



International Civil Aviation Organization

The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATM coordination Group (SEACG/18)

Bangkok, Thailand, 3 - 6 May 2011

Agenda Item 3: Review Outcomes of Related Meetings

Outcome of the fourth meeting of East Asia ATM Coordination Group (EATMCG/4)

(Presented by Japan)

SUMMARY

The fourth meeting of the informal East Asia ATM Coordination Group (EATMCG/4) was held at the Extension Activity Room of Kowloon Public Library in Hong Kong, China from 1 to 3 December 2010. This paper summarizes the report of the EATMCG/4.

1. INTRODUCTION

1. The fourth meeting of the IFATCA East Asia ATM Coordination Group was held at the Extension Activity Room of Kowloon Public Library in Hong Kong, China from 1 to 3 December 2010.

1.1 A total of 29 Papers (22 Working papers and 7 Information Papers) were submitted to the meeting.

2. DISCUSSION

2.1 Restriction on G581

2.1.1 Japan presented information on the problems they had experienced because of the G581 flight level restrictions imposed by Taipei and Hong Kong Area Control Centres (ACCs). Hong Kong advised that restructuring the ATC sector boundaries and the introduction of a new sector in 2011 will relieve the controller workload and should permit the cancellation of the FL400 restriction on G581.

2.1.2 Taipei ACC noted that due to the complex airspace structure within Taipei FIR and the high controller workload, it may be necessary to impose further restrictions on G581 even if Hong Kong removes the FL400 restriction within their FIR.

2.2. Enhanced Capacity for Flights to Incheon FIR Via ATS Route B576

2.2.1 Hong Kong presented a paper highlighting the problem experiencing every night on B576 caused by the heavy traffic flow to Incheon. Taipei ACC explained the issues they have with this traffic flow, but advised that they will review the situation to try and alleviate the problem.

2.3. Improving Flight Level Allocations and Traffic Flows Between Manila FIR and Taipei FIR

2.3.1 The Philippines proposed the establishment of two unidirectional routes for flights between the Manila and Taipei FIRs. Taipei ACC noted the increased flight level availability, but advised that the proposed routes would add to the controller workload in this sector and introduce additional issues with the electronic flight strips for traffic at KABAM (Taipei/Manila FIR)

2.4. Report on Recent ICAO Meetings and Outcomes

2.4.1 IFATCA gave a brief report on recent ICAO meetings, highlighting the Flight Plan Task Force, South East Asia Route Review Task Force and PBN Task Force meetings.

2.5. Comparing of Transfer Errors Before and After the Implementation of ATS Inter-Facility Data Communication (AIDC) Within East Asia Airspace

2.5.1 Japan presented a paper detailing the occurrences of Large Height Deviations (LHD) before and after implementation of AIDC between Fukuoka, and Incheon, Taipei and Manila FIRs. There was a significant decrease in the number of LHD reports in 2010 compared to previous years, despite an increase in traffic.

2.6. Study on Implementing ATS Route M750 as RNAV 5 in Accordance with the Requirement of PBN

2.6.1 Taipei ACC presented a paper on classifying M750 as an RNAV 5 route in accordance with the ICAO Regional PBN Plan. Japan supported this plan as it was in line with the Sky Highway for Japanese airspace.

2.7. Relocation of BOGUS

2.7.1 Japan presented a paper on a proposal to realign ATS Route J5 to the north of the present track with a consequent change to the transfer point BOGUS at the Naha/Taipei FIR boundary. This will bring the route within radar coverage and permit Naha ACC to resolve the conflicts of J5 traffic crossing the main NE-SW routes. Taipei ACC advised that they had to negotiate with the military on this matter as the proposed route passes very close to military areas to the northeast of HCN.

2.7.2 Taipei ACC noted that J5 was implemented at the request of the airlines to cater for trans-Pacific flights when they use the southern tracks and since its introduction very few flight have used the route. IFATCA commented that use of this route was dependent on which route the trans-Pacific flight used and although it may not be regularly used, the revised routing would reduce controller workload and provide benefits to the operators.

2.8 **CDR Operation in Fukuoka FIR**

2.8.1 Japan presented a paper giving details of Conditional Routes (CDR) that the civil authorities have coordinated with the military authorities. The CDRs are temporarily established to transit military reserved airspace that is not being used by the military. Details of the CDRs are promulgated by NOTAM approximately 10 hours in advance of their availability, thereby permitting local operators to flight plan using CDRs.

2.9 **Implementation of New ICAO Flight Plan Format and Supporting ATS Messages – Update on Taipei FIR**

2.9.1 Taipei ACC advised that they will comply with the ICAO requirement for implementation of the new flight plan format and ATS messages on 15 November 2012 in preparation for the ICAO Transition Period (Phase 1 January-March 2012, Phase 2 April-June 2012 and Phase 3 July-November 2012). However, at the same time, Taipei ACC will be commissioning a new ATM system, currently it is planned to be fully operational in mid 2012. Taipei ACC requested the assistance of Japan and IFATCA in providing any further information from ICAO on this subject.

2.10 **Other business**

2.10.1 At a Side-Bar meeting, Taipei ACC and Japan discussed IATA members' concerns on JASDF calls on Guard Frequency whilst the aircraft was under Taipei ACC's control. Japan agreed to relay this message to the JASDF.

2.10.2 Taipei ACC advised the meeting that approval has been granted for a further increase in the number of Cross-Strait flights, raising the number to 370 per week. As a consequence, Taipei ACC is planning to block FL300 and FL320 on the affected routes during the peak summer months of June-August 2011.

3. **RECOMMENDATION**

3.1 The meeting is invited to note the outcome of EATMCG/4.

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