ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
2/3	Coordination of activities involving A1:				
	a) Parallel routes	~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/6	China, Hong Kong China, Laos, Thailand, Viet Nam	Open	SCSTFRG/6 – It was agreed that discussion related to the establishment of parallel route to A1 should take place after the successful implementation of reduce longitudinal spacing from 30NM to 20NM on A1. SCSTFRG/8 – Further discussion on this matter was planned during the upcoming MK-ATM/CG/8, to be hosted by Viet Nam. SCSTFRG/9 Report re: WP/03. SCSTFRG/10 Report re: WP/04. SCSTFRG/11 Report re:WP/06 & WP/10 SCSTFRG/12 Refers: WP13 SCSTFRG/13 Refers: WP11: China and Viet Nam have already made progress through bilateral coordination. The proposed northeast and southwest bound traffic routes are being evaluated for safe lateral spacing.
	b) Direct communication link between Da Nang APP and Sanya ACC	~~SAIOSEACG/3~~ SCSTFRG/13	China, Viet Nam	~~Open~~ Closed	SCSTFRG/9 – China updated that the direct communication link had not been established and requested Viet Nam to provide their POC. SCSTFRG/10 – DCPC btw Sanya and Da Nang not yet implemented. POC of Viet Nam (Da Nang APP) will be provide by the end of June 2022 SCSTFRG/11 IP05-China updated this topic would be further discussed at their bilateral meeting between China and Viet Nam. SCSTFRG/13 – Viet Nam suggested deferring the consideration of establishing a direct communication link in the short term.

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	c) AIDC between Sanya ACC, Ho Chi Minh ACC, ~~Ha Noi ACC~~	~~SAIOSEACG/3~~ ~~SCSTFRG/13~~ SCSTFRG/14	China, Viet Nam	Open	SCSTFRG/9 – China updated that the AIDC between Sanya and Ha Noi ACCs, and Ho Chi Minh ACCs, had not been established, and requested Viet Nam to provide the updated POC. SCSTFRG/10 – China would like to facilitate the AIDS with Viet Nam ASAP. VATM POC was provide during the meeting. SCSTFRG/11 IP05-China updated this topic would be further discussed at their bilateral meeting between China and Viet Nam. SCSTFRG/13 Viet Nam updated AIDC between Sanya ACC and Ha Noi ACC has been implemented. The AIDC between Sanya ACC and Ho Chi Minh ACC is planned to be implemented in 2026.
	d) Modelling and simulation of A1 parallel routes	~~SAIOSEACG/3~~ SAIOSEACG/5	Viet Nam	~~Open~~ Closed	SCSTFRG/9 Report re: WP/03. Viet Nam to confirm if they require assistance in conducting the simulation. SCSTFRG/10 Report re: WP/04 Viet Nam to continue assessment and study on the proposal. SCSTFRG/11 re: IP/05. SCSTFRG/13 re: WP/11 and Flimsy/05

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
2/4	Enhancement of longitudinal spacing on ATS route M758 ~~and M761~~	~~SCSTFRG/12~~ ~~SCSTFRG/13~~ SCSTFRG/14	Indonesia, Malaysia, **Singapore**	Open	SCSTFRG/6 – Bilateral discussion between Malaysia and Singapore is ongoing. Reduction of longitudinal spacing from 80NM to 40NM was targeted for first half of 2020. SCSTFRG/9 – Discussion between Indonesia, Malaysia and Singapore was expected when COVID-19 situation improved and face-to-face meeting become possible. SCSTFRG/10 – When COCID-19 situation improved, face-to-face meeting will be held to discuss 50NM. Now 10 min separation between a pair of RNAV capable aircraft on the same level. M758 (Cat R/S airspace to Cat R FIR TOC point) M761 (Cat S airspace to Cat S FIR TOC point) Refer to SCSTFRG/12 IP03 20NM has been implemented on M761.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
