

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	CLOSED EFF 1 JAN 2014	<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>

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7	Review of the Route Requirements Proposed to SEA-RR/TF by IATA (WP/6 of SEACG/18)	States	CLOSED	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	CLOSED	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. LHDs have reduced as reported to RASMAG/18, AIDC implementation planned
9	Consideration of Implication of ADS-B Surveillance	States and IATA	CLOSED	Raised at SEACG/18 Deliverable should be the working paper from IATA and States at the next meeting. Updated at SEACG/20 ADS-B SITF and SEA-BOB ADS-B WG meetings discuss this, and it is now an element in the Seamless ATM Plan
10	ADS-B and VHF Coverage Chart	Regional Office	CLOSED	Raised at SEACG/18. ADS-B and VHF coverage chart will be created basing on the radar coverage chart. Updated at SEACG/20 Completed as part of the Seamless ATM Plan
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.

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12	SEA Route Review Implementation Plan Proposal 5 M756 TSN-ENREP	Thailand, 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.
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.
16	Sanya FIR Restrictions	Vietnam, Hong Kong China, China, China, RSO	OPEN	The SEACG/21 meeting was apprised of concerns that the Sanya FIR was occasionally imposing increased longitudinal spacing requirements. The parties to meet and discuss a resolution plan.
17	L642/M771	Hong Kong, China, Vietnam, Singapore	OPEN	SEACG/21 - Reduce longitudinal separation from 50NM to 30NM on L642/M771 Hong Kong agreed to surveillance based separation in 2015, subject to a moratorium period of six months after the implementation of the new Hong Kong

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				system.
18	Study sub-regional Southeast Asia TA of 11,000ft	SE Asian States	OPEN	Report to ATM/SG/2 or SEACG/22
19	The AATIP representative agreed to provide information on the cost assumptions used in the EUROCONTROL modelling used in the paper, so these could be customised using Asia/Pacific values.	AATIP	OPEN	SAIOACG/21/SEACG/4 WP/21 – PBN Track Shortening Efficiency Case Study.
20	Establishment of a Major Traffic Flow Review Group	China, Hong Kong China, the Philippines, Viet Nam, IATA, IFATCA and the ICAO RSO	OPEN	Report to ATM/SG/2 or SEACG/22