



International Civil Aviation Organization

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

Hong Kong, China, 24 – 28 February 2014

Agenda Item 8: Review of SAIOACG-SEACG Task List

SAIOACG-SEACG TASK LISTS

(Presented by the Secretariat)

SUMMARY

This paper provides the SAIOACG and SEACG Task Lists for review and update by the meeting.

1. INTRODUCTION

1.1 The SAIOACG Terms of Reference and Task List are attached as **Attachment A** and **Attachment B** to this paper respectively.

1.2 The SEACG Terms of Reference and Task List are attached as **Attachment C** and **Attachment D** to this paper respectively.

2. ACTION BY THE MEETING

3.1 The meeting is invited to review and update SAIOACG and SEACG Task Lists, and suggest any necessary changes to the Terms of References if appropriate.

.....

South Asia/Indian Ocean ATM Coordination Group (SAIOACG) Terms of Reference

- 1) The scope and objective of the SAIOACG is to identify, plan and implement Air Traffic Management improvements within airspace serving the Asian Regional Major Traffic Flows:
 - AR-1 (Africa – Southeast Asia/Australia);
 - AR-4 (Europe – Southeast Asia);
 - AR-10 (Middle East – Southeast Asia/Australia).

- 2) To meet this objective the Group shall:
 - a. review and recommend improvements to relevant airspace and ATS route structures, in order to optimize the safety and efficiency of ATC operations;
 - b. review and recommend improvements to ATS facilities such as communication and surveillance capability in support of flight operations;
 - c. research and plan airspace and facility requirements based on future technologies, Performance Based Navigation and other capabilities that enhance flight operations;
 - d. coordinate with other bodies to establish appropriate navigation specifications;
 - e. identify ATM deficiencies with respect to ICAO Standards and Recommended Practices (SARPs), and make recommendations to achieve compliance;
 - f. cooperate with other bodies as required, to facilitate Seamless ATM;
 - g. create working groups as required to manage specific ATM-related projects; and
 - h. research and recommend appropriate means of minimizing the environmental consequences of flight operations.

- 3) The SAIOACG reports to the **ATM/AIS/SAR** Subgroup of APANPIRG.

The membership of the SAIOACG is open to States that provide ATS within the scope of airspace of SAIOACG, International Organizations and ICAO. The membership is also open to participants from outside the airspace or organizations that can contribute to SAIOACG by invitation from SAIOACG (such as military organizations that can facilitate civil/military cooperation).

.....

SAIOACG — TASK LIST

(last updated SAIOACG/2)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
18/2	Chennai/Colombo FIR boundary harmonization	2012	India, Sri Lanka Regional Office	Closed	India informed BBACG that this matter now under consideration by the Govt of India. Timeframe to be updated at the BBACG/22. SAIOCG/2. This was an inter-governmental issue.
18/4	Contingency Planning	2012	All States in the region, Regional Office	Closed	States in co-ordination with its neighbouring States, develop a contingency plan or plans for their airspace, taking into account Conclusion 17/11 Adoption of Model National ATM Contingency Plan. States to update contingency plan status at BBACG/22 SAIOACG/2. RACPTF was addressing the issue.
18/7	Specify RVSM airspace as Class A	Update SAIOACG/3	States Regional Office	Open	India expected to upgrade airspace to class A. To be done in 2015.
18/8	Lowering MEA on G792 from FL310 to FL300 to be in alignment with P628 in India	Update SAIOACG/3	India, Pakistan, ICAO APAC Regional Office,	Open	This matter is in coordination between Pakistan and India. Update at SAIOACG/3
18/9	Search and Rescue Agreements between States	Update BBACG/22	Regional Office All States	Open	<p>a) States, in conjunction with their neighbouring State (s), will develop Search and Rescue Agreements, for the purpose of providing a more efficient response to a search and rescue action and increase the possibility of a successful search and rescue mission; States conduct joint training and exercises, as appropriate, to maximize proficiency;</p> <p>b) a State, together with a neighbouring State, establish common SAR procedures, where practicable; and</p> <p>c) Pakistan scheduled to meet with I.R. of Iran and Afghanistan on harmonization of SAR Plans</p> <p>SAR agreements are reviewed at APANPIRG.</p> <p>BOBASIO/1 meeting addressed SAR agreements with India's neighbouring States</p>

