

INTERNATIONAL CIVIL AVIATION ORGANIZATION

D R A F T



**REPORT OF THE EUROPE – ASIA TRANS-REGIONAL
SPECIAL COORDINATION MEETING**

BEIJING, CHINA, 23 – 25 SEPTEMBER 2013

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
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Europe-Asia Trans-regional Special Coordination Meeting
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INTRODUCTION

Meeting

1.1 A Europe – Asia Trans-regional Special Coordination Meeting was held at Beijing, China from 23 to 25 September 2013.

Attendance

2.1 The meeting was attended by 43 participants from China, Mongolia, Democratic People’s Republic of Korea, Kyrgyzstan, Russian Federation, EUROCONTROL and IATA. A list of participants is provided at **Appendix A** to this Report.

Officer and Secretariat

3.1 Mr. Len Wicks, Regional Officer Air Traffic Management (ATM), ICAO Asia and Pacific Office, and Mr. Sven Halle, Regional Officer Air Traffic Management, ICAO European and North Atlantic Office were moderators for the meeting.

Language and Documentation

4.1 The working language of the meeting was English inclusive of all documentation and this Report. Eleven working papers, six information papers and six presentations were considered by the meeting. The list of working and information papers is attached at **Appendix B** to this report.

Opening of the Meeting

5.1 The meeting was opened by Regional Officer ATM, Mr. Len Wicks. On behalf of Mr. Mokhtar A. Awan, Regional Director of the ICAO Asia and Pacific Office, Mr. Len Wicks welcomed all the participants to the meeting, and thanked IATA for the use of their facilities for the meeting.

5.2 On behalf of the Mr. Luis Fonseca de Almeida, Regional Director of the ICAO European and North Atlantic Office, Mr. Sven Halle, Regional Officer Air Traffic Management welcomed all the participants to the meeting.

5.3 The IATA Regional Director Mr. Wenxin Li from the IATA Beijing Office also welcomed all participants, explained the administrative arrangements and expressed his best wishes for this unique event.

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REPORT ON AGENDA ITEMS

Agenda Item 1: Adoption of Provisional Agenda

1.1 The provisional agenda (WP01) was adopted by the meeting.

Agenda Item 2: Asia/Pacific Seamless ATM Plan

Seamless ATM Planning (WP02)

2.1 The ICAO Asia/Pacific Office (APAC) presented information on the Asia/Pacific Seamless ATM Plan, its association with the Aviation System Block Upgrades (ASBU), regional implementation guidance material, and the plan's effect on trans-regional ATM planning. The meeting was apprised of the status of the Preferred Aerodrome/Airspace and Route Specifications (PARS) and Preferred ATM Service Levels (PASL) Phases contained within the Asia/Pacific Seamless ATM Plan, and the reporting processes expected to be used to monitor progress.

2.2 The meeting noted that there were several concurrent implementation aspects for European States. For the European Union States there would be a deployment management process and for the non-European Union States accredited to the EUR/NAT Office harmonisation issues needed to be managed, as they did not come under the direct application of the Single European Sky ATM Research (SESAR) Master Plan.

Agenda Item 3: ATS Surveillance capability and data sharing

Status of ATS Surveillance Activities in Mongolia (IP03)

3.1 Mongolia presented a brief summary of recent Civil Aviation Authority of Mongolia (CAAM) activities in the planning and implementation of Air Traffic Services (ATS) surveillance systems in Mongolia.

3.2 Three SSRs had been utilised for en-route ATC separation services since 23 Aug 2012. By 2013, CAAM plans to implement and operate two more SSRs for expanding radar surveillance coverage airspace. These two SSRs are under construction and integration with existing ATM automation system. By end of 2013, Mongolia would have five operational SSRs for en route ATC separation services (**Figure 1**).

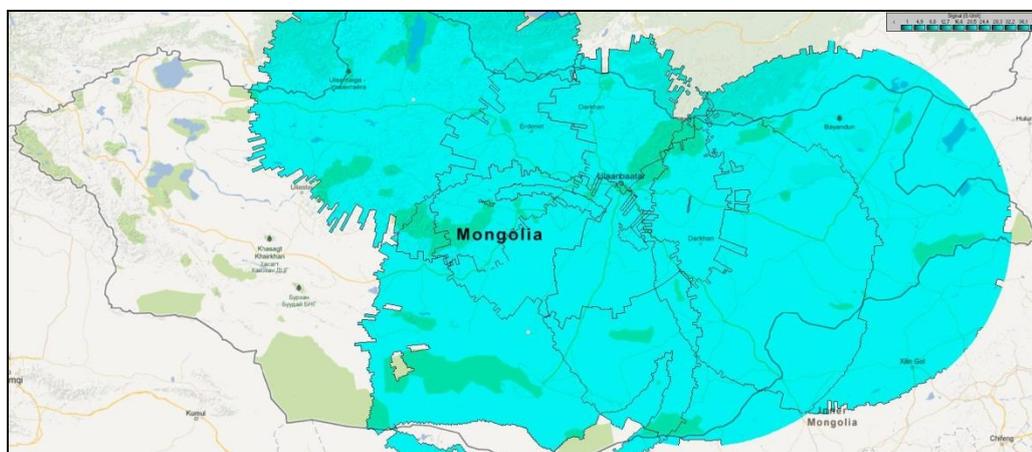


Figure 1: SSR coverage over Mongolia

3.3 Mongolia installed five Automatic Dependent Surveillance-Broadcast (ADS-B) ground stations during early 2013. The service area of these ADS-B ground stations was similar to the existing SSR coverage. Six ADS-B ground stations were planned to be installed during the second half of 2013, five of these at existing VHF radio communication facilities (**Figure 2**).

