



International Civil Aviation Organization

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

Agenda Item 5: Review of ATS coordination group meetings

REPORT ON IFATCA NEAT 8 AND NEAT 9 MEETINGS

(Presented by IFATCA)

SUMMARY

This paper presents a summary of the Eight and Ninth North East Air Traffic (NEAT) Meetings initiated by the International Federation of Air Traffic Controllers' Associations (IFATCA) to consider operational air traffic matters in the North-East Asia area.

1. INTRODUCTION

1.1 The IFATCA initiated NEAT Meetings continue to provide an alternative forum for all States in the region to discuss operational issues. The meetings promote detailed discussion amongst working controllers and management to resolve matters that cannot be fully considered at other venues

2. DISCUSSION

NEAT 8

2.1 NEAT 8 was held in Taipei on 13-14 September 2004 with members from IFATCA and the following ATC Associations: HKATCA, ROCATCA, JATCA and PATCO, together with representatives from the following ATM providers: Hong Kong, China Taiwan, Japan and the Philippines.

2.2 The meeting discussed the flight level orientation scheme (FLOS) to be adopted by Japan and the Republic of Korea when they implement RVSM on 29 September 2005, and the impact of this on the Modified Single Alternate FLOS currently used in the South China Sea RVSM airspace. It was recommended that the Single Alternate FLOS be the preferred FLOS for North East Asia and the South China Sea RVSM airspace.

2.3 It was recommended that a uni-directional route system based on B576 between Taipei and Incheon FIRs be established.

2.4 It was recommended that Taipei and Hong Kong establish a direct track between KADLO and KAPLI to facilitate departures from Taipei.

2.5 The capacity of trans-Pacific routes and the variations in longitudinal separation in the North East Asia airspace was discussed. It was proposed to conduct a trial of reduced separation for trans-Pacific flights between Taipei and Naha FIRs.

NEAT 9

2.6 NEAT 9 was held in Manila on 2-3 June 2005 with members from following ATC Associations: HKATCA, ROCATCA, JATCA and PATCO, together with representatives from the following ATM providers: Hong Kong, Taiwan, Japan and the Philippines.

2.7 There was further discussion on the implementation of the Single Alternate FLOS in Japan and the Republic of Korea RVSM airspace and the status of the Single Modified FLOS used in the South China Sea. Although it was the intent of the meeting to promote a Single Alternate FLOS throughout the region, it was agreed that any change to the South China Sea FLOS must be co-ordinated with the implementation of an acceptable FLOS in all other areas, and this was not possible at this time. Therefore it was accepted that there will be no change in the South China Sea, and the meeting went on to address the specific issue of the transition of traffic on individual routes between Japan and Taipei and Japan and Manila. Agreement was reached on each of these matters and proposals for revised Letters of Agreement were tabled.

2.8 Taipei and Hong Kong agreed to evaluate a one-way parallel route based on G86 for overflying traffic.

2.9 A mid-term report on the 3 month trial of the Taipei-Naha reduction of longitudinal separation for trans- overall result of the trial is satisfactory, a similar reduction in longitudinal separation will be Pacific flights indicated that there were no significant problems with the procedure and if the implemented with Hong Kong FIR.

2.10 There was discussion on the significant impact of a major airport closure or major delays on region-wide traffic. It was agreed that thought should be given to establishing one or more regional ATM Flow Control Centres to manage such situations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the outcomes of the NEAT 8 and Neat 9 meetings.

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