



International Civil Aviation Organization

**The Twelfth Meeting of the South East Asia ATS Coordination Group
(SEACG/12)**

Bangkok, Thailand, 3 – 5 May 2005

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- Agenda Item 2: Review Status of recommended actions as agreed at the SEACG/11 meeting**
Agenda Item 6: Develop a coordinated plan for implementation of actions

REVIEW OF SEACG/11 ACTION PLAN

(Presented by the Secretariat)

SUMMARY

This paper presents the Action Plan agreed to at the Eleventh Meeting of the South East Asia ATS Coordination Group (SEACG/11) held at Bangkok on 24-28 March 2004.

1. INTRODUCTION

1.1 Based on discussions during the SEACG/11 Meeting in consideration of the action items, the meeting agreed to the Action Plan as shown in the Appendix to this paper. SEACG/11 agreed to implementation of the action items within the following timeframe:

IMMEDIATE: Action to be taken immediately after the conclusion of the meeting

MID TERM: Action to be taken within six months

LONG TERM: Action to be taken within one year

2. DISCUSSION

2.1 The Action Plan is presented to the SEACG/12 Meeting for consideration and to take appropriate follow-up action.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review, report on and progress the action items identified at SEACG/11.

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SEACG/11 — ACTION PLAN

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MID TERM: Action to be taken within six months

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
1.	Traffic Sample Data (TSD) to be collected for RVSM and RNP 10 safety assessments. As well as traffic sample data on the SCS parallel routes, sample data is required for the crossing routes to facilitate analysis of intersecting traffic.	IMMEDIATE	All SEA States, Thailand (MAAR)	OPEN	Raised at SEACG/11. TSD required for July 2004 and submitted to MAAR by 1 September 2004. <u>MAAR Contact details:</u> Email (preferred): maar@aerothai.co.th Fax: 662 287 8155 Address: Monitoring Agency for Asia Region (MAAR) ATS Operations Bureau, AEROTHAI 102 Ngamduplee Tungmahamek, Sathorn Bangkok 10120 Thailand.
2.	Preparation and distribution of Traffic Sample Data (TSD) template	IMMEDIATE	Thailand (MAAR)	OPEN	Raised at SEACG/11. MAAR and Regional Office to revise the TSD template to include RVSM and RNP requirements and make template available to States. maar@aerothai.co.th

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
3.	Update RVSM approval records for all aircraft registered by each State. All States to ensure up to date records held on RVSM status of aircraft on respective registers.	IMMEDIATE	All States, MAAR	OPEN	Raised at SEACG/11. In addition to State records, RVSM status to be provided by States to MAAR. maar@aerothai.co.th
4.	Continue to provide Large Height Deviation (LHD) reports to MAAR.	IMMEDIATE	All States, MAAR	OPEN	Raised at SEACG/11. States to ensure LHD reports (including 'NIL' reports) are provided to MAAR in accordance with published reporting requirements. maar@aerothai.co.th
5.	Deficiencies – Update APANPIRG Deficiencies Listing.	MID TERM (August 2004)	All SEA States, Regional Office	OPEN	Raised at SEACG/11. States to check and confirm current status of deficiencies listing and advise Regional Office of amendments. Regional Office will prepare updated listing for APANPIRG/15 (August 2004).

