International Civil Aviation Organization

**THIRTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)
Bangkok, Thailand, 9 to 13 September 2002**

Agenda Item 2.3   ATS Co-ordination Groups' Activities

RESULTS OF ATS CO-ORDINATION GROUPS AND RELATED MEETINGS

(Presented by the Secretariat)

SUMMARY

This working paper outlines the activities of ICAO ATS Co-ordination Groups and related meetings since APANPIRG/12 Meeting and, in addition, ICAO involvement in other ATS Co-ordination Groups which have been set up under multilateral arrangements between various States in the Region.

1. **INTRODUCTION**

1.1   Several ATS Co-ordination Groups have been established by ICAO in the Asia/Pacific Region, for two main purposes. Firstly, to foster the implementation of regional air navigation agreements and secondly, to provide opportunities for airspace providers and users, having common geographically related ATS interests, to meet and develop solutions to problems that limit the capacity or efficiency of the airspace structure. The Groups also exchange information necessary to ensure a co-ordinated approach to the introduction of the new CNS/ATM systems.

1.2   This paper outlines activities of the following ICAO Co-ordination Groups and related meetings since APAPIRG/12:

        a)   South China Sea ATS Route Structure Implementation Task Force (SCS/TF);

        b)   South East Asia ATS Co-ordination Group (SEACG); and

        c)   China, Mongolia, Russian Federation and IATA Co-ordination Meeting (CMRI).

1.2.1   The Bay of Bengal ATS Co-ordination Group (BBACG), did not meet during 2002 as the EMARSSH project is discussing this area in detail during their deliberations on revising the route structure from Asia to Europe and the Middle East, South of the Himalayas.

1.3   In addition, this paper provides the information relating to ICAO involvement in the following ATS Co-ordination Groups which have been set up under multilateral arrangements between various States in the Region in order to address problems specific to particular parts of the region.

a)   the Informal Pacific ATC Co-ordination Group (IPACG);

b)   the Informal South Pacific ATS Co-ordination Group (ISPACG); and

c)   the Russian/American Co-ordinating Group for Air Traffic Control (RACGAT).

2.   **DISCUSSION**

South China Sea ATS Route Structure Implementation Task Force (SCS/TF)

2.1   The Sixth Meeting of the Task Force (SCS/TF/6) was held in Bangkok from 26 to 28 September 2001 with the aim of finalizing outstanding issues required prior to implementation of the revised South China Sea ATS route structure in conjunction with the trial application of the establishment of Sanya area of responsibility (AOR) on 1 November 2001. Subsequent to the successful implementation, the Seventh Meeting of the Task Force (SCS/TF/7) was held in Bangkok from 9 to 11 January 2002. This meeting provided the first opportunity to review the operational and technical aspects of the implementation programme prior to and after the 1 November 2001 implementation, with the aim of identifying problems, if any, and areas where further improvements may be made. The Eighth Meeting of the Task Force (SCS/TF/8) is planned for late November 2002, to review the revised route structure after one year of operation.

South East Asia ATS Co-ordination Group (SEACG)

2.2   The Tenth Meeting of the Group (SEACG/10) was hosted by the Directorate General of Air Communications (DGAC) of Indonesia and held in Bali from 18 to 22 March 2002. The objectives of the meeting were to discuss problems affecting the provision of ATS in the area and to develop a co-ordinated plan for implementation of actions agreed, including reviewing the implementation of the new ICAO CNS/ATM systems. Due to the limited time that was available, the SCS/TF/7 post implementation meeting agreed that follow-up action on several outstanding items be addressed at this SEACG/10 in order to maintain the continuity of work pertaining to ATS operations in the South China Sea area.

China, Mongolia, Russian Federation and IATA Co-ordination Meeting (CMRI)

2.3   The Second China, Mongolia, Russian Federation and IATA Co-ordination Meeting (CMRI/2), was held in Bangkok from 4 to 7 December 2001, under the auspices of ICAO to study possibilities for further improvements in the alignment and use of cross-polar routes at their south ends. The Third Meeting (CMRI/3) was arranged by ICAO Asia/Pacific Office and held in Beijing, China, from 9 to 11 April 2002. There has been significant progress in work by States concerned to increase the number of entry/exit points from Cross-Polar routes (CPR) into/out of China.

