

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT OF THE NINTH MEETING OF THE SOUTH CHINA SEA TRAFFIC FLOW REVIEW GROUP (SCSTFRG/9)

VIDEO TELECONFERENCE, 01 – 03 JUNE 2021

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

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INTRODUCTION

Meeting

1.1 The Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/9) was held as a Video Teleconference (VTC), from 01 to 03 June 2021.

Attendance

2.1 The meeting was attended by 87 participants from China, Hong Kong China, India, Indonesia, Malaysia, Philippines, Singapore, Thailand, United States, Viet Nam, IATA, IFALPA and ICAO.

2.2 A list of participants is appended at **Appendix A** to this report.

Officers and Regional Office

3.1 Mr. Nasuruddin Bin Zainol Abidin, Director of Air Traffic Management Division, Civil Aviation Authority of Malaysia presided over the meeting throughout its duration as Chair of SCSTFRG.

3.2 Mr. Mior Adli Bin Mior Sallehuddin, Regional Officer, Air Traffic Management (ATM) and Ms. Sunok Lee, Regional Officer ATM, ICAO Asia and Pacific Regional Sub-Office were the Secretaries for the meeting.

Opening of the Meeting

4.1 Mr. Nasuruddin Bin Zainol Abidin welcomed participants to the meeting.

4.2 On behalf of Mr. Manjit Singh, Acting Regional Director of ICAO Asia and Pacific Office, Mr. Mior Adli Bin Mior Sallehuddin also welcomed participants to the meeting.

Documentation and Working Language

5.1 The working language of the meeting and all documentation was English. There were seven Working Papers (WP), five Information Papers (IP) and one Flimsy considered by the meeting.

5.2 A list of papers is included at **Appendix B** to this report.

REPORT ON AGENDA ITEMS

Agenda Item 1: Adoption of Agenda

Election of Chairperson

1.1 Mr. Jamil Khir Bin Mohamed, Director of Kuala Lumpur Air Traffic Control Centre, Civil Aviation Authority of Malaysia had vacated the Chair of SCSTFRG. The meeting acknowledged with gratitude his service to SCSTFRG.

1.2 Thailand nominated Mr. Nasuruddin Bin Zainol Abidin, Director of Air Traffic Management Division, Civil Aviation Authority of Malaysia, to Chair the Meeting. The nomination was seconded by China, Hong Kong China, Indonesia, Philippines and Singapore.

1.3 No further nominations were made. Mr. Nasuruddin Bin Zainol Abidin was duly elected to the Chair of SCSTFRG.

Adoption of Agenda (WP/01)

1.4 The provisional agenda for the Meeting (WP/01) was adopted by the meeting. The List of Papers (IP/01) was noted.

Agenda Item 2: Review of the Current and Planned CNS/ATM Capabilities and Identifying Associated Reduced Horizontal Separation

Optimisation of the Capacity of ATS Routes L642 and M771 (WP/02)

2.1 Hong Kong China presented its plan to optimise the capacity of Air Traffic Services (ATS) routes L642 and M771 by means of enhancing the longitudinal spacing, from 50 nautical miles (NM) to 20 NM.

2.2 **Table 1** provides the maximum hourly traffic demand and percentage of route capacity occupied, for the period between 04 and 08 November 2019.

ATS Route	L642	M771
Route Hourly Capacity (2301 - 1600UTC)	57	
Route Hourly Capacity (1601 – 2300 UTC)	48	
Maximum hourly movement	14 *	12 **
Percentage of route capacity occupied	24.6%	21.1%
Average Daily Movement	153	128

Table 1: Maximum Hourly Traffic Demand vs. Route Capacity

(Note: *Recorded at 0800-0859UTC on 04 November 2019; **Recorded at 1200-1259UTC on 07 November 2019)

2.3 Hong Kong China commented that even though the pre-COVID-19 traffic demand on these routes had not reached its full capacity (less than 25% of the hourly route capacity), the enhancement of longitudinal spacing to 20 NM would improve efficiency and preparedness for expected increase of traffic in the future.

