



ICAO

International Civil Aviation Organization

The Fifth Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/5)

Bangkok, Thailand, 13 – 16 January 2026

Agenda Item 2: Review Outcomes of Related Meetings

REVIEW OF RELEVANT MEETING OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents brief outcomes from relevant high-level meetings that had been conducted in 2025.

1. INTRODUCTION

1.1 ICAO wishes to provide sequential summaries the proceedings of the ATFM/15, CNS SG/29, ATM SG/13, and AAC/5 meetings held in 2025. It aligns with the objectives of the SAIOSEACG meeting and contains reference material relevant to Member States' ATM development, efficient airspace utilization, and CNS matters.

1.2 The Meteorology & Air Traffic Management (MET/ATM) Seminar and Fifteenth Meeting of Air Traffic Flow Management Steering Group (ATFM SG/15) addressed airport & airspace capacity constraints, CDM, A-CDM, and A-CDM interoperability with ATFM. ATFM SG/15 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/meetingdocs?fid=571>.

1.3 The Twenty-Ninth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/29) reviewed progress by contributory bodies, set plans to meet performance targets, proposed changes and modernization programmes, and discussed issues and their resolution. CNS SG/29 meeting report, working papers, information papers, and other resources can be accessed at: <https://www.icao.int/APAC/meetingdocs?fid=561>.

1.4 The Thirteenth Meeting of the Air Traffic Management Sub-Group (ATM SG/13) advanced deliverables including Project 30/10 task force that is reducing separation, a TBO roadmap embedded in the Seamless ANS Plan, a rebranded ATFM & A-CDM/SG, targeted data link performance actions, and contingency operations including Kabul FIR and BOBCAT. ATM SG/13 meeting report, working papers, etc., can be accessed at: <https://www.icao.int/APAC/meetingdocs?fid=576>.

1.5 At the Fifth Meeting of the Asia-Pacific ANSP Committee (AAC/5) meeting, ANSPs reported modernization across Workstream 1 – 4 (WS1 - 4), covering procurement and lifecycle management, cross-border ATFM trials, TBO demonstrations, contingency planning tools, and an oceanic Free Route Operations trial. For the reference, AAC/5 meeting reports, presentations, working papers, and other resources can be accessed at: <https://www.icao.int/APAC/meetingdocs?fid=591>.

2. DISCUSSION

ATFM SG/15 Meeting Outcomes

2.1 Regional ATFM modernization dominated discussions at ATFM SG/15, as ICAO Headquarters outlined the future direction of global provisions and encouraged closer cross-border and inter-regional cooperation toward a global “network of networks.”

2.2 Operational efficiency topics were anchored in congestion and contingency realities. At a SAIOSEACG/4 side meeting, participants discussed reactivating BOBCAT to manage congestion linked to Kabul FIR contingency, including proposals to open access to lower flight levels on key routes (N644, L750, P628, UL333) and to reduce longitudinal spacing from 15 to 10 minutes for RNP2/RNP4-compliant aircraft entering at the same level. India also highlighted flow-management constraints in Delhi FIR and suggested aligning exit and entry points with Kabul FIR to reduce conflicts and improve predictability.

2.3 Reduced separation trials and technical readiness were also highlighted. India reported the start of PBCS-based separation trial operations in Chennai FIR with Malaysia, as well as a trial use of 20 NM longitudinal separation in Mumbai FIR supported by space-based ADS-B and CPDLC in coordination with Muscat ACC.

2.4 On system reliability, the meeting raised concerns over missing DEP messages and incorrect addressing practices, linking them to non-receipt of ATS messages and reiterating State obligations for correct addressing and distribution in accordance with ICAO Doc 4444 (PANS-ATM). A February 2025 analysis using India and Thailand data on flights from Maldives concluded that additional data is still required before the relevant ANS Deficiency can be reviewed.

2.5 Looking ahead, the meeting emphasized futureproofing across FF-ICE/TBO, SWIM-based exchange, and FIXM governance, with AMNAC presenting an FF-ICE workshop covering SWIM, CDM, GUF1, and FIXM, and outlining FF-ICE/R1 services aimed at pre-departure trajectory negotiation and eventual replacement of FPL2012. Industry input underscored practical constraints such as equipage gaps and the tension between local and regional optimization, while requesting that details of prospective trials be shared when available.

2.6 Finally, the meeting flagged implementation-status reporting gaps and stressed that proper strip markings of ATFM measures remain a key indicator of ATFMU–ATS coordination and should be captured in implementation compliance monitoring.

CNS SG/29 Meeting Outcomes

2.7 The CNS SG/29 meeting discussed regional efforts under the APAC TBO Pathfinder Project, which aims to support TBO development through key building blocks like SWIM (System Wide Information Management) and FF-ICE (Flight & Flow Information for a Collaborative Environment). Additionally, collaboration continues implementing Free Route Airspace (FRA) and User-Preferred Routes (UPR)—both important to modernize airspace in the South China Sea region. Support is also being provided to enhance Air Traffic Flow Management (ATFM) capabilities, especially to enable broader participation in the APAC Multi-Nodal ATFM Collaboration (AMNAC), in line with ICAO’s “No Country Left Behind” initiative.