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
19/5	Establishment of Indian Ocean UPR (Southern Africa to Southeast Asia) 1. Australia - Compile Contact List 2. Australia - Develop Operational Concept which identifies Operators; City Pairs; & Aircraft types for interim application (March 2008) 3. Singapore Airlines to provide Flight Plan Data JNB – CPT - SIN	2012	Australia, IATA, affected States	Closed	Assist ASIOACG members with this work. Primary coordination point is Mr. Phil Mayo of Airservices Australia, email: (Phil.Mayo@AirservicesAustralia.com) ASIOACG/4 Report contains record of positive progress so far. 2 routes implemented from Sumatra to Johannesburg. Data has been provided to ASIOACG. IATA informed meeting that operational UPRs were planned in June 2012. UPR Zone established 2012.
20/1	Ensure BOBCAT flight plans and movement messages (DEP, CHG, CNL, etc) of flights subject to ATFM procedures (BOBCAT) are addressed by AFTN to Bangkok ATFMU	Update SAIOACG/3	States, IATA	Open	Improvement noted in BBACG/21, but departure messages are still not being consistently received from certain airports. AEROTHAI to communicate with the relevant ANSPs and airlines. Action by ATFM SWG
20/3	Poor on time performance of BOBCAT aircraft subject to ATFM procedures has direct impact on efficiency of ATFM procedures. All parties to undertake investigation as to reason for poor on-time performance including: a) Incorrect flight planned EET, b) Non compliance with BOBCAT AWUT – early and late departures c) Non compliance with BOBCAT Kabul entry time – early and late at Kabul entry fix.	Update BBACG/22	Affected States, IATA	Open	Poor punctuality performance is actively being monitored and rectified where possible by IATA/States. Action by ATFM SWG
20/4	India to consider approving use of existing ATS route west of Chennai as connector route for N571/N877 for bypass traffic on L510 to enable efficient and BOBCAT metered traffic feed to UL333 in Kabul FIR	Update BBACG/22	India, Regional Office, Malaysia	Open	India to update Regional office
20/5	Progress bulk ANP amendment proposal for re-designation of BBACG conventional routes to RNAV routes (BBACG/20 Appendix M refers). Target date for implementation is June 2011.	Update BBACG/22	Affected States, Regional Office	Closed	Affected routes in Phase 1 and 2 of the 50NM longitudinal separation