The Informal Pacific ATC Co-ordination Group (IPACG)

2.4   IPACG was established under a memorandum of co-operation between the United States Federal Aviation Administration (FAA) and the Japan Civil Aviation Bureau (JCAB). Full IPACG meetings are normally held once each year. Representatives from other States and the aviation industry also attend these meetings. An IPACG Providers meeting is normally held between full meetings and this usually involves only the FAA and the JCAB. The IPACG forum allows Japanese and United States air traffic service (ATS) providers and users to informally meet together and explore solutions to near term ATC problems that limit the capacity or efficiency within the Anchorage, Oakland, and Tokyo Oceanic Flight Information Regions (FIRs).

2.4.1   The Seventeenth Meeting of the Group (IPACG/17) in conjunction with its Fifth Fans Interoperability Team (FIT) Meeting, was held in San Francisco, California, U.S.A. from 15 to 19 April 2002. Some notable items which were discussed at this meeting included:

- 50 NM ADS Longitudinal Separation Minimum in the NOPAC and CENPAC;
- Operational Trials Track 14/15;
- Implementation of RNP10 in the Japan/Hawaii PACOTS;
- Enhancement of airspace capacity between Hong Kong, Tokyo and beyond to North America; and
- Proposed Seminar on Datalink Operations.

2.4.2   The Eighteenth Meeting is scheduled in Tokyo, Japan, from 7 to 11 October 2002, following a datalink seminar between 4 and 5 October 2002.

The Informal South Pacific ATS Co-ordination Group (ISPACG)

2.5   ISPACG was established in August 1991. The member States are Australia, Fiji, France (French Polynesia), New Zealand, Papua New Guinea, the Solomon Islands and the United States. Full ISPACG meetings are normally held once per year. Representatives from other States and the aviation industry also attend these meetings. Between full ISPACG meetings, sub-group or Task Force meetings are held as required. The ISPACG forum allows air traffic service providers of the South Pacific and users to informally meet together and explore solutions to near term ATC problems that limit the capacity or efficiency within the FIRs of the South Pacific.

2.5.1   The Sixteenth Meeting of the Group (ISPACG/16) was held in Papeete, French Polynesia, from 11 to 15 February 2002. Accomplishments of the meeting are:

- Agreed to a trial in which RNP-10 would be required on PACOTS Tracks 20, 21, W and X;
- Agreed to include a standard clause on data management in the letters of agreement;
- Reviewed the lost communication procedures and identified differences for resolution;
- Reviewed existing contingency plans and agreed that they are adequate;
- Satisfactorily resolved concerns from airlines regarding reductions in distance-based longitudinal separation though application of the time-based "Rule of 11's"; and
- Development of a capacity enhancement/action table for use by ISPACG to track the progress toward implementation of operational benefits to airspace users. This table is included as part of the report and is to be reviewed and updated for the next meeting as an ongoing agenda item.

2.5.2   The next meeting (ISPACG/17) will be held in New Zealand in February 2003.

The Russian/American Co-ordinating Group for Air Traffic Control (RACGAT)

2.6   RACGAT is an informal ATC co-ordination group established under a Ministerial Memorandum of Cooperation between the Russian Federation and the United States to permit these two States to discuss ATS related items of mutual concern. It first met in April 1993. RACGAT is concerned with ATS routes between North America and Asia that fly over the Russian Federation. This includes route that fly over the Russian Far East (RFE) and the Arctic Ocean (cross-polar routes).

Although those intersecting routes between Europe and Asia are considered in RACGAT, the planning of such routes are not within the scope of RACGAT. In addition to the Russian Federation and the United States, China, DPR Korea, Japan and Mongolia normally participate in RACGAT meetings.

2.6.1   The Eleventh Meeting of the Group (RACGAT/11) was held in Moscow, Russian Federation from 12 to 15 November 2001. In addition, the Mini-RACGAT/6 Meeting was held in St. Petersburg, Russian Federation from 22 to 25 April 2002.

2.6.2   The next meeting (RACGAT/12) is planned in Nevada, U. S. A. from 21 to 24 October 2002.

2.7   More details of the above groups activities are contained in the Report of ATS/AIS/SAR/SG/12 Meeting (under Agenda Item 4), which is appended to WP/3 of APANPIRG/13.

3.   **ACTION BY APANPIRG/13**

3.1   The meeting is invited to:

   a)   note the work achieved by the ICAO Co-ordination Groups, in particular the successful implementation of the revised South China Sea ATS route structure in conjunction with the trial application of the establishment of Sanya AOR on 1 November 2001;

   b)   note the activities of other co-ordination groups in the Asia/Pacific Regions; and

   c)   support the work of the CMRI Coordination Meeting in enhancing the efficiency of the Polar Route network especially in regard to entry/exit points into China.

- END -