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6.	Review FLOS in SCS area. Current operations utilise a modified single alternate FLOS in the SCS area, leading to transition areas to/from surrounding single alternate FLOS areas	MID TERM (September 2004)	All SEA States, MAAR	OPEN	Raised at SEACG/11. The SEACG/11 decided that resolving the use of the FLOS was a high priority. A special coordination meeting of the RVSM taskforce has been scheduled for 20-24 September 2004 to address this issue. States should prepare their position prior to this meeting.
7.	Proposal to Establish Additional ATS Routes for Brunei-Middle East/Europe Flights. That, Brunei Darussalam discuss the suggested options for shorter routes with Royal Brunei Airlines and advise States, ICAO and IATA on the outcomes. IATA should work with these States to arrive at a viable solution.	MID TERM (December 2004)	Brunei Darussalam with Indonesia, Malaysia, Singapore, Thailand, Viet Nam & IATA	OPEN	Raised at SEACG/10. Brunei Darussalam was not represented at the SEACG/11 meeting, so no update was available. Regional Office to coordinate with Brunei Darussalam.
8.	Deletion of Requirements for A205 and G580. That, Brunei Darussalam and Malaysia co-ordinate with ICAO for a necessary amendment to Asia/Pacific ANP in order to delete the requirements for A205 and G580 from the Asia/Pacific ANP.	MID TERM (December 2004)	Brunei Darussalam, Malaysia, Regional Office	OPEN	Raised at SEACG/10. Brunei Darussalam was not represented at the meeting. Malaysia reported that they would prefer to retain A205, and that the portion of G580 between BRU and VJN was replaced by B348. The Regional Office would coordinate with Brunei to progress this matter. An amendment to the ANP required. Regional Office will coordinate the raising of the ANP amendment.

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9.	Proposal to Establish Additional ATS Routes for Hong Kong/Jakarta City Pair.	MID TERM (December 2004)	China, Hong Kong China, Indonesia, Malaysia, Philippines, Singapore, Viet Nam, Regional Office, IATA	OPEN	Raised at SEACG/10. Implementation of Option 2 in IATA proposal to SEACG/11 – see paragraph 3.40 and Appendix C of SEACG/11 meeting report. States/IATA to undertake enabling activities,, e.g. Safety Assessment. ANP amendment required. Regional Office will coordinate the raising of the ANP amendment.
10.	Review the airspace arrangements for ATS routes and transfer of control in points in Viet Nam's airspace. Viet Nam/adjacent States/ICAO That, Viet Nam and adjacent States concerned review and coordinate with Regional Office on the airspace arrangements for ATS routes and transfer of control points to improve the efficiency of providing air traffic control services in the Ha Noi and Ho Chi Minh FIRs.	MID TERM (December 2004)	Viet Nam, adjacent States, Regional Office	OPEN	Raised at SCS/TF/8. The SEACG/11 meeting clarified that the main issue was in regard to weather deviation on L628 and Viet Nam requested that this matter required further consideration at the next meeting. The meeting agreed to keep this item open.

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11.	China Danger Areas affecting A1 and P901. That, in order to allow all aircraft to use A1/P901 H24: a) China investigates the possibility of amending the operating hours of D155, D156, D157 and D158; or, b) Viet Nam, China and Hong Kong, China take steps to realign P901 to be clear of the Danger Areas and realign A1 so as to be below P901.	MID TERM (December 2004)	China, Viet Nam, Hong Kong, China	OPEN	Raised at SCS/TF/8. China reported to SEACG/11 that A1 and P901 would be realigned to avoid the danger areas and be available H 24.
12.	Radar Separation on A202. That, States concerned work together to introduce radar separation procedures on ATS route A202 in a staged approach, initially commencing with 40NM spacing between aircraft at the same altitude.	MID-TERM (December 2004)	Hong Kong China, China, Vietnam, Lao PDR, Thailand	OPEN	Raised at SCS/TF/8. SEACG/11 - Letter of Agreement in place between adjacent States allowing use of 40 NM separation. Thailand to implement from 1 July 2004 following training.
13.	Standardise Lower Limits of RNP Airways in the SCS Route Structure and establish RNAV routes beneath Apply standard lower limit of F285 wherever possible across RNP10 routes.	MID TERM (December 2004)	All SEA States, IATA	OPEN	Raised at SEACG/11. RNAV routes to accommodate non-RNP10 aircraft to be established under existing SCS RNP10 routes with upper limit at FL285 where possible and required.