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
SAIOACG2/1	Flights will be spaced 50nm longitudinally at points where routes converge instead of 10 minutes currently required. Where necessary to ensure separation to apply vertical separation instead. LOAs to be amended to reflect this agreement.	Immediate	Between Afghanistan and Pakistan Between Pakistan and India	Open	Note: State which is sending traffic on converging routes into an adjoining FIR is responsible for ensuring that the flights have 50nm longitudinal separation prior to transferring control. Request to ICAO office to facilitate meeting if required. LOA Delhi Lahore signed 12 January 2012.
2/2	LOA India /Oman: To Sign LOA and implement 50/50 on P570,M300,N563,P574,L301	Immediate	India/Oman	Open	LOA signed. However 50/50 implementation held in abeyance pending resolution of issues relating to aircraft equipage as filed in FPLs, and other operational issues between Mumbai and Muscat ACC. Oman reports ready to implement 50/50NM eastbound by July 2012.
2/3	Afghanistan to review requirement for blocking FL290 and FL300 in Kabul FIR. Data required on flights which had to avoid Kabul airspace as a consequence of FL 290 & FL300 blocked.	Immediate	IATA	Open	IATA has updated Afghanistan authorities. A review meeting is scheduled in late May. Partial lifting of restrictions with FL320 being made available.
2/4	FL330 Blocked on G325. NOTAM action to rescind the requirement	15 May 2012	Pakistan	Closed	Pakistan removed the requirement in late 2012.
2/5	Resolve the communications issues between Pakistan and Afghanistan ACCs	Immediate	Pakistan Afghanistan ICAO CNS	Open	Pakistan to host a meeting comprising Afghanistan, Pakistan and ICAO CNS
2/6	M890-to implement 50nm longitudinal separation in India	Immediate	India	Open Closed	India to consider. To conduct safety assessment as appropriate. Safety assessment completed. On ATS Route M890. 50NM longitudinal separation in India is implemented.
	To implement 50nm longitudinal separation on L509 between Lahore /Delhi FIR	12 Jan 2012	India/Pakistan	Completed	L509 available from 1900-2130 at or above F320. Note: Pakistan has issued an A series NOTAM to make L509 available from 1500-2130UTC.
	To sign LOA	12 Jan 2012	India	Completed	Completed.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	to Implement 50/50 on N563,P574 between Jakarta /Chennai		/Indonesia/Malaysia		India /Indonesia signed the LOA. Malaysia/India the signed LOA. Implemented 3 May 2012
	To sign LOA and implement 50/50NM on P570 and M300	Sept 2012	Indonesia/Sri Lanka	Closed	Indonesia completed and implemented on 3 MAY. Sri Lanka unable to implement due unreliable CPDLC. New date to be decided after commissioning of new ATC Centre. LOA to be signed by Sri Lanka .
2/7	Implement 50/50 on 14 routes as described in TF6 Meeting	8 March 2012	India	Completed	Routes are P570,M300,N563,P574,N877,L759,L510,L759,P646,L509,M770,L301,N895,L507 in Kolkata, Delhi, Chennai and Mumbai FIR.
2/8	DCPC by Jakarta ACC. To confirm whether DCPC capability is via CPDLC or extended range VHF	Immediate	Indonesia	Completed	Indonesia confirms VHF coverage within FIR for DCPC
	CPDLC Yangon ACC. To confirm availability	Immediate Aug 2012	Myanmar	Open	Reported as having connectivity issues due to aging equipment and issues with Service Provider. Discussions with SITA were on-going.
	CPDLC MALAYSIA. To confirm availability	Immediate	Malaysia	Completed	Confirms CPDLC serviceable and implemented 50/50. Integrating into ATC system.
	Sri Lanka CPDLC. To confirm availability	Sept 2012	Sri Lanka	Open	Reported as moving to new ACC. CPDLC unreliable at this time.
2/9	Lahore/Delhi FIR new routes. Implement additional routes M875, L333	TBN	India/ Pakistan	Open	No agreement on implementation date. Discussions to continue.
	Lahore/Delhi FIR new routes. PRA SERKA		India/ Pakistan	Open	Regional office to follow up with Pakistan to activate the segment in Pakistan. India offer to provide connectivity for westbound thru A325/B210 and N893/G208. India ready to implement within Indian airspace. Draft LOA for connectivity has been sent to Pakistan for consideration.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
					India exploring A325 as bidirectional to accommodate eastbound.
	Lahore/Delhi FIR new routes. 50/50 for eastbound flights on N893		India/ Pakistan	Open	India can accept eastbound flights on N893 via TELEM. Response from Pakistan required.
2/10	Investigate capability and timeline to implement 30/30	2013	All States	Open	India considering implementing 30/30NM on selected routes in the near term. Adjacent States should consider a coordinated implementation of 30NM/30NM .
2/11	RNP airspace as opposed to RNP operations on specific routes	2013	All States	Open	
2/12	WP07: ATFM SWG- Airlines should avoid changing of routes within the Delhi FIR	2013	IATA, India	Open	IATA would follow up if any State advised them of non-conforming aircraft and would issue a reminder to airlines about using the suggested routes as far as practicable. India suggested that they would encourage controllers to report non-participating airline problems with BOBCAT. India would ensure ACCs were reminded of the requirement to comply with BOBCAT slot allocation as far as practicable.
2/13	WP07: ATFM SWG- More information from BOBCAT to be made available for tactical decisions in addition to the Kabul FIR entry	2013	Thailand, India	Open	Thailand will communicate with stakeholders about an upgrade in terms of sharing information more like a CDM system. It needs to be clear that the extra information was not a ‘controlling’ tool.
2/14	WP07: ATFM SWG- suggestion that FL280 and FL300 should be exclusively reserved for Delhi (and possibly Mumbai) and Lahore departures.	2013	India, ICAO	Open	India would provide information on how much of a problem this was, supported by data. If the data supported a need to change, the Regional Office would communicate to Pakistan about allowing aircraft to transition through their airspace to BOBCAT allocated levels. In any case the airspace authority in Afghanistan may change military-reserved levels from FL300-310 to FL290-FL300. Data provided by India as part of WP03
2/15	WP07: ATFM SWG- Mandatory BOBCAT requirements	2013	All States	Closed	The meeting discussed the need for States to promulgate the mandatory requirements for BOBCAT compliance if they had not done so, and flights which plan to enter Kabul FIR without an AWUT and entry slot will be accommodated only after flights with slots have been processed. Such flights should expect delayed pushback and start clearances, non-preferred routes and/or flight levels, enroute holding and/or diversion around Kabul FIR
2/16	WP07: ATFM SWG- BOBCAT slot allocation may be considered beyond 2000 – 2359UTC	2013	India	Open	India to provide data to support an extension. All involved to consider operational impact. Thailand to consider operational impact of the extension – need to share data and airlines to look at impact. Such change will require a 90-day notice. Data provided by India as part of WP03

