

Combined SAIOACG/5  
WP07 Attachment B

**SAIOACG — TASK LIST**

*(last updated SAIOACG/4)*

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
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/5	India, Pakistan, ICAO APAC Regional Office,	Open	This matter is in coordination between Pakistan and India. Update at SAIOACG/5
18/9	Search and Rescue Agreements between States	Update BBACG/22	Regional Office All States	Closed	<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. BOBASIO/1 meeting addressed SAR agreements with India's neighbouring States Now monitored by APSAR/TF</p>

Combined SAIOACG/5  
WP07 Attachment B

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
19/5	<p>Establishment of Indian Ocean UPR (Southern Africa to Southeast Asia)</p> <ol style="list-style-type: none"> <li>1. Australia - Compile Contact List</li> <li>2. Australia - Develop Operational Concept which identifies Operators; City Pairs; &amp; Aircraft types for interim application (March 2008)</li> <li>3. Singapore Airlines to provide Flight Plan Data JNB – CPT - SIN</li> </ol>	2012	Australia, IATA, affected States	Closed	<p>Assist ASIOACG members with this work.</p> <p>Primary coordination point is Mr. Phil Mayo of Airservices Australia, email: (Phil.Mayo@AirservicesAustralia.com)</p> <p>ASIOACG/4 Report contains record of positive progress so far. 2 routes implemented from Sumatra to Johannesburg.</p> <p>Data has been provided to ASIOACG. IATA informed meeting that operational UPRs were planned in June 2012. UPR Zone established 2012.</p>
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	Closed	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. Thailand acknowledged an improvement in SAIOACG/4
20/3	<p>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:</p> <ol style="list-style-type: none"> <li>a) Incorrect flight planned EET,</li> <li>b) Non compliance with BOBCAT AWUT – early and late departures</li> <li>c) Non compliance with BOBCAT Kabul entry time – early and late at Kabul entry fix.</li> </ol>	Update SAIOACG/5	Affected States, IATA	Open	<p>Poor punctuality performance is actively being monitored and rectified where possible by IATA/States.</p> <p><b>Action by ATFM SWG</b></p>
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 SAIOACG/5	India, Regional Office, Malaysia	Open	India to update Regional office by SAIOACG/5
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

Combined SAIOACG/5  
WP07 Attachment B

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	Open	<p>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.</p> <p><b>LOA Delhi Lahore signed 12 January 2012.</b></p> <p>RSO will initiate communications to convene a meeting with the concerned parties, IATA to be advised of the outcome.</p>
2/2	LOA India /Oman: To Sign LOA and implement 50/50 on P570,M300,N563,P574,L301	Immediate	India/Oman	Open	<p>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.</p> <p>Oman reports ready to implement 50/50NM eastbound by July 2012.</p>
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, ICAO	Open	IATA has updated Afghanistan authorities. A review meeting is scheduled in late May. Partial lifting of restrictions with FL320 being made available. To be discussed during ICAO Mission to Afghanistan April 2014..
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, CHECK WITH LI PENG
2/6	M890-to implement 50nm longitudinal separation in India	Immediate	India	Closed	India to consider. To conduct safety assessment as appropriate. <b>Safety assessment completed. On ATS Route M890. 50NM longitudinal separation in India is implemented.</b>
	To implement 50nm longitudinal separation on L509 between Lahore /Delhi FIR	12 Jan 2012	India/Pakistan	Closed	<p>L509 available from 1900-2130 at or above F320.</p> <p>Note: Pakistan has issued an A series NOTAM to make L509 available from 1500-2130UTC.</p>

Combined SAIOACG/5  
WP07 Attachment B

<b>ACTION ITEM</b>	<b>DESCRIPTION</b>	<b>TIME FRAME</b>	<b>RESPONSIBLE PARTY</b>	<b>STATUS</b>	<b>REMARKS</b>
	To sign LOA  to Implement 50/50 on N563,P574 between Jakarta /Chennai	12 Jan 2012	India /Indonesia/Malaysia	Completed	Completed.  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	Closed	Reported as moving to new ACC. CPDLC unreliable at this time. Sri Lanka reported the system is now operational at SAIOACG/4
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

Combined SAIOACG/5  
WP07 Attachment B

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
					been sent to Pakistan for consideration.  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	Closed	
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

Combined SAIOACG/5  
WP07 Attachment B

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
					data and airlines to look at impact. Such change will require a 90-day notice. Data provided by India as part of WP03
2/17	WP07: ATFM SWG- Traffic distribution on all Delhi exit points should be balanced	2013	IATA	Closed	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"> <li>• more uniform application of 50NM separation whenever this was possible;</li> <li>• removal of unnecessary altitude and timing restrictions on ATS routes;</li> <li>• availability of FL280 and FL300 within the Kabul FIR outside BOBCAT hours;</li> <li>• new ATS route (WP10 and Flimsy 1 refers);</li> <li>• the status of communications and ATS surveillance facilities to support ATS surveillance-based separations and procedures;</li> <li>• transition towards a more comprehensive ATFM service; and</li> <li>• prioritisation of BOBCAT approved aircraft and their level allocation.</li> </ul>	2013	Pakistan-India-Afghanistan, ICAO, IATA, possibly Iran and Thailand	Closed	ATFM SWG item

Combined SAIOACG/5  
WP07 Attachment B

---

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	Consideration should be made to include Iran.				
3/2	IATA would support India to improve the uptake of on-airport data-link services.	2013	IATA	Open	SUR SWG item
4/1	SEACG/21 - Lahore requires acceptance by Kabul before accepting transfers from India, and FL280 was still not available within the Kabul FIR.	May 2014	ICAO Pakistan Afghanistan	Open	ICAO to discuss with Afghanistan on mission to Kabul 15-16 April 2014
4/2	India to review Bay of Bengal conflicts and remove FLAS with Pt Blair ADS-B operational if possible	July 2014	India	Open	India to update ATM/SG/2
4/3	Study sub-regional South Asia TA in the order of 13,000ft	August 2014	South Asian States	Open	India to update ATM/SG/2
4/4	India to present paper on the follow up actions of tasks identified in SAIOACG/4 SEACG21 Appendix X	August 2014	India	Open	

.....