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	Establish RNAV routes beneath RNP routes where required.				Arrangements to be kept under review, changes subject to safety assessment. Hong Kong, China to prepare draft AIP supplement and circulate to States and IATA for comment. All States should adopt the same wording.
14.	Designation of RNP airspace for non-RNP operations on P901/L642/M771. The vertical limits of RNP airspace to be designated.	MID TERM (December 2004)	All States concerned	OPEN	Raised at SEACG/11. State AIPs require amendment to state the applicability of RNP airspace.
15.	Implementation of lateral offset procedures.	MID TERM (December 2004)	All States, Regional Office	OPEN	Raised at SEACG/11. To be actioned by all States following publication of revised ICAO guidelines for 2 NM offset procedures.
16.	Establishment of safety monitoring agency for Asia Region	MID TERM (December 2004)	Thailand (MAAR)	OPEN	Raised at SEACG/11. Thailand (MAAR) to coordinate arrangements with Airservices Australia and report results to RASMAG/2 (October 2004).
17.	Establishment of Central Reporting Agency for South-East Asia	MID TERM (December 2004)	Japan	OPEN	Raised at SEACG/11. Japan ATCA to discuss arrangements with Boeing on the setting up of the CRA and report to RASMAG/2.

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
18.	Include No-PDC review on the SEACG/12 agenda In light of advances in ATM automation and other means available to determine flight level allocation, No-PDC procedures may not facilitate flexible use of flight levels.	MID TERM (December 2004)	Regional Office	OPEN	Raised at SEACG/11. Regional Office to ensure inclusion on SEACG/12 Agenda for discussion.
19.	Update SCS route structure safety assessment post implementation of the route structure. Safety assessment undertaken prior to implementation used data from existing route structure. This assessment identified the requirement for follow up safety assessment after implementation using data obtained from new routes. The SCS route structure implementation occurred in November 2001.	MID TERM (December 2004)	All SEA States, MAAR	OPEN	Raised at SEACG/11. Currently no Safety Monitoring Agency (SMA) exists for SEA. MAAR and Airservices Australia are in consultation about setting up an SMA capable of doing this work – Action Item 15 refers.
20.	Update on ADS/CPDCL implementation planning	MID TERM (December 2004)	All SEA States	OPEN	Raised at SEACG/11. States to update ATM/AIS/SAR/SG/14 (28 June-2 July 2004) on their ADS/CPDLC implementation plans with timelines for implementation.

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
21.	Implementation of Radar Handover Procedures. That, States identify areas where radar handover procedures can be applied at common FIR boundary, and implement the procedures.	LONG TERM (June 2005)	All SEA States	OPEN	Raised at SEACG/10. The SEACG/11 meeting was advised that many States had introduced radar handover procedures. Some States identified areas where progress was still to be made and agreed to move towards radar handover procedures as soon as possible.
22.	Implementation of RNP 10 and RNP 4 routes	LONG TERM (June 2005)	All States	OPEN	Raised at SEACG/11. Ongoing implementation of RNP 10 routes as required. Areas suitable for RNP 4 and reduction of en-route separation to be considered.
23.	Re-alignment of RNP 10 ATS routes N892 and L625.	LONG TERM (June 2005)	China, Philippines, Singapore, Viet Nam, IATA	OPEN	Raised at SCS/TF/8. Viet Nam reported at SEACG/11 that realignment proposal would take these routes outside radar and VHF coverage. Introduction of Viet Nam ADS/CPDLC was expected in 2007 and would facilitate route realignment at that time. No action could be taken at this time.
24.	A202 Metric Cruising Levels transition Consideration should be given to an alternate arrangement to the metric cruising level system for operations on A202 to facilitate flights with ceiling limitations.	LONG TERM (June 2005)	China, Hong Kong China	OPEN	Raised at SEACG/10.

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	ACTION ITEM	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
25.	Implementation of ADS-B	LONG TERM (June 2005)	All States	OPEN	Raised at SEACG/11. States to identify areas for ADS-B implementation and to notify users by AIC at earliest opportunity.