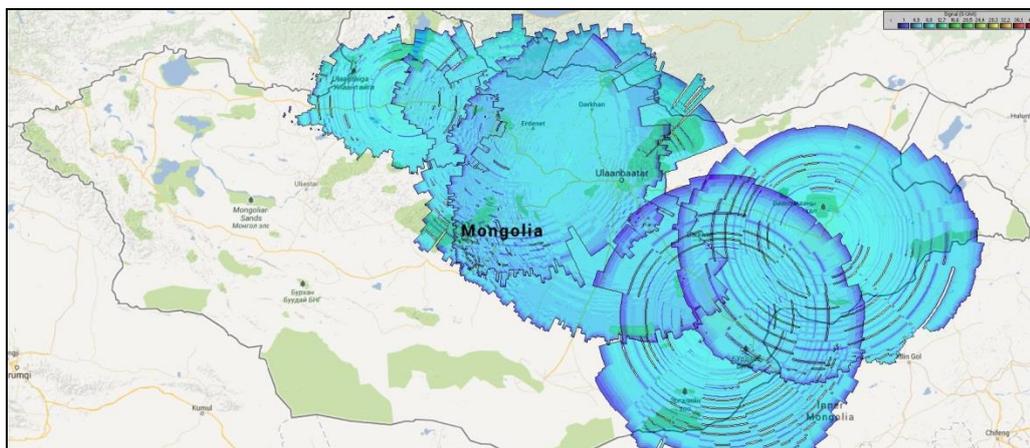


Figure 2: ADS-B coverage over Mongolia

3.4 Mongolia stated that since the SSRs had been operational, they had applied a 90 kilometre (48NM) longitudinal separation and intended to implement a 40 kilometre separation. The Russian Federation and China used 20km (12NM). ICAO stressed the need for States to:

- a. transition to an ATS surveillance standard of 5NM or as close to 5NM as possible, as it was a separation standard within Doc 4444 (PANS ATM) and had been safely used for decades;
- b. transition to the more efficient separation standard in as few incremental steps as possible after appropriate training – due to the risks associated with change and the difficulties related to training and amendment of ATM systems each time the standard was changed;
- c. collaborate with neighbouring States to implement the same separation standard if possible to reduce complexity for controllers and ensure the benefits of harmonisation were realised (collaborative training was recommended between China, Mongolia and the Russian Federation); and
- d. share ADS-B data with neighbours to improve trust between ATS units, surveillance coverage, and safety net efficiency – thereby eliminating the perceived need to have a larger separation standard at the Flight Information region Boundary (FIRB) transfer of control point.

3.5 Kyrgyzstan noted that they were affected by the requirement to transition aircraft from a separation supported by ATS surveillance to a 150km (80NM) procedural separation eastbound to China. China stated that they were planning to install ADS-B in the trans-regional area to reduce surveillance holes but did not have a timeline to advise the meeting. The meeting urged China to finalise and advise the surveillance plan for seamless surveillance coverage with Russia, Kazakhstan and Kyrgyzstan at the earliest opportunity.

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3.6 China reported on their ATS surveillance plans for the ADS-B implementation in the northwest parts of China. Initial ADS-B implementation had resulted in the reduction of ATC separation from 150km (10 minutes) to 90 kilometres. Further reductions in separation standards were in the planning process, but there was no firm implementation date.

3.7 The DPRK reported that they had three SSRs, with full coverage of the Pyongyang FIR. They had installed two ADS-B systems. The separation standard used between the DPRK and Russia was 30kilometres and with China was 50 kilometres.

Agenda Item 4: ATS Route realignment

RDGE Terms of Reference (IP02)

4.1 ICAO (Paris Office) provided information on the Terms of Reference (TOR) of the Route Development Group (RDGE), which reported to the European Air Navigation Planning Group (EANPG) on matters related to ATS route planning and implementation in the Eastern part of the ICAO European (EUR) Region.

4.2 The RDGE Far East Sub Group was established in 2011 to enhance the ATS route network in the Far Eastern part of the ICAO EUR Region. Developments were intended to fulfil the increasing demand for enhanced regional coordination, more seamless ATS route planning (such as Trans-Asian, Trans-Eastern, Trans-Polar, Trans-Siberian, and Trans-European Routes) and faster implementation of changes to the airspace and to the ATS route network.