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2.4 In response to a query, ICAO clarified that surveillance-monitored longitudinal spacing may be implemented within Category S airspace without changing the designation of the ATS routes. Thus, within Category S airspace, the main reason for a Performance-based Navigation (PBN) route specification was for obstacle appraisal and navigation, not for Air Traffic Control (ATC) separation (as surveillance-based separation should be applied).

2.5 China and Viet Nam thanked Hong Kong China for the work to enhance capacity on these routes, and supported the implementation of 20 NM longitudinal spacing, based on ATS surveillance, at the Transfer of Control (TOC) points, and within their Flight Information Region (FIRs).

2.6 The States/Administration concerned had agreed to work offline, and would provide update at the next SCSTFRG meeting.

2.7 **Tables 2** provides the Points of Contact (POC) for implementation of 20 NM longitudinal spacing on ATS routes L642 and M771.

State / Administration	Name	Email
China	Mr. Fu Yongqiang	hnsfyq@gmail.com ;
Hong Kong China	Ms. Sarah Wong	ssnwong@cad.gov.hk ;
Viet Nam	To be confirmed	To be confirmed

Table 2: POC for Implementation of 20 NM longitudinal spacing on ATS Routes L642 and M771

Continuous Progress in Airspace Capacity Enhancement in Manila FIR through Collaborative Efforts (IP/02)

2.8 Philippines provided information about the Manila FIR airspace capacity enhancement initiatives, which had been completed in the year 2020 included:

- implementation of 50 NM longitudinal spacing on ATS routes A341 and M646 between Kota Kinabalu and Manila ACCs, in March 2020;
- restructure of Manila ACC southern enroute ATC sectors and introduction of dynamic sectorisation, in October 2020; and
- implementation of ATS Inter-Facility Data Communications (AIDC) procedures and 50 NM longitudinal spacing on ATS routes A461, B472 and G578 between Manila and Ujung Pandang ACCs, in December 2020.

2.9 The meeting was also informed of the on-going initiatives that would further enhance airspace capacity and ATM efficiency in Manila FIR:

- planned implementation of 30 NM longitudinal spacing for aircraft at or above FL290, on ATS routes A461 and A583 between Hong Kong ATCC and Manila ACC, which would be conducted in three phases;
- planned implementation of RNP 4 route specification and 30 NM longitudinal spacing on ATS routes M767 and N884 between Manila and Singapore ACCs, expected to be implemented in Q1 2022;
- trial implementation of 30 NM longitudinal spacing on ATS route M646 between Manila and Taipei ACCs, with at least one of the aircraft destined to land in airports within Taipei FIR or Manila FIR, tentatively planned in Q1 2022; and

- planned implementation of 50 NM longitudinal spacing on ATS routes L625 and N892, expected to be implemented in Q4 2021, subject to further offline coordination and agreement with Ho Chi Minh and Taipei ACCs.

2.10 The Chair thanked the Philippines for the efforts undertaken to enhance the efficiency of ATC spacing on ATS routes, and encouraged the collaboration by the States to implement more efficient separation minima and ATC procedures, to maximise benefits and support the recovery of the aviation industry.

2.11 Indonesia thanked the Philippines for their collaboration to enhance the efficiency of ATC spacing on ATS routes A461, B472 and G578. Indonesia indicated its support and readiness to implement 30 NM longitudinal spacing on ATS route A461, pending the approval of Regional Supplementary Procedures, to support the application of performance-based separations in Ujung Pandang FIR.

2.12 In response to an enquiry from Malaysia, the Philippines clarified that they had planned to extend the trial implementation of 30 NM longitudinal spacing on ATS route M646 in the future, to include the TOC point between Kota Kinabalu and Manila FIRs.

2.13 ICAO reminded the meeting that the implementation of performance-based separation minima on RNAV 10/RNP 10, RNP 4 and/or RNP 2 and the supporting Performance-Based Communication and Surveillance (PBCS) specified in Doc 4444 – *Procedures for Air Navigation Services – Air Traffic Services* (PANS-ATM) in airspace over the high seas requires supporting Regional Supplementary Procedures.

