



International Civil Aviation Organization
ICAO **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 3: Review of Current Operations and Problem Areas

**SIDELINE DISCUSSION ON LARGE-SCALE WEATHER DEVIATION (LSWD)
FOR ATS ROUTES L642 AND M771**

(Presented by the Secretariat)

SUMMARY

This paper presents the outcomes of the sideline discussion on Large-Scale Weather Deviation (LSWD) for ATS route L642 and M771 on 14 January 2026.

1. INTRODUCTION

1.1 Arising from the Working Papers tabled on LSWD activation parameters and its associated longitudinal spacing on ATS routes L642 and M771 in WP/10, WP/12 and WP/13 of SAIOSEACG/5, a sideline discussion was convened to further discuss the proposals in detail on 14 January 2026 at ICAO APAC Regional Office.

1.2 The discussion was attended by representatives from China, Hong Kong China, Singapore, Viet Nam and IATA with the facilitation from ICAO.

2. DISCUSSION

2.1 Noting the existing LSWD activation parameters (i.e. five or more aircraft are expected to deviate more than 10 NM in a 30-minute period, and where those deviations cannot be completed within one FIR) were established in 2008 and the significant improvements in CNS capabilities since, the participating States/Administrations agreed on the following:

- a) States/Administrations would review the parameters for activating LSWD in their bilateral Letters of Agreement (LOAs) between the relevant ATS Units and would include provisions for the application of longitudinal spacing not exceeding 30NM as the default spacing, as agreed at SAIOSEACG/4;
- b) States/Administrations should apply flexibility in retaining the usable flight levels during the activation of LSWD. Where applicable, instead of reducing the usable flight levels by 50% on each of the parallel routes, the State/Administration activating LSWD and/or the affected States/Administrations could opt to retain all six FLAS levels with a condition of 30NM longitudinal spacing between pairs of aircraft. The applicable conditions should be coordinated between ATS Units and detailed in the NOTAMs as appropriate;

- c) Where catch-up aircraft are involved, States/Administrations should apply surveillance separation between pairs of aircraft instead of procedural separation such as Mach Number Technique which is overly conservative. The additional buffer required on specific ATS routes should be discussed and agreed between the relevant States/Administrations; and
- d) The State/Administration activating LSWD procedures should inform other States/Administrations at least 30 minutes prior to the commencement of LSWD procedures, to facilitate operational planning.

2.2 In addition, the States/Administrations present agreed to conduct a feasibility assessment on using Flight Level Allocation Scheme (FLAS) and Flight Level Orientation Scheme (FLOS) for segments of the SCS parallel routes in their FIR as a first step towards progressing SCSTFRG Priority Area 4, and to present the findings at SCSTFRG/14.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information contained in this flimsy.