



*International Civil Aviation Organization*

**The Second Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/2)**

Hong Kong, China, 04-08 August 2014

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**Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)**

**EAST ASIA AIR TRAFFIC MANAGEMENT COORDINATION GROUP OUTCOMES**

(Presented by IFATCA on behalf of EATMCG)

**SUMMARY**

This paper presents a summary of the Seventh Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/7).

**1. INTRODUCTION**

1.1 The East Asia Air Traffic Coordination Group (EATMCG) meetings provide an opportunity for the ANSPs and ATC Associations in this area, including Hong Kong China, Japan, Republic of Korea, Philippines and Taiwan, to discuss current operational issues and coordinate the development of improved procedures and practices in line with the plans and objectives of the ICAO Asia Pacific Regional Office.

1.2 The 7<sup>th</sup> EATMCG Meeting was jointly hosted by CAA Taiwan and the Controllers Association of Taiwan (ROCATCA) at Songshan Airport, Taipei, during the period 15-16 April 2014.

1.3 The meeting was chaired by Christina Hsu, Chief of Air Traffic Service Management Office, ANWS, CAA Taiwan. The meeting was attended by 43 delegates.

**2. DISCUSSION**

ICAO Regional Plans

2.1 In accordance with the Global Air Navigation Plan Taiwan are conducting a comprehensive airspace study with the intent of designating all enroute airspace as RNAV5 standard by 2017. When they were informed that the APAC Regional Office Seamless ATM Plan proposes that enroute airspace should be declared as RNP2 or RNP4 standard by 2018, they advised that this requirement will now be included in the next phase of the airspace study. A copy of the Seamless ATM Plan was provided to the Taiwan delegates.

2.2 Taiwan intends to comply with all of the ICAO requirements for upgrading their ATM facilities and procedures in line with the ASBU timetable and they will coordinate their actions with the adjacent States.

2.3 Although Taiwan is not currently included in the Regional ATFM Steering Group Plan, they are a member of the established Airport Arrival Rate (AAR) Notification Scheme that was created from collaborative work between Hong Kong China, Japan and Taiwan during earlier EATMCG meetings. The Scheme has since been developed and now Hong Kong provides twice daily AAR notices to Japan and Taiwan as well as the major airline operators. The messages include the predicted hourly arrival rate at Hong Kong International Airport, and if holding in excess of 15 minutes is anticipated, the reason for the delay.

2.4 Taiwan is not planning to mandate ADS-B equipage for controlled airspace at or above FL290 as their whole FIR has radar surveillance. Hong Kong noted that they have revised their PBN implementation plan and RNP4 approval will now only be required in December 2014 for specific routes in the southwestern sector of their FIR. Therefore there will be no change to the routes in the eastern sector adjacent to Taiwan FIR until further notice.

#### AIDC Implementation

2.5 Hong Kong will implement full AIDC operations when their new ATC Centre is operational and Taiwan agreed to participate and cooperate in any interoperability tests (Q1 of 2015) and operational trials (Q3 of 2015).

2.6 Taiwan noted that the AIDC system between Japan and Taipei was not fully utilized and manual coordination in the transfer action was still required. Japan advised that their AIDC system is being upgraded to be fully interoperable with the Taiwan equipment and when operational, there will be no requirement for manual coordination.

#### Airspace Improvements to Manage Incheon Traffic Peaks

2.7 The Republic of Korea noted that B576 is the busiest airway in Incheon FIR, carrying more than 36% of the total international traffic. This results in frequent delays for arriving and departing aircraft at Incheon and a very heavy workload for controllers during the overnight peak period. Hong Kong China, Japan and Taiwan all attested to the problems they have in efficiently managing the night time peak traffic flows of Incheon flights. To alleviate the very busy traffic on B576, the meeting agreed to the introduction of a second route, Z401, within the Taipei and Fukuoka FIRs to join A586 in the Incheon FIR for flights to and from the Manila FIR during the peak traffic hours. It is proposed to implement this route by Q4 of 2014.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper.

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