2.14 States that were planning to implement performance-based separation minima in the high seas airspace within their FIRs, or had already done so without the necessary Doc 7030 – *Regional Supplementary Procedures* support, were requested to notify the ICAO Asia and Pacific Regional Office, through official letter, so that a coordinated Proposal for Amendment (PfA) could be prepared.

2.15 In addition, States should conduct aircraft equipage analysis and consultations with airspace users before implementing a PBN specification for the ATS routes concerned.

Implementation of 50 NM Longitudinal Separation within Ujung Pandang FIR and Manila FIR Boundary (IP/03)

2.16 Indonesia and the Philippines presented IP/03 on their successful implementation of 50 NM longitudinal spacing at the TOC points between Manila and Ujung Pandang FIRs, on ATS routes A461, B472 and G578.

2.17 Indonesia informed the meeting that the lack of Doc 7030 procedure supporting performance-based separation had been a barrier to implementation of RNP 10/RNAV 10-based separation on ATS routes B462 and B473, in the Ujung Pandang FIR.

2.18 Indonesia and the Philippines were planning to implement 30 NM longitudinal spacing at the TOC points between Manila and Ujung Pandang FIRs in the future, to provide harmonised and efficient service for flights operating between Hong Kong China and Australia.

2.19 ICAO informed the meeting that the Tenth Meeting of the FANS Interoperability Team – Asia (FIT-Asia/10, VTC, 03 – 06 August 2020) had discussed the PfA to Doc 7030 to support the application of performance-based separation in Colombo, Manila and Ujung Pandang FIRs. However, due to the moratorium imposed by ICAO Headquarters related to amendment of Doc 7030, this matter had not been progressed. ICAO Regional Office was following up on the matter.

High Frequency (HF) Radio Communications in Manila FIR (FL/01)

2.20 Philippines provided an update on the HF radio communications in Manila FIR after the successful transition of Manila ACC to the Philippine Air Traffic Management Center (ATMC), in 2018.

2.21 Since the transition to Philippine ATMC, Manila ACC had significantly reduced its dependency on HF radio operators for obtaining aircraft position reports in the oceanic airspace, due to the enhanced ATS surveillance and Very High Frequency (VHF) radio coverages. In addition, the provision of Automatic Dependent Surveillance – Contract (ADS-C) and Controller-Pilot Data Link Communications (CPDLC) services in Manila FIR and the steady increase in the number of aircraft utilising ADS-C/CPDLC had made the HF radio communications almost as a backup source for obtaining position reports from aircraft.

2.22 Aircraft operators that used HF radio as a primary means of communications in the oceanic airspace of Manila FIR were encouraged to report directly to the Civil Aviation Authority of the Philippines, preferably via email (ats_sms@caap.gov.ph), of any incident of persistent reception problems, for appropriate action.

2.23 IFALPA thanked the Philippines for its efforts to improve the communication capability in Manila FIR.

Agenda Item 3: Review of the Existing Traffic Flow Route Structures in SCS Airspace and Identifying Priorities

SCSTFRG Priority Areas (WP/03)

3.1 ICAO presented the SCSTFRG Priority Areas with the intention to seek progress, commitments and agreement to an implementation timeline for each of the Priority Area.

Priority Area 1: A1/A202

3.2 Action items under this Priority Area were to enhance the longitudinal spacing on ATS routes A1 and A202 to 20 NM, and develop a parallel route to A1.

3.3 The meeting was informed that 20 NM longitudinal spacing had been implemented on ATS route A1 (between Ho Chi Minh and Sanya ACCs; and Hong Kong ATCC and Sanya ACC), and ATS route A202 (between Ha Noi and Sanya ACCs; and Hong Kong ATCC and Sanya ACC), effective from 26 March 2020.