4/4	New ATS routes parallel to R208 Viet Nam's feedback: Currently, Viet Nam is studying to establish 02 new PBN routes as follow: The first one is PBN route from Tan Son Nhut Intl airport to Phuket Intl Airport of Thailand (from DVOR/DME TSH to DVOR/DME PUT) and the second one is from DVOR/DME PQU to IGARI to serve flight between Phu Quoc Intl Airport to Malaysia/Singapore. These routes are intended application of PBN specification RNP4/RNAV5 or RNP2/RNAV2 (for Non-PBN aircraft could be consider to fly at lower flight level or is assigned by concerning ATS). Viet Nam will conduct internal cooperation with relevant authority of Viet Nam and discuss with Thailand, Cambodia and Malaysia as well.	~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	**Malaysia,** Singapore, Viet Nam	Open	SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: IP/05. Proposed Tri-lateral meeting: July 26, 27 or 28, 2022 Confirmation by Viet Nam: By the end of June 2022 SCSTFRG/11 re:WP/08 & IP/05 updated by Viet Nam: at the Tripartite Meeting (through a video teleconference) between Malaysia, Viet Nam and Singapore on ATS route and other relevant issues on 28 July 2022, Viet Nam in principle agreed to the proposal for the establishment of new ATS route as requested by IATA. Viet Nam suggested a minor adjustment to the proposal that VKR–IPRIX should be used instead of VKR–BITOD to minimize the number of transfer point (IPRIX) and reduce the workload of ATC. Viet Nam also suggested RNAV 2/RNP 2 for both routes. The timeline is depending on Malaysia and Singapore sides. Refers to SCSTFRG/12 WP09. SCSTFRG/13 Refers: WP12: Malaysia, Singapore, and Viet Nam reported that they are currently discussing updates to the ATS route R208. More work and close cooperation are needed to set a clear timeline and complete the technical and approval processes for the proposal.
7/4	Optimising routing into China to allow more options for aircraft going beyond Pearl River Delta	SCSTFRG/12	**China,** Hong Kong China, Laos, Thailand, Viet Nam, IATA	~~Open~~ Close	Discussion regarding this matter will only take place after the completion of the 3 priority areas agreed in SCSTFRG/3. SCSTFRG/9 – Current route proposals related to this Action Item are SCS 18, SEA 12, and VIET NAM 02. On Stand-by: It's linked to A1 enhancement (20NM and parallel routes)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
2/5	Enhancement of longitudinal spacing on ATS route L642 and M771 Viet Nam's feedback: Viet Nam has discussed via email with Hong Kong China about the implementation of 20NM longitudinal spacing at TOC on ATS routes L642 and M771. Viet Nam also informed that ATS surveillance minima separation within area of responsibility of Ho Chi Minh ACC is 10 NM. (It is planned to reduce to 5 NM in coming time).	~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	China, **Hong Kong China**, Singapore, Viet Nam	Open	SCSTFRG/8 - Subject to the agreement of Sanya ACC, implementation of 30 NM longitudinal spacing between Hong Kong and Sanya ACCs was expected at first quarter of 2020. SCSTFRG/9 Report re: WP/02. SCSTFRG/10 Report re: WP/04 NM longitudinal spacing btw Hong Kong and Sanya ACCs had not been implemented (now 50 NM spacing in place) SCSTFRG/10 Report re: WP04. Updated by Hong Kong China. SCSTFRG/13 Report re: WP04. Updated by Hong Kong China, trial operation of reducing 20NM separation has been successful. It's planning to gradually extend operating time and be fully implemented by the end of 2025, encouraging concerned States to renew their LOA accordingly. SCSTFRG/13 Report re: WP05. China updated that it's about post-trial assessment of 20NM separation which includes the key results, challenges, and recommendations.