4.3 IATA presented the history, implementation status, expectations and open issues on the EUR-NASIA Project, which resulted in the initial ATS route proposals for traffic between Europe and Northern Asia.

RDGE Far East Routes (WP03)

4.4 WP03 provided the current status of the ATS Route development process of the Far East and interface area sub group (EUR Route Catalogue Part 4) of the RDGE.

4.5 Based on the experiences from past years and due to the growing complexity of ATS route developments which were trans-regional in nature, a dedicated inter-regional coordination meeting between the EUR/NAT Office, the ASIA/PAC Office and concerned States together with airspace users was necessary to improve the coordination process and accelerate implementation of proposals. In order to support this process, EUROCONTROL was invited to contribute with dedicated SAAM (System for traffic Assignment and Analysis at a Microscopic level) evaluations and theoretical findings on the potential (distance and environmental savings per day) of new route or alternative route proposals, when compared to the existing ATS route structure.

4.6 The meeting discussed the lack of correlation between the EUR and APAC ATS Route Catalogues, which was further highlighted by the work kindly undertaken by the EUROCONTROL delegate. The meeting noted that it was the intention to follow the EUR Far East (FE) naming convention for proposals that affected the EUR Region in both EUR and APAC ATS Catalogues and use the cross reference principle for tracing purposes in both catalogues.

4.7 Several stakeholders and EUROCONTROL highlighted the necessity for mechanisms such as the SCM to ensure both regions were working in a more cohesive manner to avoid the disjointed and inconsistent approach in the past.

4.8 ICAO suggested that in the future, there should be consideration for the creation of a single electronic database covering both EUR and APAC ATS Route Catalogues, perhaps building on the database already built by EUROCONTROL.

4.9 With the assistance of the EUROCONTROL analysis, the meeting was apprised of the status of the 18 proposals that were still outstanding in the Far East section of the EUR ATS Route Catalogue, and that at least two proposals from the APAC ATS Route Catalogue not in the EUR list. In summary, the meeting noted the following regarding the 20 proposals, with an understanding that the States involved would review and report back the barriers to implementation, if any, at a later date as soon as possible.

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- a. FE7: this only involved the Russian Federation and was not trans-regional.
- b. FE8 (APAC RUS 5) Japan-Russia: bilateral discussion which may be amended to route via IGROD to provide spacing against the Pyongyang FIR.
- c. FE17 (RUS 12) China-Russia: this was part of a uni-directional flow proposal and should be considered with other SIMLI proposals.
- d. FE21 (RUS4) Russia-Japan: this IATA proposal was subject to bilateral discussion. Its status was unclear to the SCM as alternative options were being considered.
- e. FE22 (RUS7) Russia-Japan, possibly involving DPRK: this proposal was being bilaterally discussed between Russia and Japan. This proposal should be considered in combination with FE8 (RUS5).
- f. FE23 (CHA13): this route was entirely within Chinese airspace, so did not need to be in the EUR Catalogue. Various alternative options, including those introduced by WP05 and whether the option GM-LUX-ANRAT was considered as a realistic implementation option, would be considered by China. One possibility could be the use of Flexible Use Airspace, Conditional Routes and/or review of the Special Use Airspace (SUA) dimensions and status affected by the proposal. The meeting noted that a similar arrangement to that used in Pakistan-India airspace whereby military airspace was made available at night could be considered.
- g. FE24 (RUS8) Republic of Korea-Japan: proposal will be withdrawn from RDGE FE catalogue and so could be reviewed in that regard under the APAC Route Catalogue.
- h. FE26: this only involved the Russian Federation and was not trans-regional.
- i. FE27: this only involved the Russian Federation and was not trans-regional.
- j. FE28: this proposal within the Russian Federation could be removed from the EUR ATS catalogue as it was initially a CPWG proposal which was implemented at the September AIRAC date.
- k. FE29 (RUS13) Russia-China: this proposal should be considered holistically with the other proposals close to FIRB waypoint SIMLI, which has become an increasingly complex and congested airspace. The meeting noted the advantage of implementing a uni-directional route system trans-regionally in addition to the indicated efficiency improvements (China also stated that they were actively pursuing a domestic uni-direction route system).
- l. FE30 Russia-China: this proposal should be considered with other SIMLI proposals.
- m. FE31 (RUS11) Russia-China: this proposal should be considered with other SIMLI proposals.
- n. FE32 Tajikistan-China: this proposal had been bilaterally discussed although the reason for the change was not clear to the SCM.
- o. FE33: this only involved the Russian Federation and was being withdrawn as it duplicated FE27.