3.4 Regarding the proposed implementation of parallel uni-directional route to A1, as discussed at the Eighth Mekong Air Traffic Management Coordination Group Meeting (MK-ATM/CG/8, Da Lat, Viet Nam, 11 – 13 December 2019), Viet Nam reiterated their concerns that the proposed traffic flow orientation (**Figure 1**) would adversely affect the ATM and flight procedures in Da Nang Terminal Control Area (TMA), increase flight distance, time and crossing points between arriving and departing traffic from/to Da Nang International Airport, as well as increase in ATC workload, and therefore requested the States/Administration concerned to re-consider the traffic flow orientation.

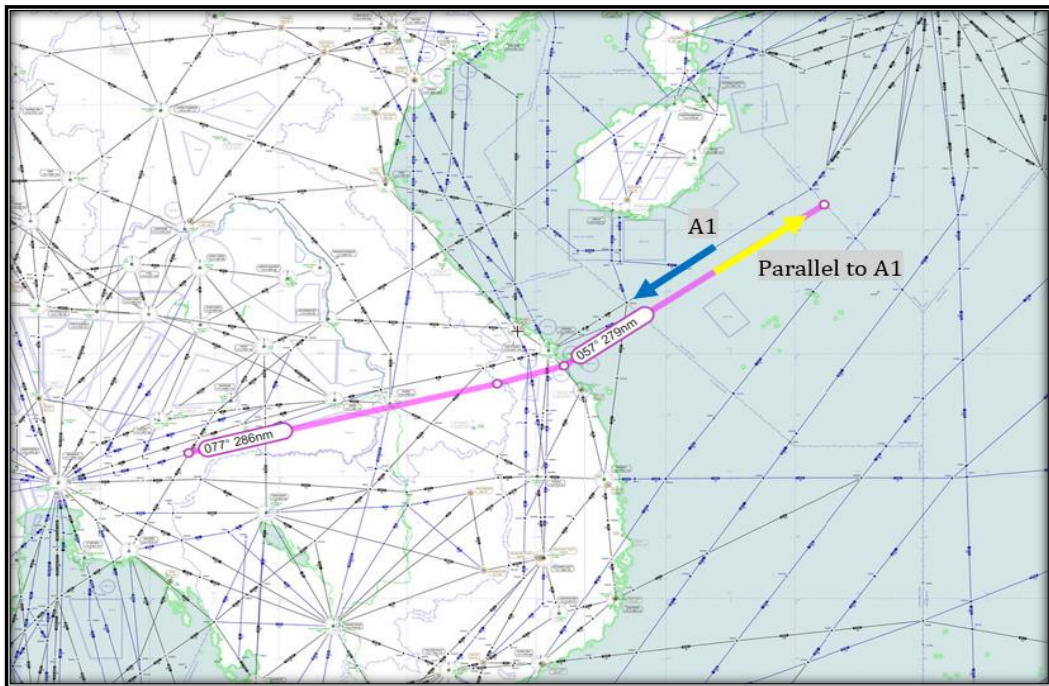


Figure 1: Proposed Parallel Uni-directional Route to A1

3.5 Thailand suggested that to minimise the impact on the existing Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) procedures for Da Nang International Airport, and concern related to additional flight distance, Viet Nam could consider implementing the route segment between Da Nang VOR and BUNTA as bi-directional. A transition route would need to be implemented to support this proposal. Hong Kong China supported the suggestion from Thailand, and further suggested that Viet Nam would consider keeping the lower portion of ATS route A1 as bi-directional route and restructuring the upper portion of ATS route A1 as uni-directional parallel routes.

3.6 Viet Nam commented that they would conduct further assessment on the proposal suggested by Hong Kong China and Thailand.

3.7 Singapore, through the Air Traffic Management Research Institute (ATMRI), offered its assistance to conduct modelling and simulation to facilitate the determination of most suitable traffic flow orientation for these parallel uni-directional routes, if needed, provided the scope of this activities were well defined by the meeting.

Priority Area 2: L642/M771

3.8 Action items under this Priority Area were to enhance the longitudinal spacing on ATS routes L642 and M771 to 20 NM, and investigate the possibility of implementing parallel routes to L642 and M771. Discussion on planned implementation of 20 NM was covered under **SCSTFRG/9 WP/02**.

