



*International Civil Aviation Organization*

**The 10<sup>th</sup> Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17<sup>th</sup> Meeting of South-East Asia ATS Coordination Group (SEACG/17)**

Singapore, 24 – 27 May 2010

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**Agenda Item 10: Develop a Coordinated Plan for Implementation of Actions Agreed by the Meeting**

**REVIEW ACTION PLAN FROM SEACG/16**

(Presented by Secretariat)

**SUMMARY**

This paper presents the Action Plan arising from SEACG/16 (May 2009, Bangkok) for review and update by the meeting.

Action by SEACG/17 is in paragraph 2.

**1. DISCUSSION**

1.1 Based on discussions during the consideration, the Action Plan was updated by SEACG/16 as in **Attachment** to this paper.

**2. ACTION BY THE MEETING**

2.1 The meeting is invited to review and update the Action Plan in Attachment to this paper on the basis of information provided to the meeting.

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**SEACG/16 — ACTION PLAN**

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 one year

	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
1.	<b>Consideration of the Implementation of RNP 10 Routes and Reduced Horizontal Separation of 50 NM in Southeast Asia</b>	LONG TERM	SEACG	OPEN	<p>Raised at SEACG/11.</p> <p>Ongoing implementation of RNP 10 routes as required and introduction of 50 NM separation.</p> <p>Identify areas suitable for RNP 4 and reduction of en-route separation to 30 NM.</p> <p>RNP-SEA/TF to undertake study of implementation.</p> <p>L642 and M771 implemented on 3 July 2008.</p>
2.	<b>Update the Progress on State Contingency Plan Development</b>	LONG TERM	STATES	OPEN	<p>Raised at SEACG/16.</p> <p>States to develop and promulgate contingency plans according to Annex 11 – <i>Air Traffic Services</i> and update the progress to the SEACG/17.</p>
3.	<b>Report the Outcomes of Large Height Deviation (LHD) Investigations Undertaken by States</b>	LONG TERM	STATES	OPEN	<p>Raised at SEACG/16</p> <p>States to conduct Safety Management System investigations into LHDs with the objective of identifying and correcting causal factors.</p> <p>WP02 from the Monitoring Agency for Asia Region (MAAR) to the sixth meeting of the</p>

	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
					Western Pacific/South China Sea RVSM Scrutiny Group (WPAC/SCS RSG/6, April 2009) to be used as reference material. Outcomes of SMS investigations to be reported to SEACG/16 and RASMAG/11
4	<b>ATS Routes Developments</b>				
	ATS Route B214 NASAN – LADIS – AKSAG	LONG TERM	Lao PDR/ Viet Nam	OPEN	Raised at SEACG/16.  Lao PDR and Viet Nam agreed to establish the route. Lao PDR to coordinate with Myanmar. Lao PDR and Viet Nam to implement.
	M756 Tan Son Nhat - ENREP	LONG TERM	Singapore/ Viet Nam	OPEN	Raised at SEACG/16.  Singapore will look into the possibility. Singapore and Viet Nam establish the route.
	Vientiane (VTN) – Phnom Penh (PNH) through the Bangkok FIR	LONG TERM	Cambodia/Lao PDR/Thailand/ Viet Nam	OPEN	Raised at SEACG/16  Viet Nam proposed this direct route. Cambodia and Lao PDR supported the proposal at SEACG/16. Thailand will consider the proposal.
	Phucac (PCA) - BUNTA	MID-TERM	Viet Nam	OPEN	Raised at SEACG/16.  Viet Nam to implement.
	ENDAX – Tacloban (TAC) – Kota Kinabalu	LONG TERM	Malaysia, Philippines	OPEN	Raised at SEACG/16.  Philippines in coordination with Malaysia will look into possibility in establishing the proposed route.

	<b>ACTION ITEM</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
5	<b>Radar Data Sharing</b>	LONG TERM	Lao PDR/ Thailand	OPEN	<p>Raised at SEACG/16.</p> <p>Lao PDR and Thailand agreed to share the radar data. Lao PDR and Thailand will further coordinate.</p>
6	<b>Restrictions Imposed on Traffic Operating on A1 and M771</b>	MID-TERM	Hong Kong, China/Japan/ Singapore/ Thailand	OPEN	<p>Raised at SEACG/16.</p> <p>Hong Kong China and Japan would bring the issue to the attention of Taipei Area Control Centre (ACC) at the East Asia ATM Coordination Group (EATMCG) in June 2009.</p> <p>Hong Kong, China agreed to regularly review the situation and Endeavour to place traffic regulation only as a last resort so as to minimize the impact on the upstream ACCs.</p>