- p. FE34 Russia-China (RUS9) China-Russia: as TELOK is already used to serve Cross-Polar Routes, this proposal would require the establishment of a new waypoint on the FIR border between Russian Federation and China. Shifting the established FIRB waypoint would not be an option.
- q. FE35 (RUS15) Russia-China: this proposal should be considered with other SIMLI proposals.
- r. APAC RUS6 (NALEB-SIBIR) is currently not in EUR ATS Route Catalogue, it will be entered as a result of this meeting and discussed at the next RDGE/19 Far East SG meeting in October 2013.
- s. APAC RUS12 (UNWW-WXI) is currently not in EUR ATS Route Catalogue, it will be entered as a result of this meeting and discussed at the next RDGE/19 Far East SG meeting in October 2013. Initial discussions between DPRK and Russian Federation indicated that a revised proposal with the new waypoint moved slightly further east would be the more beneficial option.

4.10 For the benefit of a clearer understanding of the impact and interrelation of the different ATS route proposals involving the SIMLI waypoint/airspace, EUROCONTROL presented a consolidated SIMLI dualisation (use of dual one-way route systems) for additional discussion. The discussions revealed that there were not only benefits in terms of reduced flight time or saved fuel and CO₂ emissions, but also benefits in the reduction of complexity and ATC workload in this airspace which would enhance safety and efficiency. China submitted that the volume of flights on the routes concerned, including adjacent affected routes, needed to be considered in evaluating the ATS route proposals.

ATS Route Proposals by DPRK (WP10)

4.11 The Democratic People's Republic of Korea presented a paper with the proposal for new ATS routes in the airspaces of DPR Korea, China, Russian Federation and ROK. Five of the ATS route proposals (RUS1, RUS2, RUS3, RUS13, RUS14) had been already mentioned in the APAC route catalogue and 1 additional proposal was addressing a new route between GUMSU and RIVAT. During the discussion the Russian Federation presented an alternative proposal for the use of the SESUR waypoint due to the reorganisation of the Vladivostok/Khabarovsk airspace and ATS route structure. This large airspace improvement project (planned implementation date in 2014) would move traffic flows away from SESUR, establish 2 more FIR crossing waypoints between Russian Federation/DPRK and both delegations agreed to discuss the new alternative proposal in November 2013.

4.12 At the forthcoming RDGE in October 2013, the Far East Sub Group would discuss the Vladivostok/Khabarovsk Airspace Improvement Project and insert the ATS related changes into the FE Route Catalogue. After the RDGE/19, the revised FE ATS Route Catalogue, including the new DPRK route proposals, would be sent to the APAC Office for entry into the APAC ATS Route Catalogue.

Air Route Network and Airspace Planning Improvement Activities WP11

4.13 Mongolia presented a paper of ongoing activities regarding airspace management, and planning for Seamless ATM. The Civil Aviation Authority of Mongolia was implementing several projects, such as PBN, radar and ADS-B installations in order to improve the safety, efficiency of flights over Mongolian airspace.

4.14 The paper noted that Mongolia was experiencing rapid aviation growth. From 2000 to 2012, the volume of the international flights in Mongolian airspace increased by 12.4% on average.

4.15 Mongolia noted that ADS-B implementation will provide the opportunity in the future to implement 10NM horizontal separation minima. Mongolia had upgraded its upper airspace structure, with four sectors of radar surveillance control and two sectors of procedure control in 2012. In November 2013, CAAM would change upper airspace to five sectors due to the operation of additional new surveillance systems.

4.16 Mongolia had nine border points with Russian Federation which five of them are located in main routes and six border points with China, of which three of these were located on main routes that converged. They identified problems with air traffic congestion and the use of inefficient flight levels on these converging routes.

4.17 Several discussions on the issue of new border waypoints had been conducted between Mongolia and China from 2011. Mongolia presented a proposal for a new point 110 kilometres west of NIXAL (HET/new point/DUGAR) merging the initial IATA and Mongolian proposals into one. China would consider this new proposal.

4.18 IATA asked about the possibility of accessing routes (for example, NIXAL-SND, SND-SERNA) that were entering the Irkutsk FIR. Mongolia stated that they would consider this.

4.19 EUROCONTROL presented an issue whereby a waypoint had been published on the FIRB between Kazakhstan and China which was not linked to an ATS route (BAMAN). China and the EUR/NAT Office would follow this up to clarify the status of the waypoint and whether there was any plan to link it to a new ATS route.

4.20 IATA recognised the increasingly proactive approach by States to ATS route planning and the manner in which the State proposals were considering fuel and emissions savings. The meeting thanked DPRK, Mongolia and Russian Federation for their efforts in this regard.

Silk Road Initiative (WP04)

4.21 ICAO presented information on a possible high density routing initiative for traffic from Southeast Asia or Southern China to Europe via north of the Himalayas, taking advantage of the latest Performance-based Navigation (PBN) navigation specifications. The Silk Road initiative was a proof-of-concept ATS route study, utilising RNP 2, RNAV 2 or RNAV 5 navigation specifications, and was first presented to the Asia/Pacific Regional ATM Contingency Plan Task Force (RACP/TF) as a possible future contingency system for traffic operating on Major Traffic Flow (MTF) AR-4, in case of airspace unavailability in South Asian FIRs.

4.22 The concept behind the Silk Road initiative was not new. As long ago as 1997, the Australian airline QANTAS commissioned a study that crossed part of the Tibetan plateau which determined that there would be substantial benefits for their B747-400 aircraft, and that suitable depressurization escape routes were able to be determined.