3.9 Regarding the possibility of implementing parallel routes to L642 and M771, the Secretariat recalled the discussions from the Eighth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/8, Bangkok, Thailand, 03 – 05 September 2019). Hong Kong China commented that the enhancement of longitudinal spacing to 20 NM would be sufficient to cater for current and future traffic. SCSTFRG/8 had agreed for the discussion on proposed implementation of parallel routes to L642 and M771 to be deferred, pending the results of the enhancement of longitudinal spacing in Hong Kong and Sanya FIRs.

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Priority Area 3: A461/A583/L625/N892

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

3.11 With the successful implementation of 50 NM longitudinal spacing on ATS route A461 and A583 between Hong Kong ATCC and Manila ACC, effective 23 May and 15 August 2019 respectively, Hong Kong China and the Philippines had planned to further enhance the longitudinal spacing to 30 NM.

3.12 The planned implementations of 30 NM longitudinal spacing on ATS routes A461 and A583 between Hong Kong ATCC and Manila ACC, and 50 NM longitudinal spacing on ATS routes L625 and N892 between Ho Chi Minh and Manila ACCs were also discussed under **SCSTFRG/9 IP/02**.

Priority Area 4: Review of Existing FLAS/FLOS Operating within the South China Sea

3.13 ICAO commented that as most of the action items under Priority Areas 1, 2 and 3 were almost completed, States/Administration should be prepared to discuss Priority Area 4, at the next SCSTFRG meeting.

Enhancing Air Traffic Management through Designation of PBN Route Specification (WP/04)

3.14 WP/04 presented the follow up on the proposed implementation of RNAV 2 route specification for ATS routes L642, M771 and N892, and RNP 10 route specification for ATS route M768, as discussed at the Combined Tenth Meeting of the South Asia/Indian Ocean ATM Coordination Group and the Twenty-Seventh Meeting of the South-East Asia ATS Coordination Group (SAIOACG/10 and SEACG/27, VTC, 29 March – 02 April 2021).

Implementation of RNAV 2 Route Specification for ATS Routes L642, M771 and N892

3.15 Singapore recalled the results of simulations conducted by the ATMRI, which was shared at the SCSTFRG/8.

3.16 According to the simulation results (**SCSTFRG/8 WP/03 Attachment A**), the designation of ATS routes L642, M771 and N892 to RNAV 2 would enable route capacity optimisation and the possibility of future route structure enhancement, when deemed necessary.

3.17 Singapore commented that based on filed flight plan data, for the period of October to December 2019, indicated that more than 97% of aircraft operating on these routes, within the Singapore FIR, were RNAV 2 equipped. Hence, the transition from existing RNP 10 to RNAV 2 operation was expected to be seamless.

3.18 **Table 3** provides the proposed timeline for implementation of RNAV 2 route specification for ATS routes L642, M771 and N892, for consideration by the States/Administration concerned.

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Milestone	Timeline	Description
1	August 2021	Issue harmonised Aeronautical Information Circular (AIC) on RNAV 2 mandate on ATS routes L642, M771 and N892.
2	October 2021	Submission of joint PfA to Doc 7030.
3	February 2022	RNAV 2 implementation on ATS routes L642, M771 and N892.

Table 3: Proposed Timeline for Implementation of RNAV 2 Operations

3.19 Viet Nam provided its support to implement RNAV 2 or RNP 2 on ATS routes L642, M771 and N892, for aircraft at or above FL290. Non-RNAV 2 or non-RNP 2 aircraft should operate below FL290.

3.20 China and Hong Kong China commented that they would conduct evaluation on this proposal after the implementation of 20 NM longitudinal spacing on ATS routes L642 and M771.

3.21 Philippines commented that the segment of ATS route N892 was within the Category R airspace of Manila FIR. Philippines would evaluate this proposal, and probably propose an alternate navigation specification for this route.

