



International Civil Aviation Organization

ICAO

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

PROGRESS ON ACTION ITEM 13/10 OF THE ATM/SG TASK LIST

(Presented by the Republic of Korea and China)

SUMMARY

Following the ATM/SG/13 meeting, the two States continued consultations on the implementation of Phase 2, the establishment of a joint safety oversight mechanism, and safety-related matters concerning the relevant airspace. Due to scheduling constraints, the two States were unable to hold a bilateral meeting and finalize a joint working paper by the target date. However, the two States reaffirmed their willingness to actively engage in discussions, and agreed to report further progress at APANPIRG/37 or a subsequent ATM/SG meeting.

1. INTRODUCTION

1.1 The A593 ATS route within the Incheon FIR raised potential safety concerns due to the provision of air traffic services by the Incheon, Fukuoka, and Shanghai ACCs. Accordingly, under the auspices of ICAO, the Republic of Korea, China, Japan, and ICAO convened a Special Meeting in October 2018 to discuss the phased normalization of the A593 ATS route. As a result, on 25 December 2020, the parties agreed on the "Consensus Document on the Phased Implementation of New Route Structure and Air Traffic Service Scheme" (hereinafter referred to as the "Phased Implementation Plan").

1.2 Subsequently, in accordance with Phase 1 of the Phased Implementation Plan, the Republic of Korea and Japan established a pair of parallel ATS routes between SADLI (125°E) and ONIKU within the Incheon FIR, and commenced the operation of Air Traffic Services Inter-facility Data Communication (AIDC) between the Incheon ACC and the Fukuoka ACC. Since 25 March 2021, the Incheon ACC has assumed responsibility for the provision of air traffic services in the relevant airspace (SADLI-ONIKU segment of A593) and has been providing safe and efficient air traffic services. However, the implementation of Phase 2 has been delayed beyond its originally planned implementation date (25 June 2021).

1.3 At the Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM/SG/13), held in Singapore in August 2025, the Republic of Korea and China presented Working Paper WP/43 and WP/44, respectively, proposing measures to enhance the safety and efficiency of the SADLI-LAMEN segment of A593. Although the detailed proposals differed in certain aspects, both States agreed on the need to continue collaborative discussions based on the "Phased Implementation Plan". Accordingly, the Chairperson proposed that the two States continue discussions on Phase 2 and report on the progress

through a joint Working Paper. This proposal was subsequently adopted as Action Item 13/10 of the ATM/SG Task List.

2. DISCUSSION

2.1 Following ATM/SG/13 (August 2025, Singapore), the Republic of Korea proposed holding a bilateral meeting with China to discuss the implementation of Phase 2 under the Phased Implementation Plan for the A593 route, the establishment of a joint safety oversight framework, and matters addressed in WP/39 at ATM/SG/13.

Note – The implementation measures for Phase 2 include: optimization of the A593 ATS route structure; implementation of AIDC operations between the Incheon ACC and Shanghai ACC; removal of the FLAS; and reduction of longitudinal separation minima between Incheon ACC and Shanghai ACC.

2.2 Furthermore, the Republic of Korea emphasized the need to advance the relevant discussions expeditiously in order to enhance airspace safety within the Incheon FIR, and discussed with China the plan to hold a bilateral meeting at RASMAG/31 (29 June–3 July 2026, Bangkok, Thailand). China explained that it was conducting internal coordination and preparing to hold the bilateral meeting prior to ATM/SG/14 (3–7 August 2026, Bangkok, Thailand).

2.3 Subsequently, China proposed adjusting the schedule of the bilateral meeting in consideration of the relevant circumstances. In consideration of China's circumstances, the Republic of Korea requested China's views on the agenda items in writing, and China provided its comments. However, due in the part to rescheduling of the bilateral meeting, substantive discussions have not yet progressed sufficiently for the two States to jointly report progress by the target date of Action Item 13/10.

2.4 Accordingly, the Republic of Korea and China agreed on the need to continue constructive discussions to enhance the safety and efficiency of airspace in the Asia/Pacific Region. The two States agreed to proceed with the bilateral meeting as soon as practicable and to report progress on the relevant matters at APANPIRG/37 (23–27 November 2026, Bangkok, Thailand) or a subsequent ATM/SG meeting.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

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