



*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

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**Agenda Item 7: ATS Route Development**

**FL400 Restriction on G581**

(Presented by Hong Kong, China)

**SUMMARY**

Japan advised SEACG/17 about altitude block at IGURU (G581) that originated from Hong Kong, China. The affected FIRs agreed that they would hold a tripartite meeting and report the outcomes as soon as possible.

**1 INTRODUCTION**

1.1 In SEACG/17, Japan drew to the attention of the meeting that Hong Kong, China had imposed a blockage of FL400 at KAPLI (Hong Kong/Taipei FIR boundary), which Taipei ACC had in turn imposed upstream to Japan at IGURU (Taipei/Fukuoka FIR boundary), affecting flights from Fukuoka FIR and overflying Taipei FIR for Hong Kong FIR.

1.2 The affected FIRs agreed to hold a tripartite meeting to resolve the restriction initiated by Hong Kong, China.

**2 ACTIONS BY HONG KONG, CHINA**

2.1 In the Fourth Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/4) held in Hong Kong, China from 1 to 3 December 2010, Hong Kong, China explained once again to delegates that the restriction was called for to contain the number of crossing conflicts in the Hong Kong FIR.

2.2 In addition, an explanation was given on the following steps that were being taken within the Hong Kong FIR to work towards the removal of the restriction on FL400 at KAPLI:

- a) Airspace restructures to add at least an additional Enroute Sector to handle overflights between North Asia and South East Asia. [This has since been implemented on 7 April 2011.]
- b) Development and implementation of a Conflict Detection Tool to provide controllers with more timely and user friendly conflict advisory. [The tool is under test and targeted to be implemented within 2011.]

2.3 It is expected the above enhancements will relieve controller workload and permit the consideration of the cancellation of the FL400 restriction at KAPLI.

2.4 Taipei ACC commented 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 the FL400 restriction is removed from the Hong Kong/Taipei FIR boundary.

**3 ACTION BY THE MEETING**

3.1 The meeting is invited to note the information provided in this paper.

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