2.8 The meeting also discussed an update on AIDC (ATS Interfacility Data Communications) implementation addressed at the Sixth Meeting of the ATM Automation Task Force (ATMAS TF/6). A revised AIDC Implementation and Hotspot Chart was prepared by Singapore, showing areas with operational challenges and LHD (Large Height Deviation) occurrences. This chart was based on the latest data from RASMAG and ACSICG reports and serves as a visual reference for coordination

between FIRs. The meeting emphasized that hotspot issues are not caused solely by AIDC delays but can result from various factors. Regular updates to the chart were recommended.

ATM SG/13 Meeting Outcomes

2.9 ATM SG/13 approved a regional package to improve efficiency and resilience, including a Project 30/10 Task Force to plan safe reductions in separation minima, integration of a Trajectory-Based Operations (TBO) roadmap into the regional plan, and renaming the ATFM group to ATFM & A-CDM to place airports at the center of flow-management reporting.

2.10 Officials endorsed a sequenced approach to address priority NAVS items via Seamless ANS corrigenda and an updated reporting tool; implement Project 30/10 covering controller training and cross-border alignment; and embed TBO levels supported by SWIM/FIXM governance. States were also encouraged to formalize CRA arrangements as data link performance generally meets RSP criteria, while noting some variability in RCP240.

2.11 The ATS routes catalogue was reviewed for South China Sea and Bay of Bengal flows, with parallel-route concepts and longitudinal reductions under review. Resilience actions included phased Kabul FIR contingency arrangements (from 11 Aug 2025), BOBCAT westbound slot resumption (from 4 Sep 2025) to stabilize South Asia–Europe peak flows, plus AMHS hardening and stronger action on GNSS interference through a new reporting category and workshops.

2.12 On data and cybersecurity, the meeting advanced a common SWIM services concept, a formal FIXM change process, and created an ANSIA TF for cybersecurity. The Data Analytics Group expanded KPIs and cross-boundary studies, and Microsoft Forms became the default channel for Seamless ANS reporting to improve coverage and comparability.

APAC ANSP Committee (AAC/5) Meeting Outcomes

2.13 WS1 highlighted ANS modernization and better procurement practices, supported by the “Next Wave APAC Aviation Technologies through Synergy” workshop in Bangkok (17–21 Feb 2025) focused on emerging tech, procurement best practice, and whole-life management.

2.14 WS2 advanced the APAC TBO Pathfinder Project (2024–2028), noting Deliverable A (TBO communications product, 1st edition) completed in July 2025, plus executive engagement convened by Viet Nam (VATM) in Hanoi on 22 July 2025 with ANSPs, airlines, airports, and regulators. WS2 also stressed the need for stronger ATFM interoperability, including tackling multiple restrictions on M771 via a proposed One-CTOT Solution (OCS) trial, standardizing CTOT-compliance and KPI methods for post-ops analysis, and trialing new procedures for the APAC bi-weekly web conference from Dec 2025.

2.15 WS2 tactical mechanism reported an operating Collaborative Operational Mechanism (China, Hong Kong China, Singapore) since 15 Sep 2025, sharing 7-day weather and traffic outlooks, expected ATFM measures, post-ops metrics, and resource status. Next steps include daily call trials from Feb 2026, event-triggered calls, renaming to TFCC, and inviting more ANSPs to expand to other routes.

2.16 WS2 also launched “Next Generation ATFM” work toward cross-border principles and rules, scenario testing, and research support for a future APAC framework; research requirements targeted for completion by end-Dec 2025.

2.17 WS3 completed deliverables for business continuity and contingency, including recommended edits to APAC ATM Regional Contingency Plan V3.0, a regional coordination “How To” document, and support for ANSP-specific contingency plans (including neighbor support). Oceanic

ANSP continuity elements were incorporated into a draft regional framework and transferred into WS3.

2.18 WS4 confirmed no AAC CCO and CDO activities (action closed), while separately noting an Airservices Australia trial that evolved into Predictable Sequencing and expanded to MEL/SYD/PER. Also stated no SB ADS-B/VHF spacing reduction activities under AAC, while separately describing India’s 20NM longitudinal trial on L639/L301 using SB ADS-B/CPDLC with VHF/HF support that was safety assessment Dec 2024 and awaiting regulatory approval. The main WS4 focus was the SEA–O FRTO Trial that LOI signed 2023; trials started 5 Aug 2024; mid-trial review Mar 2025; extended and concluded 31 Oct 2025; now in evaluation and operationalization with draft guidance material, with IATA planning another review meeting late Jan and early Feb 2026 and targeting endorsement by start of Q2 2026.

3. 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.

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