



*International Civil Aviation Organization*

**The Combined Fourth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/4) and the Twenty-First Meeting of the South East Asia ATM Coordination Group (SEACG/21)**

Hong Kong, China 24-28 February 2014

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**Agenda Item 2: Review Outcomes of Related Meetings**

**GROUP OF FIVE ANSP INFORMAL ATM COORDINATION MEETING**

(Presented by Indonesia, Malaysia,  
Philippines, Singapore, Thailand and IATA)

**SUMMARY**

This paper presents the close collaboration between five Air Navigation Service Providers (ANSPs) in the region to enhance cross-border safety and efficiency to cope with the future growth of air traffic in Asia Pacific region. The intent of the ANSPs is to support and supplement ICAO Asia Pacific Regional office on Air Traffic Management (ATM) initiatives in a smaller scale to reap benefits through nimble and simplified coordination processes among the few States and ANSPs.

**1. INTRODUCTION**

1.1 A group of five ANSPs consisting of Indonesia, Malaysia, Philippines, Singapore and Thailand together with IATA, initially met as a Special Coordination / Volcanic Ash Contingency Meeting to discuss ATM coordination matters with the focus on volcanic ash contingency, harmonisation of ATM contingency plans and development of green routes. The meeting would also explore areas to harmonise Air Traffic Services (ATS) procedures and enhance cross-border ATM safety and efficiency.

1.2 The first meeting of the Special Coordination / Volcanic Ash Contingency Meeting was held in Singapore in 2011 and the second meeting was held in Malaysia in February 2012. At the third meeting held in Bangkok, Thailand in July 2013, the meeting agreed to rename to Group of Five ANSPs (G5) to better reflect the work of the group looking into areas of ATM development within the domain of ATM services provision of the 5 ANSPs.

**2. DISCUSSION**

Green Routes

2.1 The Group discussed on the possibilities of implementing “green” initiatives within the region. These “green” initiatives include setting up “green routes” which would have gate-to-gate operational procedures that would reduce fuel burn and emissions for all phases of flight. These gate-to-gate procedures will include procedures like Continuous Descent Operations (CDO), allocation of optimum cruising Flight Levels, unrestricted climb to cruising altitude and minimal holding. The Group identified possible city-pair routes within the region between Indonesia, Malaysia, Philippines, Singapore and Thailand which can be set up as “green routes” as reflected in **Figure 1**.



**Figure 1: Green Routes for G5**

2.2 The concept evolution of “green routes” brings the Group to focus on implementing closely spaced parallel RNAV routes between city-pairs as a first step towards enhancing efficiency. Such en-route enhancement especially on high density routes can greatly increase capacity in the region and would also be in line with ICAO Seamless ATM Plan which called for the establishment of RNAV5 routes and eventually RNAV2 routes where surveillance is currently available. The Group discussed on establishing a target to harmonise implementation of RNAV routes and reducing spacing between aircraft from current 80nm (procedural separation) to 40NM, and eventually to the targeted 20NM spacing when surveillance and communications coverage became available. Where radar like surveillance is available, reduced spacing has been implemented between city-pairs in Kuala Lumpur-Singapore (20NM spacing parameter), Jakarta-Singapore (20NM spacing parameter) and Kuala Lumpur-Bangkok (20 NM - final stage trial implementation).

#### Regional Volcanic Ash Contingency Plan

2.3 The Group recognised the need for a harmonised regional contingency plan to minimise flight disruptions in the event of weather phenomena such as volcanic eruptions. The idea of having an interim arrangement was first mooted at the Meteorology/Air Traffic Management (MET/ATM) seminar and MET/ATM Task Force (MET/ATM/TF) meeting in Fukuoka, Japan in January 2011. The proposed regional volcanic ash contingency plan requires each State to provide a Point of Contact (POC) so that sub-regional coordination arrangements can be set up among the States and ANSPs in the event of a volcanic eruption.

2.4 The proposed regional volcanic ash contingency plan consists of teleconferences between nominated POCs of participating States and ANSPs where real time information will be shared for collaborative decision making to be effected. Table-top exercises are also scheduled as a form of training and preparation. Through coordinated effort and collaboration by the States and ANSPs in the Group, the regional volcanic ash contingency plan would be much more effective and robust to cater for various contingency scenarios. The Group planned to conduct the next table-top exercise in May or June 2014.

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Air Traffic Flow Management

2.5 The need for Air Traffic Flow Management (ATFM) as a means of balancing demand and capacity has long been recognized, and has already been implemented in a number of States in the world. Creating a balance of traffic demand and capacity can be done in various phases which are defined as strategic, pre-tactical, and tactical. Strategic planning is more than one day in advance, pre-tactical planning is one day in advance, and tactical planning is on the day of operations.

2.6 The Group recognised the need for a standardized ATFM services in the region to improve airspace safety and efficiency, in conjunction with service continuity and interoperability. Discussions at the meeting focused on concept development and explored the potential for ATFM implementation at a sub-regional scale. The effort and concepts to develop a sustainable sub-regional ATFM would also serve the Asia Pacific Region's vision of Seamless ATM, which is in line with ICAO's Aviation System Block Upgrade (ASBU) concept.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the cross-border collaboration between States and ANSPs to enhance safety and efficiency;

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