3/5	Review of FLAS/FLOS operating within the South China Sea airspace: a) study and review the current SCS FLAS/FLOS operation with all neighboring FIRs with a view to enhancing efficiencies; b) provide the current FLAS/FLOS and no-PDC Flight Level data in SCS FLAS/FLOS Chart (**Appendix A to the Report**) to the ICAO APAC Regional Sub-office (APAC-RSO@icao.int); and c) report the review result including the possible improvement proposals to the SCSTFRG/11 meeting.	~~SAIOSEACG/3~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	All Member States	Open	SCSTFRG/7 – The meeting agreed for the review of existing FLAS/FLOS operating within the South China Sea with a view to enhancing efficiencies, to be accorded as Priority Area 4 of the SCSTFRG. SCSTFRG/9 Report re: WP/03. Discussion on Priority Area 4 would begin at SCSTFRG/10. SCSTFRG/10 Report re: WP/06 **(Decision SCSTFRG/10-1)** SCSTFRG/11 Report re: WP/09. SCSTFRG/12 WP07

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
1/6	FL390 that is currently a FLAS level on ATS route A1 to be assigned to ATS route Q1/Q2	SAIOSEACG/3	China, Hong Kong China, Thailand, **Viet Nam**	~~Open~~ Completed	SCSTFRG/5 – WP02 conclusion. SCSTFRG/6 – Should take place simultaneously with the implementation of reduce longitudinal spacing from 30 NM to 20 NM on A1. SCSTFRG/10 – Viet Nam still required FL390 to be assigned as FLAS on Q1 and Q2. China commented there would be more altitude transition points with reallocation increasing more conflict points. SCSTFRG/11 Report re: WP/06. a side meeting between Lao PDR, Thailand and Viet Nam regarding the use of FL390 on ATS Route A1, all parties agreed to retain FL390 as No-PDC FL for route Q2 and will be PDC FL for ATS Route A1, the availability will depend on Hanoi ACC approval.
2/6	Enhancement of longitudinal spacing on ATS route M768 to 50 NM	SAIOSEACG/3	Indonesia, Malaysia, **Singapore,** Viet Nam	~~Open~~ Competed	SCSTFRG/7 – Indonesia, Malaysia, Singapore and Thailand agreed to this proposal. Due to the absence of Cambodia and Viet Nam, offline discussion lead by Singapore would be carried-out. SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: WP/04. SCSTFRG/10 – Singapore informed on the bi-lateral meeting with Viet Nam will take place at the end of June 2022. In the meantime, discussion btw Indonesai and Malaysia will be carried out. SCSTFRG/11Report re: WP/07: The States concerned have agreed on the implementation timeline. SCSTFRG/12 WP04

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
8/2	Enhancement of longitudinal spacing on ATS route L625 and N892 to 50 NM	~~SCSTFRG/12~~ ~~SAIOSEACG/4~~ SAIOSEACG/5	~~China,~~ Singapore, Philippines, Viet Nam	Open	SCSTFRG/8 Report FL/02. SCSTFRG/9 Report re: IP/02. Expected to be implemented in Q4 2021 (coordi and agreement with HoCHi Minh and Taibei ACCs) Seek info from Philippines SCSTFRG/10 Flimsy01 – update from Philippines This implementation requires the operation of a new ACC sector in the SCS as already mentioned in the previous meetings. Due to several constraints during the pandemic, relevant activities pertaining to this implementation have been rescheduled: Operation of the new sector -- Q4 2022 Collaboration for optimization -- Q1 2023 Proposed Implementation -- Q2 2023 Refers to the SCSTFRG/12 WP06 SCSTFRG/13 Report re: WP06. Updated by Philippines, it's planning to operationalize a new ATC sector by Dec 2025, with a trial implementation of 50NM spacing starting in Mar 2026.
9/3	a) Enhancement of longitudinal spacing on ATS route N875, M904 and N891 to 50NM.	~~SCSTFRG/12~~ ~~SCSTFRG/13~~ SCSTFRG/14	Malaysia, Indonesia, Singapore, Thailand, Viet Nam	Open	SCSTFRG/9 Report re: WP/06. Currently 10 min at the TOC points
	b) Enhancement of longitudinal spacing on ATS route M772 to 50NM. As well as the optimization of flight level usage on M772 with a view to FLAS optimization	~~SCSTFRG/12~~ ~~SCSTFRG/13~~ SCSTFRG/14	Hong Kong China, Malaysia, Indonesia, Philippines, Singapore	Open	SCSTFRG/9 Report re: WP/06. SCSTFRG/10 HK China no objection, Singapore supports, Philippines would consider at a later stage
	c) Enhancement of longitudinal spacing on ATS route P648 to 50NM	SCSTFRG/12	Indonesia, Malaysia,	~~Open~~ Completed	SCSTFRG/9 Report re: WP/06. SCSTFRG/10 Malaysia supports and no objection for FLAS removal.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
9/4	Enhancement of longitudinal spacing on ATS routes A583 to 30 NM	~~SAIOSEACG/3~~ SCSTFRG/13	Hong Kong China, Philippines	~~Open~~ Completed	SCSTFRG/9 Report re: IP/02. SAIOSEACG/1 IP07. A461: Phase 1 trial of 30NM until Apr 2022 for RNP4 equipped traffic at above F290, at least one destined for HK or MNL FIRs. Phase2: after a joint review in Q2 2022 for all RNP4 a/s incl. overflights. Phase 3: extend to all RNP4 a/c on A461 and A583 SCSTFRG/11 Report re: WP/06 - the Philippines proposed a side meeting with Hong Kong China to discuss the details of Phase 3 Implementation SCSTFRG/13 Report re: WP/08 (2.24/2.26) – Hong Kong China and Philippines reported this task has been successfully completed.