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/17	WP07: ATFM SWG- Traffic distribution on all Delhi exit points should be balanced	2013	IATA	Open	IATA asked that some routes be made more efficient so airlines use them. IATA had been consciously trying to encourage the spread of traffic.
2/18	WP07: ATFM SWG- 50NM longitudinal should be accepted for all aircraft on routes P628, L333, M875 and L509.	2013	India, ICAO	Open	India would provide data on the amount of times 50NM was not accepted. The Regional Office may be able to follow up. It was noted that data-sharing and Seamless ATM would help. Data collection in progress. To date India unable to find traffic for 50NM on LAJAK track during 1900 to 2130 UTC.
3/1	<p>A Pakistan-India-Afghanistan Special Coordination Meeting should be conducted by ICAO to address:</p> <ul style="list-style-type: none"> • more uniform application of 50NM separation whenever this was possible; • removal of unnecessary altitude and timing restrictions on ATS routes; • availability of FL280 and FL300 within the Kabul FIR outside BOBCAT hours; • new ATS route (WP10 and Flimsy 1 refers); • the status of communications and ATS surveillance facilities to support ATS surveillance-based separations and procedures; • transition towards a more comprehensive ATFM service; and • prioritisation of BOBCAT approved aircraft and their level allocation. <p>Consideration should be made to include Iran.</p>	2013	Pakistan-India-Afghanistan, ICAO, IATA, possibly Iran and Thailand	Open	ATFM SWG item
3/2	IATA would support India to improve the uptake of on-airport	2013	IATA	Open	SUR SWG item

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	data-link services.				

.....

Terms of Reference

South-East Asia ATM Co-ordination Group (SEACG)

1. Terms of Reference of SEACG:
 - 1) Identify current problems or deficiencies in ATM being experienced in the Southeast Asia area;
 - 2) Develop solutions to resolve noted problems or deficiencies that do not require long-range planning in the Southeast Asia area;
 - 3) Prepare a co-ordinated action plan with time lines for implementation of the agreed actions in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan (Doc 9750);
 - 4) Make specific recommendations to the APANPIRG through the ATM/AIS/SAR Sub-Group, aimed at improving ATM/AIS/SAR services within the South East Asia Region and the adjacent Regions.
 - 5) Report to the ATM/AIS/SAR Sub-Group of the APANPIRG
2. The SEACG comprises representatives from the following, but not limited to:

Australia, Brunei Darussalam, Cambodia, China, Hong Kong China, Indonesia, Japan, Lao PDR, Malaysia, Papua New Guinea, Philippines, Singapore, Thailand, Viet Nam, IATA, IFALPA, IFATCA, ARINC and SITA.

