



ICAO

*International Civil Aviation Organization*

**The Combined Tenth Meeting of the South Asia/Indian Ocean  
ATM Coordination Group (SAIOACG/10) and Twenty—  
Seventh Meeting of the South East Asia ATS Coordination  
Group (SEACG/27)**

Bangkok, Thailand, 30 March – 03 April 2020

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**Agenda Item 5: ATS Route Developments**

**SOUTH CHINA SEA TRAFFIC FLOW REVIEW GROUP (SCSTFRG)  
MEETING OUTCOMES**

(Presented by Secretariat)

**SUMMARY**

This paper presents outcomes from the Eighth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/8) for the review and action by the meeting.

**1. INTRODUCTION**

1.1 The SCSTFRG was established by SEACG to analyse the traffic flow in the overall South China Sea airspace, air routes and the suitability of the Flight Level Orientation Scheme (FLOS) to optimise airspace capacity and enhance flight safety in the long term.

1.2 The SCSTFRG/8 was held at the ICAO Asia and Pacific Regional Office, Bangkok, Thailand, from 03 to 05 September 2019. The meeting was attended by 32 participants, from eight States/Administration and three International Organizations including Hong Kong China, Indonesia, Lao PDR, Malaysia, Philippines, Singapore, Thailand, Viet Nam, IATA, ICAO and IFATCA. The relevant presentations and papers are available at <https://www.icao.int/APAC/Meetings/Pages/2019-SCSTFRG8.aspx>.

**2. DISCUSSION**

SCSTFRG Priority Areas

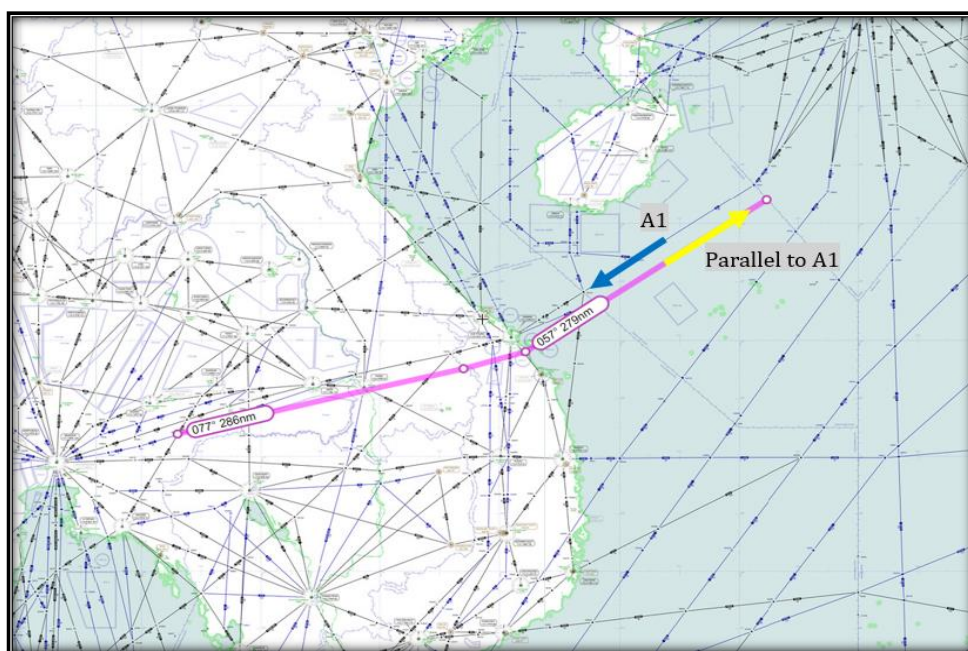
2.1 The meeting reviewed and discussed the action items of each SCSTFRG Priority Area with the intention to seek States'/Administrations' progress and commitments to an implementation timeline for each Priority Area, except for Priority Area 4, which would be discussed after the completion of action items under Priority Area 1, 2 and 3.

*Priority Area 1: A1/A202*

2.2 Action items for this Priority Area would involve enhancement of longitudinal spacing on ATS route A1 and A202 to 20 NM; and development of parallel route to A1.

2.3 Due to the absence of China, discussion on the implementation of 20 NM longitudinal spacing on ATS route A1 and A202 could not be pursued. It was decided that this matter should be discussed at the Eighth Meeting of the Mekong ATM Coordination Group Meeting (MK-ATM/CG/8), hosted by Viet Nam in the fourth quarter of 2019, with China, Hong Kong China and ICAO to be invited to participate in that meeting.

2.4 A side meeting between Hong Kong China, Lao PDR, Thailand, Viet Nam and ICAO on the establishment of parallel route to A1 was conducted during the SCSTFRG/8. Hong Kong China, Lao PDR and Thailand had agreed to the traffic flow orientation as depicted in **Figure 1** below. However, Viet Nam preferred the traffic orientation to be on opposite direction, which could be more suitable for Danang International Airport operations.