Implementation of RNP 10 Route Specification for ATS Routes M768

3.22 The meeting recalled that Indonesia, Malaysia, Singapore and Viet Nam, at the SCSTFRG/8, had agreed to the implementation of RNP 10 operations on ATS route M768.

3.23 Indonesia, Malaysia and Singapore re-affirmed their commitments and supported the implementation of 50 NM longitudinal spacing on ATS route M768.

3.24 Viet Nam commented that the current traffic demand on this route was low, and therefore the enhancement of longitudinal spacing on this route would not be needed. Viet Nam also commented that currently they were engaged with other urgent commitments to support aviation industries affected by COVID-19 pandemic. Viet Nam would conduct further evaluation on this proposal at a later stage.

3.25 In response, ICAO stated that the low traffic demand on this route could be caused by the limited flight levels available (eastbound: FL270, FL330, FL410; westbound: FL300, FL380) and 10-minutes longitudinal separation, that was applied on this route. The enhancement of longitudinal spacing on this route would allow additional traffic to operate and chances of aircraft obtaining the optimum flight levels.

3.26 ICAO also recalled that the application of RNP 10-based separation minimums was determined only by the Required Navigation Performance (RNP) capability of the aircraft, together with the requirement for either Direct Controller-Pilot Communications (DCPC) with position reports (Doc 4444, paragraph 5.4.2.6.3), or RCP240 and RSP180 (Doc 4444, paragraph 5.4.2.9.2). The application of RNP-based separations was applied on the basis of aircraft and ATS capability, not ATS route definition.

3.27 **Tables 4** provides the updated POC for implementation of RNP 10 operations on ATS route M768.

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State	Name	Email
Indonesia	Mr. Tri Ardhi Yulianto Mr. Ari Harsa Nugraha	evanpandunata@yahoo.co.id ; arieharsa@gmail.com ;
Malaysia	Ms. Gillian Masudal	gillian@caam.gov.my ;
Singapore	Mr. Tommy Tan	tommy_tan@caas.gov.sg ;
Viet Nam	To be confirmed	To be confirmed

Table 4: Updated POC for Implementation of RNP 10 Operations on ATS Route M768

Proposal to Review Existing Flight Planning Restrictions on ATS Route L644 (WP/05)

3.28 Singapore presented the proposal to review the existing city pair restriction on ATS route L644 to allow airlines to optimise flight routing, maximise route capacity and contribute towards reducing fuel burn.

3.29 Currently, ATS route L644 was only available for flight plan by flights departing from Hong Kong China or north of Hong Kong China to Jakarta, Indonesia. According to the data provided by Singapore, the daily average number of flights operating on this route ranged between two to five, which indicated the potential to serve more flights from other destinations, to maximise route capacity.

3.30 **Figure 2** shows the flight plan route for flights departing from airports in Viet Nam (shown in yellow), compared with flights departing from Hong Kong China or north of Hong Kong China (shown in red).

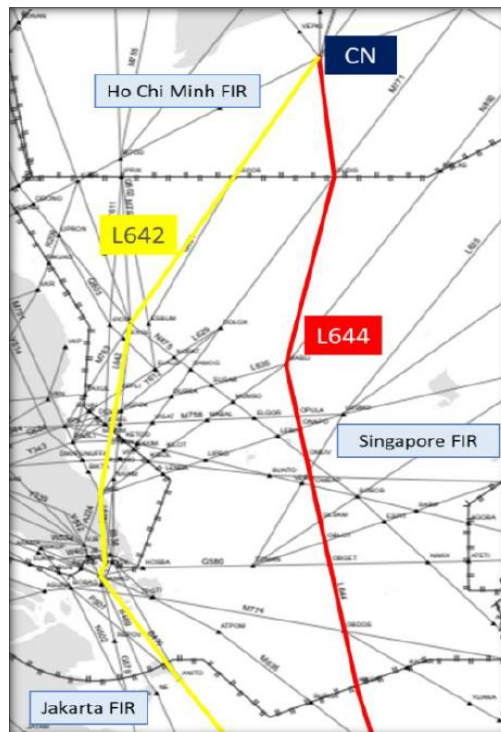


Figure 2: ATS Route L644 vs. ATS Route L642

3.31 In comparison to the currently used ATS route L642, ATS route L644 provided a more efficient and direct routing within Singapore FIR, for upstream flights arriving into Jakarta, Indonesia. The flight distance from Conson (CN) to Jakarta (DKI), via ATS route L644, was approximately 36 NM shorter, compared to routing via ATS route L642.