4.23 The potential savings from Southern China between the Silk Road concept and traditional ATS routes were demonstrated in a comparison of route length of a flight from Kunming to Frankfurt using the traditional route L888 (4,455NM) versus the Silk Road concept (4,210NM), the latter being shorter by 245NM (**Figure 3**).

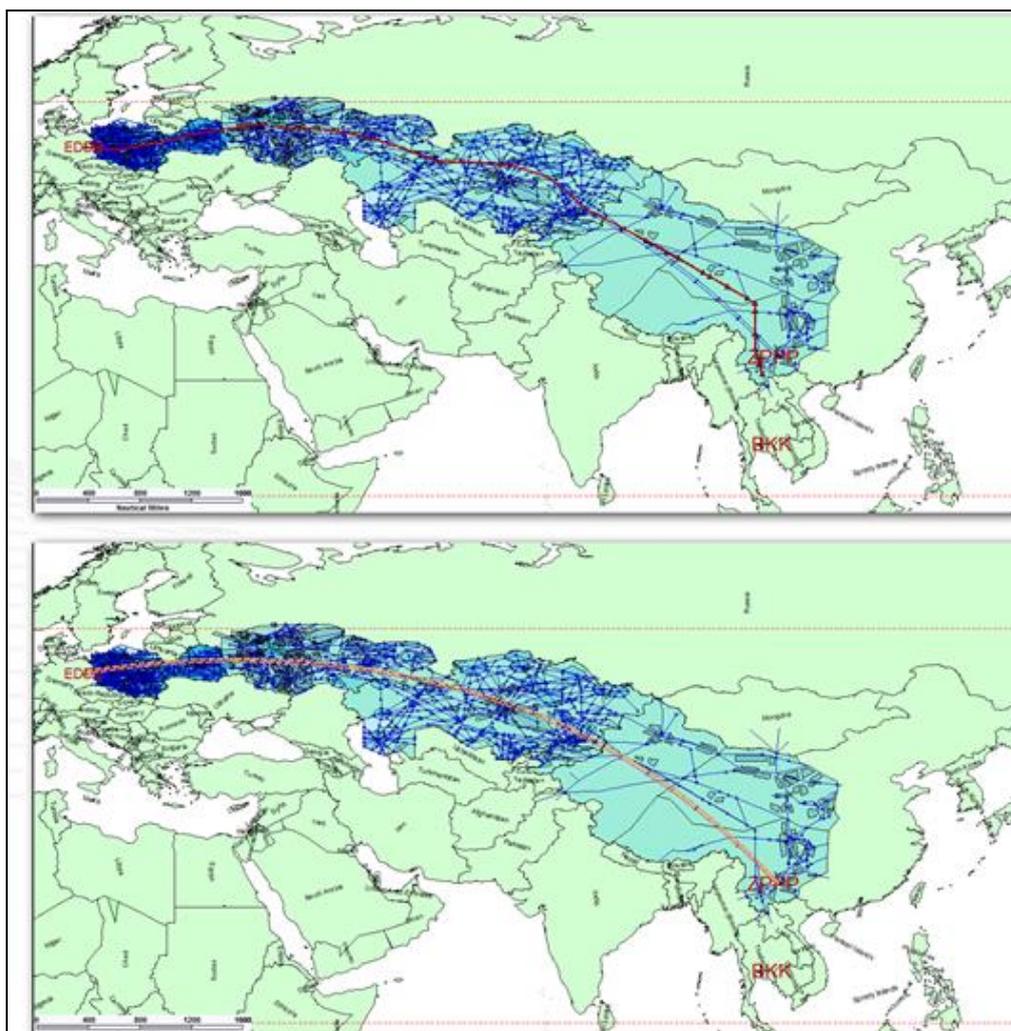


Figure 3: Kunming to Frankfurt comparison using L888 versus Silk Road

4.24 The ICAO Fuel Calculator tool (IFSET) results indicated a savings of approximately 1,682kg per aircraft, or 336,500kg per day. Given that eastbound aircraft could also benefit to the same degree, the total daily savings for 400 aircraft would be 673 tonnes of fuel or 245,645 tonnes per annum.

4.25 The Silk Road concept would require further detailed analysis of ATS surveillance and communications requirements, approval processes for the PBN navigation specifications, aircraft escape routes and alternative aerodromes, SUA and other civil/military requirements by China and the Russian Federation in particular, as well as IATA, to see if the concept could be suitably modified to take into account the issues noted.

Asia Pacific ATS Route Catalogue (WP06)

4.26 ICAO presented an excerpt of the *Asia and Pacific Region ATS Route Catalogue* Version 12 for review and consideration of the East Asian proposals. Version 12 was endorsed by the Twenty-fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24) and was available at the ICAO Asia/Pacific website (<http://www.bangkok.icao.int/>) under the menu 'APAC eDocuments'. The Catalogue recorded the current status of the international route requirements in the *Basic Air Navigation Plan* (BANP, Volume I of Doc 9673). Proposals did not require formal approval to be included in the Catalogue.

