

South China Sea Operational Concept

Expected Implementation: 09 November 2017

Communication: VHF, either direct or using a shared facility (therefore States are encouraged to provide shared transceivers where they are required)*

Navigation: using the Seamless ATM Plan's expectations:

- RNAV 2/ RNP 2 – near parallel or parallel routes spaced 20NM apart for the major traffic routes to increase capacity where required (note: this is a procedural separation, and is not the determinant of the ATC separation, which is based on ATS surveillance);
- implementation of extra RNAV 2/ RNP 2 routes where required which are not necessarily based on existing routes; and
- the new routing structure to be based on the most direct routes possible, using key entry/exit waypoints to/from the South China Sea, or SID/STAR waypoints.

Surveillance: using the Seamless ATM Plan's expectations:

- coverage by ADS-B and SSR*;
- ADS-B data to be shared wherever this data is required.

ATM: using the Seamless ATM Plan's expectations:

- operationalization of 5-10NM ATC separation;
- 10-20 NM separation at Transfer of Control Points (TOC);
- removal of the Flight Level Allocation Scheme (FLAS);
- ATFM measures such as Miles-in-Trail or Minutes-in-Trail to be applied where required for tactical capacity/demand balancing; and
- an update of ATC LOAs and contingency plans as required.

**ICAO encourages states to share surveillance and communications capabilities wherever possible, and in instances where necessary, establish new capabilities to plug the gaps in surveillance and VHF communications within the South China Sea. It is suggested that 09 November 2017 be set as preliminary target for full surveillance and communications within the South China Sea area.*