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 3: Review of Current Operations and Problem Areas

UPDATE ON LARGE-SCALE WEATHER DEVIATION (LSWD) STATISTICS ON ATS ROUTES L642 AND M771

(Presented by Singapore)

SUMMARY

This paper provides an update on the frequency of Large-Scale Weather Deviation (LSWD) procedures activation on ATS routes L642 and M771 from June to November 2025 and consequential application of longitudinal spacing, following the discussion at SAIOSEACG/4 and the update presented at SCSTFRG/13. This paper addresses Action Item 4/2 of the SAIOSEACG task list.

1. INTRODUCTION

1.1 At the Fourth Meeting of the South Asia, Indian Ocean, and Southeast Asia ATM Coordination Group (SAIOSEACG/4), Singapore presented a paper to seek States/Administrations' consideration to minimise additional buffers for longitudinal spacing, as far as practicable, through safety assessment process, on ATS routes L642 and M771. Consequently, Action Item 4/2 was added to the SAIOSEACG task list to monitor the implementation of this decision. An initial update on this initiative was presented at the Thirteenth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/13) in July 2025, which reported on the statistics for May 2025.

1.2 This paper provides updated statistics on the longitudinal spacing applied during LSWD activation from June to November 2025, to address Action Item 4/2 of the SAIOSEACG task list.

2. DISCUSSION

2.1 Table 1 below presents the frequency of LSWD activations and the longitudinal separation standards applied on ATS routes L642 and M771 during the six-month period from June to November 2025.

Month	Days Activated	Separation used (days)			
		50NM	40NM*	30NM*	20NM*
Jun 2025	21	17	1	2	1
Jul 2025	24	13	0	10	1
Aug 2025	17	15	0	1	1
Sep 2025	21	16	0	5	0
Oct 2025	24	24	0	0	0
Nov 2025	23	18	0	5	0
Total	**130**	**103 (79%)**	**1 (1%)**	**23 (18%)**	**3 (2%)**

Table 1: Longitudinal spacing applied during LSWD

** Denotes the minimum separation applied during a single day's LSWD activation.*

2.2 The data indicates that whilst reduced longitudinal separation has been successfully applied on some occasions, majority (79%) of LSWD activations utilise 50NM separation. Furthermore, flow control restrictions could also be applied together with LSWD activation, contributing to the delays for flights on ATS routes L642 and M771.

2.3 There remains significant potential to further optimise capacity during LSWD events through more consistent application of reduced separation standards. Continued collaboration and coordination between concerned States/Administrations is essential to maximise opportunities for applying reduced separation when conditions permit, to enhance capacity and minimise delays during weather events.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information in this paper as an update to Action Item 4/2 of the SAIOSEACG task list;

b) encourage concerned States and Administrations to continue minimising additional buffers for longitudinal spacing during LSWD activation, with the aim of more consistently applying 30NM or 20NM separation where operationally feasible; and

c) discuss any relevant matters as appropriate.