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4.27 In summary of Agenda item 4, States agreed to take the valuable information that was presented and discussed on the new ATS route proposals or the ATS route related packages (Vladivostok/Khabarovsk reorganization, SIMLI dualisation, amended DPRK proposals, and the proposal from Mongolia) back to their national administrations for further discussion and studies. As a result of this SCM meeting the ATS route catalogues will be updated together with the consolidated ATS route proposals (with their respective economical and safety related benefits) and will be distributed to the participating States and stakeholders. It is expected that the studies and further details on the actual implementation possibilities (together with potential implementation dates) would be consequently discussed within the national administrations. The involved States also agreed that they will keep the ICAO Regional Offices informed about the implementation status of these proposals.

4.28 The delegation from China indicated that it would use the consolidated results from this SCM meeting for further internal discussions with relevant authorities.

Agenda Item 5: RVSM Issues

Trans-Regional Airspace Safety Monitoring (WP07)

5.1 ICAO provided information on trans-regional airspace safety monitoring, including Large Height Deviations (LHD) presented to the Asia/Pacific 18th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/18, Bangkok, Thailand, 27 March – 04 April 2013).

5.2 The meeting noted that there was a considerable lack of data-link problem reporting among Asian States and airspace users, and few had arrangements in place for the analysis of problem reports by a competent Central Reporting Agency (CRA).

5.3 The Monitoring Agency for Asia Region (MAAR) had provided the results of the airspace safety oversight for the RVSM operation in Mongolian airspace. The meeting noted the effectiveness of the ATS surveillance within Mongolian airspace in to limit the duration of LHDs reported there to short duration events.

5.4 Based on the data from the Democratic People's Republic of Korea, no LHD had occurred during 2012 within the Pyongyang FIR. The continued lack of reporting over many years from the Pyongyang FIR was noted as a concern, as was the indication of LHD reports within Chinese airspace at a significantly lower rate than the average.

5.5 RASMAG/18 noted that East Asia (particularly Mongolia and Japan) had made improvements, and the overall assessment met the Target Level of Safety (TLS). However, there were a number of LHD hot spots at the interface between Mongolia and China, Pakistan and China, and internally within China near Wuhan and Beijing. Stemming from the analysis of hot spots, there appeared to be an urgent need for prioritisation of AIDC (ATS Inter-facility Data-link Communications) implementation as a risk mitigation measure at the Beijing – Ulaan Baatar FIR interface hot spot.

5.6 DPRK stated that they had been using Annex 2, Appendix 3a (ft) Flight Level Orientation Scheme since 15 November 2012 at or above FL290 within the Pyongyang FIR. The flight levels were being translated as metre equivalents below FL290. DPRK was planning to apply the ft system in the entire airspace of the Pyongyang FIR by March 2014.

Large Height Deviation Reduction Report of Mongolia (IP04)

5.7 Mongolia presented a brief summary of LHD reports received from 2011 to 2012 and recent Civil Aviation Authority of Mongolia (CAAM) activities regarding Large Height Deviation (LHD) reduction, including installation of ATS surveillance systems and improvements in communication facilities. Mongolia was also organizing a meeting with Russian and Chinese ATC Centres which included the subject of air traffic controller training on that matter.

Agenda Item 6: Airspace Improvement Programmes

Status of Navigation Aid Infrastructure Policies in Mongolia (IP05)

6.1 Mongolia provided a brief summary of recent CAAM activities related to airspace improvement. These included Reduced Vertical Separation Minimum (RVSM), enhancements to ground based navigation aids and ATS surveillance systems, and utilisation of Performance-based Navigation (PBN) routes and arrival/departure procedures.

Air Traffic and ATFM Planning in Mongolia (IP06)

6.2 IP06 outlined the progress of air traffic planning during 2012 -2013, and Air Traffic Flow Management (ATFM) implementation in Mongolia. Mongolia had noted significant increases in both domestic and international air traffic, and was actively considering what ATFM mechanisms might be necessary in order to ensure maximum airspace utilisation.

Agenda Item 7: ANSP Coordination and Civil Military Coordination

ANSP Coordination

7.1 There were no working papers or information papers under this agenda item.

Agenda Item 8: ATS Contingency Planning

Asia/Pacific ATS Contingency Planning (WP08)

8.1 ICAO presented information on ATS contingency planning within the Asia/Pacific Region. The Second Meeting of the Regional ATM Contingency Plan Task Force (RACP/TF/2) was held in Bangkok, Thailand from 12 to 15 March 2013.

8.2 The RACP/TF/2 discussed a contingency routing system concept north of the Himalayas, known as the ‘Silk Road’ routes joining Europe and East/Southeast Asia, in order to provide alternative regional routes in case in South Asia Major Traffic Flow (MTF-4) airspace was not available. In this case, such a routing system could form part of Level 3 Regional Contingency Planning.