**Figure 1. Traffic Flow Orientation Agreed by Hong Kong China, Lao PDR and Thailand**

2.5 The meeting had reached a consensus for these uni-directional routes to be implemented with RNAV 2 navigation specification, and there would be modification on the existing A1 route alignment, subject to the concerned States agreement of the displacement of the entry and exit points at the FIR boundary and Viet Nam agreement on the traffic orientation. The States concerned agreed that further discussion on this matter would be conducted at MK-ATM/CG/8.

*Priority Area 2: L642/M771*

2.6 Action items for this Priority Area were to enhance the longitudinal spacing on ATS route L642 and M771 to 20 NM; and investigate the possibility of implementing parallel routes to L642 and M771.

2.7 Delegates from Hong Kong China, Philippines, Singapore, Viet Nam, IATA and ICAO had held a side meeting to discuss the proposed implementation of parallel route to L642 and M771. The meeting noted the importance of implementing the parallel routes to cater for current and future traffic demand, and eliminate the need to reduce capacity during Large Scale Weather Deviation (LSWD) procedures on existing ATS route L642 and M771.

2.8 Hong Kong China opined that they preferred to re-designate ATS route L642 and M771 as RNAV 2, without implementing parallel routes. Based on its assessment, by enhancing the longitudinal spacing from 50 NM to 30 NM on the existing ATS route L642 and M771, and with the possibility to enhance it further to 20 NM, subject to agreement from the neighbouring FIRs, would be sufficient to cater for current and future traffic demand. With this reason, Hong Kong China commented that they have no plan or intention to implement these parallel routes for the time being, and would only consider, if the traffic demand necessitates in the future.

2.9 The meeting agreed that the discussion related to the proposed implementation of parallel route to L642 and M771 should be deferred, pending the results of the expected enhancement of longitudinal spacing in Hong Kong and Sanya FIRs.

*Priority Area 3: A461/A583/L625/N892*

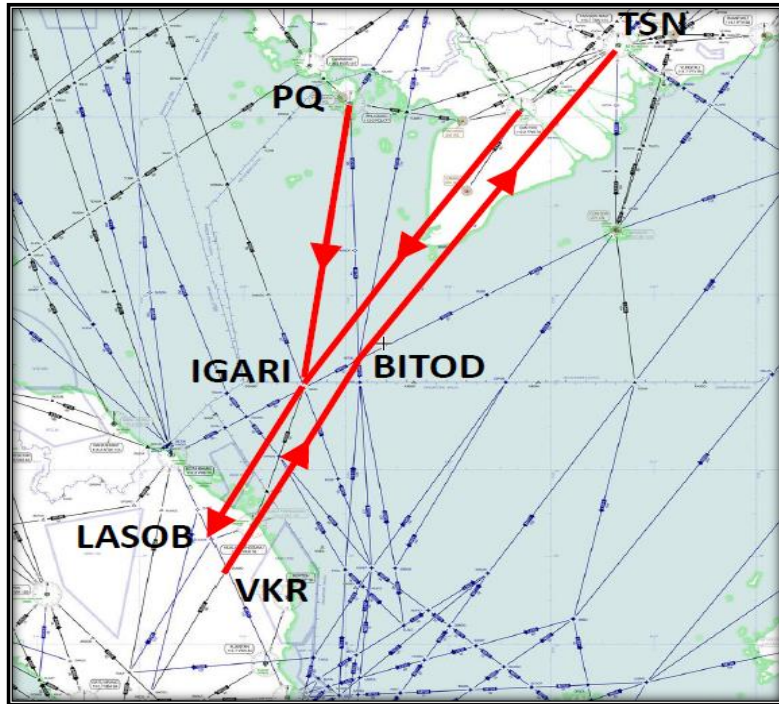
2.10 The action item was to enhance the longitudinal spacing on ATS routes A461/A583/L625/N892 to at least 50 NM, with planning for 30 NM or less.

2.11 For ATS route A461 and A583, 50 NM longitudinal spacing had been implemented at the TOC Points between Hong Kong and Manila ACCs on 23 May 2019 and 15 August 2019 respectively. Meanwhile, for the TOC Points between Manila and Ujung Pandang ACCs, 50 NM longitudinal spacing would be implemented after the signing of amended Letter of Agreement (LOA) between Indonesia and Philippines, expected by end of 2019. The amended LOA would also include the implementation of 50 NM longitudinal spacing on ATS route G578.

2.12 For ATS route L625 (segment between ARESI and ABVAR) and N892 (segment between KABAM and MIGUG), 50 NM longitudinal spacing was expected to be implemented in the first quarter of 2020.

Malaysia, Singapore and Viet Nam Side Meeting on Route Proposal SCS 11 of Asia/Pacific Region ATS Route Catalogue

2.13 Malaysia, Singapore and Viet Nam had agreed in principle for the implementation of Route Proposal SCS 11 (refer **Figure 2**). Malaysia as the lead coordinator would arrange the meeting between Malaysia, Singapore and Viet Nam to discuss the accompanying technical and operational arrangements.



**Figure 2. Potential New Route Structure**

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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