



*International Civil Aviation Organization*

**Fourteenth meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/14)**

Bangkok, Thailand, 28 June to 2 July 2004

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**Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region**

**REVIEW OF PROGRESS IN THE ESTABLISHMENT OF A MORE EFFICIENT ROUTING SCHEME BETWEEN JAKARTA AND HONG KONG AND THE PEARL RIVER DELTA AIRPORTS**

(Presented by IATA )

**SUMMARY**

This paper presents a review of the progress made in the establishment of a more efficient routing scheme between Jakarta and Hong Kong and Pearl River Delta Airports

**1 INTRODUCTION**

1.1 The South China Sea Routing system has brought many advantages to both airlines and ATS providers. Where it once was inefficient, congested, and in some respects unsafe as the routes intersected each other in airspace outside radar surveillance, many airlines operating in the area now obtain optimal levels with very little or no delay. However, ever since the introduction of the South China Routing System on 1 Nov 2001, flights operating between Hong Kong and Jakarta have had to suffer severe operational penalties of up to 30 minutes for a round trip. There is not only a fuel cost, but additional costs in maintenance as well as flight crew limitations to consider.

1.2 At the SEACG –11 meeting held in Bangkok in May 2004 agreement was reached between States to implement a routing scheme between Jakarta and Hong Kong (see ATTACHMENT). The north-bound route will be **JAKARTA** direct to **KIBON, ASISU, LAXOR**, and thereafter direct to **DULOP to HONGKONG**. South-bound flights will track from **CH, L642 to CS, thereafter DUDIS, MABLI, KIKOR, to JAKARTA**. It was also agreed at the meeting that flights from Jakarta to the Pearl River Delta airports could also operate on this route. Likewise flights from Pearl River Delta airports and Hong Kong could operate to Jakarta and beyond on the south-bound route.

**2 DISCUSSION**

2.1 Considering that agreement has been reached, implementation must not be delayed any further. We now have to develop an implementation plan to make this a reality in the most expeditious manner. It is suggested that this Meeting request States whose FIRs the routes transit, to convene a Special Coordination Meeting to progress the implementation of the route. Some of the issues involved would likely be coordinating the promulgation of the route, setting the required lateral

and longitudinal separation, agreement on flight level allocation, required coordination procedures and finalizing the Letters of Agreement.

**3 ACTION BY THE MEETING**

3.1 The meeting is invited to initiate action to implement the routes expeditiously.

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