8.3 The RACP/TF/1 meeting (Bangkok, 17 – 19 April 2012) had formed a Contingency Plan Review Team that considered relevant portions of Level 1 (internal State) and Level 2 (Inter-State) ATM Contingency Plans, and identified areas where ATM contingency planning required improvement, in order to support the development of a Level 3 (Regional) ATM Contingency Plan, based on Basic Planning Elements agreed by the Task Force.

8.4 The RACP/TF TOR required that the Task Force develop a Regional ATM Contingency Plan. The SCM discussed the status of trans-regional contingency planning and trans-regional contingency planning aspects that needed to be taken into account within the Regional ATM Contingency Plan.

Agenda Item 9: Search and Rescue

Asia/Pacific Search and Rescue Planning (WP09)

9.1 ICAO presented information on Search and Rescue (SAR) planning within the Asia/Pacific Region, noting that the First Meeting of the Asia/Pacific Regional Search and Rescue Task Force (APSAR/TF/1) was held in Bangkok, Thailand from 5 to 7 February 2013. The main objective of the APSAR/TF was to develop an Asia/Pacific SAR Plan, in cooperation with adjacent regions and the International Maritime Organization (IMO).

9.2 The SCM noted the difficulty of enacting agreements between States, which often involved waiting for long periods for political agreement, and the APSAR/TF/1 discussion that resulted in APANPIRG Conclusion 24/22 (Search and Rescue Agreements).

9.3 APSAR/TF/1 had reviewed the Regional SAR Compliance Overview, which indicated particular weaknesses in South Asia, Mongolia and the Southwest Pacific areas. However, Mongolia had been making recent efforts to strengthen SAR and had successfully organized joint aviation SAR exercises between Mongolia and the Russian Federation from 5 to 8 September 2012 near their common border. Joint SAREX 2012 was a Full-Scale Exercise or a Field Exercise, where actual SAR facilities were deployed, which also had observers from China. The next SAREX was planned for 2014.

Agenda Item 10: Any other business

10.1 The meeting was informed that Mongolia was assisting the DPRK in their Aeronautical Information Service (AIS) – Aeronautical Information Management (AIM) transition.

10.2 On behalf of the EUR/NAT Office, EUROCONTROL presented information on the current issues Europe was facing with duplication of Five Letter Name Codes (5LNC). EUROCONTROL described several policies in accordance with Annex 11 regarding the checking of waypoints to ensure they were pronounceable and not similar to proximate (within 500NM) waypoints. The meeting was apprised of the recent APANPIRG Conclusion on duplication of 5LNC, whereby ICAO HQ was requested to consider mechanisms that provided Flight Management System (FMS) warnings to pilots of duplications, and the amendment of Annex 11 to remove the ‘unique’ code requirement, instead utilising a management process such as used by the United States that allowed duplications in a safe manner. EUROCONTROL suggested that the Asia/Pacific might consider using the same policies as the EUR Region in the interim, and further proposed that a joint approach to ICAO HQ on this matter.

10.3 In order to ensure that the momentum gained through the excellent discussion between States and the stakeholders would continue, the meeting discussed the possibility of holding another SCM. IATA suggested that consideration be given to holding another meeting in conjunction with the IATA Regional Coordination Group (RCG) meeting next year. Mongolia stated that they appreciated the meeting, and would like to see it being on a permanent and regular basis. As a second option, the EUR/NAT and APAC Regional Offices would consider future possibilities for hosting a joint ATS route-related meeting (joint RDGE-SCM).

Closing remarks

10.4 The moderators thanked the meeting participants for the excellent discussions, together with their continuous efforts and work, not only in developing ATS route proposals, but also for the implementation of more optimum routes and the availability of enhanced flight profiles to the airspace users. Special thanks were also expressed to the IATA Beijing Office for the very good organisation and support for this event.

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List of Participants

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International Civil Aviation Organization

Europe – Asia Trans-regional Special Coordination Meeting

Beijing, China, 23 – 25 September 2013

SCM – IP01
23 – 25/09/2013

Agenda Item 1: Adoption of Provisional Agenda

TENTATIVE LIST OF WORKING AND INFORMATION PAPERS

(Presented by the Secretariat)

WORKING PAPERS

No.	Agenda Item	Subject	Presented by
WP01	1	Provisional Agenda	Secretariat
WP02	2	Seamless ATM Planning	Secretariat
WP03	4	RDGE Far East Routes	Secretariat
WP04	4	Silk Road Initiative	Secretariat
WP05	4	Routing from Europe to RKSI	IATA
WP06	4	Asia Pacific ATS Route Catalogue	Secretariat
WP07	5	Trans-Regional Airspace Safety Monitoring	Secretariat
WP08	8	Asia/Pacific ATS Contingency Planning	Secretariat
WP09	9	Asia/Pacific Search and Rescue Planning	Secretariat
WP10	4	ATS Routes Proposals by DPRK	DPRK
WP11	6	Air Route Network & Airspace Planning Improvement Activities	Mongolia