10/1	30 NM longitudinal spacing between Indonesia and its neighbouring FIRs Indonesia also suggested that 10-20 NM surveillance-based separation should be taken into consideration.	~~SCSTFRG/12~~ ~~SCSTFRG/13~~ SCSTFRG/14	Indonesia, Malaysia, Philippines, Singapore	Open	SCSTFRG/10 Report re: WP03 (ref: side meeting discussion) SCSTFRG/11 Report re: WP05.
12/1	Phase review of the priority areas and assess the progress of the task list.	March 2025	**ICAO** and All SCSTFRG Members	Open	In preparation for the SAIOSEACG/4 meeting, through an online meeting organized by ICAO
12/2	Report the outcomes of the trial implementation of 20 NM separation on L642/M771.	SAIOSEACG/4	**Hong Kong China**, China, Viet Nam, Singapore	Open	Refers to: SCSTFRG/12 WP06 SCSTFRG/13 Report re: WP/04
12/3	Asses the possibility to implement 30NM separation on M768.	SCSTFRG/13	**Singapore**, Indonesia, Malaysia and Viet Nam	~~Open~~ Closed	Refers to：SCSTFRG/12 WP/04 SCSTFRG/13 – the meeting noted that only approximately 33% of the flights on M768 filed both RSP180 and RCP240 and agreed to close the action item. closed.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBE PARTY	STATUS	REMARKS
12/4	Implementation 50NM separation on the routes connected to P648 (M646 and M522/M754)	~~SCSTFRG/13~~ SAIOSEACG/5	**Philippines,** Malaysia, and Singapore	Open	Refers to: SCSTFRG/12 WP/03 SCSTFRG/13 Report re: IP/03 – The Philippines and Malaysia reported on progressing longitudinal 50NM spacing on routes M646 and A341. They are planning a new trial from 50NM to 30NM on M646 and A341, likely starting later this year 2025. For M754/M522, a shift from 10-minute separation to 50NM is under consideration, with trials expected in 2026 and possible 30NM adoption later. The Philippines also proposed removing a current restriction that limits 50NM spacing to flights landing within Kota Kinabalu FIR. Malaysia agreed, but further coordination with Indonesia is needed due to potential impacts on Jakarta FIR.
12/5	Finalize the *South China Sea Operational Concept* for endorsed by SCSTFRG Members.	~~SAIOSEACG/3~~ SCSTFRG/14	ICAO and SCSTFRG Members	Open	Refers to SCSTFRG/12 WP/11
12/6	Conduct research on advanced ATM systems (FRA, TBO, FF-ICE and SWIM) and report to the SCSTFRG to support operations in the South China Sea traffic flow.	~~SCSTFRG/13~~ SCSTFRG/14	ICAO and IFATCA	Open	Refers to SCSTFRG/12 WP/08 ICAO to coordinate the SCSTFRG Member States to provide updates on advanced ATM implementation to the meeting.
13/1	Research on the alternative routes under LSWD event	SCSTFRG/14	China, Hong Kong China, Viet Nam, Singapore, Cambodia	Open	Refer to SCSTFRG/13-IP/02 ICAO to coordinate the SCSTFRG Member States to provide updates on alternative routes.
13/2	Research on the data-driven approach to support the operation in SCS.	SCSTFRG/14	IATA and All Member States	Open	Refer to SCSTFRG/13-IP/02 ICAO to coordinate the SCSTFRG Member States to provide updates on advanced ATM implementation to the meeting.