enhancement of Longitudinal Separation on ATS Routes between Manila and Ujung Pandang FIR

2.16 Indonesia and Philippines agreed to undertake a joint initiative in reducing the longitudinal separation between the Ujung Pandang FIR and Manila FIR. The joint initiative will be implemented with a phased approach, with Phase 1 (trial implementation of 30 NM longitudinal spacing on ATS routes A461, B472, and G578 supported by surveillance and direct VHF communications) commencing on 1 April 2026, and Phase 2 (trial implementation of 50 NM longitudinal spacing on ATS routes A339, B462 and B473) to be planned for late 2026.

Progress on the Trial Implementation of Reduced Longitudinal Separation on Routes L642 and M771

2.17 To enhance the capacity and flight flexibility over the South China Sea, it was expected that full implementation of 20 NM longitudinal spacing on ATS routes L642 and M771 to be implemented.

2.18 China presented progress on the trial implementation of reduced longitudinal spacing on ATS routes L642 and M771, from 50 NM to 20 NM, which was launched in May 2024. By October 2025, the trial has showed very clear improvements in airspace capacity, flight flexibility, fuel efficiency and coordination between FIRs.

2.19 The trial also highlighted some issues, including inconsistent use of reduced separation, conservative spacing in catching-up situations, and the need for better coordination during weather or traffic disruptions.

2.20 Hong Kong, China continued to advance efforts to optimize capacity on ATS routes L642 and M771.

2.21 As the application of 20 NM longitudinal spacing was frequently suspended during the activation of the Large-Scale Weather Deviation Coordination Procedure (LSWDCP). During these periods, spacing often reverted to 50 NM or 10 minutes using the Mach Number Technique, which significantly degraded the effectiveness of this initiative, 30 NM spacing on ATS routes L642 and M771 was proposed during LSWDCP whenever operationally feasible on the meeting. The 30 NM spacing proposal has demonstrated notable reductions in delays when compared with 50 NM separation.

2.22 India provided information on the successful implementation of performance-based longitudinal separation on ATS route N571, between AGELA and IGOGU, and further cross border operational trial with Malaysia. With the encouraging results of the trial, Malaysia expressed anticipation to extend the trial to other ATS routes in the Bay of Bengal area.

Asia/Pacific Region ATS Route Catalogue

2.23 The Secretariat presented draft Version 25.2 of the *Asia/Pacific Region ATS Route Catalogue*, which incorporated progress updates on relevant route proposals that had been received from the designated Points of Contact (POC) via email exchanges prior to the Meeting.

2.24 Indonesia continued its close coordination with Malaysia on the proposed amendments to routes SCS 20 to SCS 23. Indonesia indicated provisional agreement with SCS 22 and SCS 23, while noting that further technical discussions were required for SCS 20 and SCS 21. Reaffirming its commitment to this collaborative process, Indonesia informed the Meeting that a bilateral technical meeting with Malaysia would be planned for Q1 2026 to advance progress on these proposals.

Progress Update on the Establishment of A1 Parallel Routes

2.25 China and Hong Kong China informed that ATS route A1 was facing unprecedented challenges in terms of capacity, operational complexity and safety margins. Consensus was reached on the configuration and orientation of A1 parallel route.

2.26 The parallel routes connecting ATS route A1 within Hong Kong FIR had been established since June 2020. China's proposal of A1 parallel route within the Sanya FIR has been provided in the meeting, with the lateral spacing between the two parallel routes within Sanya FIR would be approximately 15 NM.

Updates on the Implementation Plan for Reduced Longitudinal Spacing on Routes N892 and L625

2.27 The Philippines shared its plan to implement reduced longitudinal spacing on ATS routes N892 and L625, and the trial implementation was planned for Q2 2026, starting with 50 NM separation. Subject to positive results, Manila ACC would consider proceeding with the adoption of 30 NM as the minimum longitudinal spacing during the full implementation phase. The trial would apply to suitably equipped aircraft at or above FL290, using a "Best Equipped, Best Served" approach. Reduced longitudinal spacing would be suspended during LSWD or other operational constraints.

2.28 Singapore expressed its readiness to continue the discussion with Philippines and Viet Nam for the reduction of longitudinal separation on ATS routes L625. Viet Nam expressed support on the application of 50 NM longitudinal separation and would be ready to implement upon the signing of LOAs with affected States.

Update on South-East Asia-Oceanic Implementation of Free Route Operations (SEA-O FRTO) Trial

2.29 IATA presented the outcomes of the South-East Asia–Oceanic Free Route Operations (SEA-O FRTO) trial, conducted under APAC ANSP Committee (AAC) Workstream 4 to improve cross-border coordination and flight efficiency. Launched in August 2024, the trial involved four ANSPs, i.e. Australia, Indonesia, New Zealand and Singapore, in cooperation with IATA and participating airlines. By connecting multiple FIRs and reducing boundary constraints, airlines were able to flight plan User Preferred Routes (UPR) across 37 agreed city-pairs.

2.30 The trial confirmed clear benefits, including more efficient routing, fuel and CO₂ savings, improved weather and volcanic avoidance, and smoother coordination between FIRs. While some airlines initially faced system setup and workload challenges, usage became more consistent over time. Based on the positive results, the trial was extended and expanded to include additional ANSPs and airlines, before concluding in October 2025 as planned. IATA also shared that lessons learned and operational data from the trial are now being used to develop regional guidance material to support wider FRTO implementation, with endorsement by the AAC targeted for 2026.

Contingency Planning and SAR

2.31 Philippines shared their ATM contingency plan, highlighting the importance of continued regional cooperation to maintain safety and operational resilience, and strengthened its ATM contingency arrangements to ensure safe and continued operations in the Manila FIR during major service disruptions.

2.32 The Secretariat informed the Meeting that the APAC Region ATM Contingency Framework (RACF) Workshop would be held on July 2026 with focus on ATM contingency framework and space object launch and re-entry coordination.

Civil–Military Cooperation in ATM (CMAC) and Cross-FIR Collaboration:

2.33 ICAO presented the working paper on “Enhancing Civil-Military Cooperation in ATM for the Safe and Optimal Use of Airspace”, focusing particularly on the Flexible Use of Airspace (FUA). It was noted that a survey on CMAC/FUA implementation was conducted which would help to better understand the needs of the Region and provide effective support to strengthen the implementation.

2.34 An inter-regional workshop on enhanced CMAC and FUA implementation was co-hosted by ICAO APAC RSO on January 2026 in Bangkok and EUR/NAT Office to provide the States/Administrations with practical guidance through tabletop exercises and case studies.

ICAO-IATA Free Route Airspace Workshop

2.35 ICAO-IATA Free Route Airspace Implementation Workshop, co-organized between ICAO and IATA, will be held from 17 to 18 November 2026 at Beijing. The workshop intends to address key technical and procedural elements essential to effective FRA implementation within APAC region. Specifically, it will focus on the systematic knowledge needed to implement FRA with a step approach from concepts and benefits of FRA, FRA airspace designing, stakeholders’ readiness, operational challenges and mitigation methods, as well as other subjects which accelerate FRA implementation.

2.36 Further information on the Workshop could be found on the ICAO APAC Office website: <http://www.icao.int/APAC/meetings>.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) encourage States/Administration to provide timely updates and feedback on proposals requiring further coordination;
- c) support continued collaborative engagement to advance priority route enhancement across APAC region; and
- d) discuss any relevant matters as appropriate.

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