INFORMATION PAPERS

No.	Agenda Item	Subject	Presented by
IP01	–	List of Tentative Working and Information Papers	Secretariat
IP02	4	RDGE Terms of Reference	Secretariat
IP03	3	Status of ATS Surveillance Activities in Mongolia	Mongolia
IP04	5	LHD Reduction Report of Mongolia	Mongolia
IP05	3/6	Status of Navigation Aid Infrastructure Policies in Mongolia	Mongolia
IP06	6	Air Traffic and ATFM Planning in Mongolia	Mongolia

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Europe-Asia Trans-regional Special Coordination Meeting - TASK LIST

(Last amended SCM September 2013)

ID	Task Name	Start Date	Expected Finish Date	Resource Names/Remarks
1/1	Conduct of Europe-Asia Trans-regional SCM	September 2013	September 2013	Completed
1/2	Finalisation of the plan for seamless ATS surveillance trans-regional coverage in north-western China	September 2013	March 2014	China, in coordination with Russia, Kazakhstan and Kyrgyzstan
1/3	Apply the EUR Far East (FE) naming convention for proposals that affected the EUR Region in both EUR and APAC ATS Catalogues and use the cross reference principle for tracing purposes in both catalogues	September 2013	November 2013	ICAO APAC Office, in cooperation with the ICAO EUR/NAT Office (note: APAC changes will not be formally signed off by APANPIRG until August 2014).
1/4	Consideration of the creation of a single electronic database covering both EUR and APAC ATS Route Catalogues, perhaps building on the database already built by EUROCONTROL.	September 2013	May 2014	ICAO TRASAS meeting
1/5	Route and waypoint planning between the DPRK and Russia due to the reorganisation of the Vladivostok/Khabarovsk airspace and ATS route structure (moving traffic flows away from SESUR, establish 2 more FIR crossing waypoints between Russian Federation/DPRK).	September 2013	November 2013	Democratic People's Republic of Korea, Russian Federation
1/6	Far East Sub Group to discuss the Vladivostok/Khabarovsk Airspace Improvement Project and insert the ATS related changes into the FE Route Catalogue. After RDGE/19, the revised FE ATS Route Catalogue, including the new DPRK route proposals, would be sent to the APAC Office for entry into the APAC ATS Route Catalogue	September 2013	November 2013	ICAO EUR/NAT Office, RDGE
1/7	China to consider Mongolia's proposals for a new point 110 kilometres west of NIXAL (HET/new point/DUGAR) merging the initial IATA and Mongolian proposals into one.	September 2013	March 2014	China, Mongolia

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ID	Task Name	Start Date	Expected Finish Date	Resource Names/Remarks
1/8	Consideration of the IATA request to access routes (for example, NIXAL-SND, SND-SERNA) that were entering the Irkutsk FIR.	September 2013	March 2014	Mongolia
1/9	EUROCONTROL noted an issue whereby a waypoint had been published on the FIRB between Kazakhstan and China which was not linked to an ATS route (BAMAN). China would to clarify the status of the waypoint and whether there was any plan to link it to a new ATS route, otherwise it should be deleted.	September 2013	March 2014	China, ICAO EUR/NAT Office
1/10	Study and discussion of the SIMLI dualisation, to combine individual route trans-regional proposals. ATS route catalogues to be updated with the consolidated ATS route proposals (and their respective economical and safety related benefits) and will be distributed to the participating States and stakeholders. Involved States to keep the ICAO Regional Offices informed about the implementation status of these proposals.	September 2013	March 2014	China, in coordination with the Russian Federation, ICAO EUR/NAT Office after RDGE consolidation of the proposals.
1/11	Planning for application of the ft (flight level) system in the entire airspace of the Pyongyang FIR, implementation to be advised to ICAO APAC RO.	September 2013	March 2014	Democratic People's Republic of Korea
1/12	Mongolia was also organizing a meeting with Russian and Chinese ATC Centres which included the subject of air traffic controller training on that matter.	September 2013	October 2014	Mongolia, in coordination with the Russian Federation and China.
1/13	Mongolia assistance to the DPRK in their Aeronautical Information Service (AIS) – Aeronautical Information Management (AIM) transition	September 2013	TBA	Mongolia, in coordination with the Democratic People's Republic of Korea
1/14	The Asia/Pacific to consider using the same policies as EUROCONTROL regarding duplicated waypoints in the interim, plus a joint approach to ICAO HQ between EUR/NAT and APAC on the matter.	September 2013	October 2014	TRASAS, APANPIRG
1/15	Consideration of the 'Silk Road' contingency/high density PBN highway concept, barriers and alternatives	September 2013	December 2014	China, Russian Federation, IATA, ICAO APAC and EUR/NAT Regional Offices.

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ID	Task Name	Start Date	Expected Finish Date	Resource Names/Remarks
1/16	Withdrawal of the APAC BANP amendment regarding the route segment of A218 from Harbin to Ekimchan, after the Russian Federation implemented an onward connecting route from Ekimchan north-east.	September 2013	October 2013	China to advise the APAC Regional Office