.....
Approved by ATM/AIS/SAR SG/20, Decision SG 20/11, July 2010

Task List

	ACTION ITEM	RESPONSIBLE PARTY	STATUS	REMARKS
2.	Update the Progress on State Contingency Plan Development	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/19.</p>
3	Radar Data Sharing	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	FL 400 Restriction on G581	Hong Kong, China Japan	OPEN	<p>Raised at SEACG/17</p> <p>A tripartite meeting should be held to seek resolution to FL 400 by Hong Kong, China and report the outcome to the Regional Office as soon as possible.</p> <p>Hong Kong, China has implemented an additional ATC sector in April 2011 and is developing a controller tool with a view to addressing the issue.</p> <p>Hong Kong China will keep in view of the situation and update Japan towards end 2011.</p> <p>Hong Kong discussed this at the EATMCG /5. Still some issues with conflict detection software under development and expected to be resolved by end 2012.</p>

	ACTION ITEM	RESPONSIBLE PARTY	STATUS	REMARKS
7	Review of the Route Requirements Proposed to SEA-RR/TF by IATA (WP/6 of SEACG/18)	States	OPEN	Raised at SEACG/18 Noting the SEA-RR/TF has not achieved a single output, States are invited to review Paragraph 2.3 of WP/6 before attending the next SEA-RR/TF. Completed.
8	Enhancement of Coordination and Awareness on LHD Occurrences	Indonesia, Philippines, Singapore and Viet Nam, Malaysia	OPEN	Raised at SEACG/18 In order to reduce the LHD at the Manila FIR boundary, coordination should be enhanced between the ACCs and heightened the awareness of HF operators with regard to the high LHD occurrence rate at the identified reporting points. Supervisor to Supervisor consultation is currently practiced.
9	Consideration of Implication of ADS-B Surveillance	States and IATA	OPEN	Raised at SEACG/18 Deliverable should be the working paper from IATA and States at the next meeting. Updated at SEACG/20
10	ADS-B and VHF Coverage Chart	Regional Office	OPEN	Raised at SEACG/18. ADS-B and VHF coverage chart will be created basing on the radar coverage chart. Updated at SEACG/20
11	SEA Route Review Implementation Plan Proposals 2 and 9, A202 & A1	Thailand, Laos, Vietnam, China, Hong Kong China	CLOSED	Proposal 2 was already noted as complete. Regarding Proposal 9, China reiterated that route changes within the Sanya FIR in the foreseeable future were not possible, due to the interest of other stakeholders.
12	SEA Route Review Implementation Plan Proposal 5 M756 TSN-ENREP	Thailand, Laos, Vietnam, Singapore	OPEN	Singapore and Viet Nam would continue the dialogue on this proposal bilaterally. Both States expressed the view that agreement was possible by the end of 2012, and would advise the results of discussion by SEACG/20.

	ACTION ITEM	RESPONSIBLE PARTY	STATUS	REMARKS
13	SEA Route Review Implementation Plan Proposal 10, L628	Thailand, Cambodia, Viet Nam, Philippines	OPEN	The meeting discussed the reasons behind this proposal at length, describing the fact that although the route proposed to be duplicated had low traffic density, the change would allow a uni-directional flow to release some level restrictions on the main Southwest-Northeast traffic flow (at present, the crossing tracks utilised FL330, 370 and 410 eastbound and FL280 and 340 westbound). This proposal needed further consideration by the Airspace Authority of Viet Nam.
14	SEA Route Review Implementation Plan Proposal 11, M768	Thailand, Cambodia, Viet Nam, Malaysia, Philippines, Singapore	OPEN	Viet Nam was concerned about the effect of several new reporting points created by the new ATS route proposal. The Secretariat clarified that the number of reporting points should not be a factor within ATS surveillance coverage, as a State was able to advise through the AIP that pilot reports were unnecessary in such airspace, unless specifically requested by ATC. Viet Nam would consider this and advise their position at a later date. .
15	SEA Route Review Implementation Plan Proposal 14 and 15, M771 and L642	Vietnam, Hong Kong China, China	OPEN	China reiterated that route changes within the Sanya FIR in the foreseeable future were not possible, due to the interest of other stakeholders. The Secretariat reminded China about the concern from IATA regarding the need to be responsive to the economic and environmental drivers.