3.32 IATA thanked Singapore for the effort undertaken to enhance efficiency that would lead to reduction in fuel consumption and subsequently translate to cost savings and lower carbon emission, especially during the COVID-19 pandemic, which had severely affected the airlines.

3.33 China and Hong Kong China commented they had no objection of the proposal. They also pointed out that ATS route L644 was a southbound route, and therefore support from the ACCs of destination airports such as Indonesia should be sought.

3.34 Indonesia and Viet Nam expressed their concerns in relation to this proposal, especially on the potential traffic complexity, and commented that they would require more time to evaluate this proposal.

User Preferred Route (UPR) Trial Improvement within Jakarta and Ujung Pandang FIRs (IP/04)

3.35 Indonesia provided information about the UPR operational trials conducted within Jakarta and Ujung Pandang FIRs, effective from 01 June 2020, and thanked IATA for its continued support and feedback during the trial implementation.

3.36 IATA thanked Indonesia for the work to improve efficiency in Jakarta and Ujung Pandang FIRs, especially for considering airlines feedback before conducting full implementation of UPR.

3.37 In response to an enquiry from IFALPA, Indonesia clarified that the trial implementation of UPR within Jakarta and Ujung Pandang FIRs would continue even after the recovery of traffic demand, caused by COVID-19 pandemic.

3.38 ICAO commented that, noting the current low traffic environment in most of the Asia/Pacific Region caused by COVID-19, it was an ideal lower risk opportunity for States to implement new ATC procedures and collaborate to explore direct routings and cross-border free-route operations to maximise benefits and support the recovery of the aviation industry.

Agenda Item 4: Discussion on PBN Routes Development and FLAS/FLOS Optimisation

Enhance Air Traffic Operations on ATS Routes N875, M772 and P648 (WP/06)

4.1 Indonesia presented its proposals to enhance the longitudinal spacing on ATS routes M772, N875 and P648 to 50 NM, and normalisation of Flight Level Orientation Scheme (FLOS) and removal of Flight Level Allocation Scheme (FLAS) restrictions on these routes.

4.2 Singapore commented that they would support the implementation of 50 NM longitudinal spacing between pair(s) of suitably equipped aircraft, for eastbound traffic on ATS route N875. As the westbound traffic operating on this route would continue either on ATS routes M904 (Bangkok FIR) or N891 (Bangkok and Ho Chi Minh FIRs), after waypoint ENREP, feedback from Thailand and Viet Nam were required as the minimum longitudinal separation at the TOC points were 10 minutes with Mach number technique. In response, Thailand provided its support on the implementation of 50 NM longitudinal spacing on these affected routes.

- 4.3 Regarding the implementation of 50 NM longitudinal spacing on ATS route M772:
- Hong Kong China commented that they had no objection, subject to readiness of other concerned ACCs;
 - Philippines commented that this proposal was not included in their current priority list, and would consider this proposal at a later stage; and
 - Singapore supported the implementation of 50 NM longitudinal spacing between pair(s) of suitably equipped aircraft.

4.4 Malaysia supported the implementation of 50 NM longitudinal spacing on ATS route P648, and had no objection for the removal of FLAS on this route, subject to agreement from other concerned ACCs.

4.5 Indonesia thanked the States/Administration concerned for their support. Indonesia agreed to be the lead coordinator for these initiatives, and to provide update at the next SCSTFRG meeting.

4.6 ICAO thanked Indonesia on its efforts and readiness to accept traffic inbound to Jakarta FIR according to the standard FLOS (Annex 2, Appendix 3a), without FLAS restrictions.

4.7 Since portions of these routes were within Category S airspace, Air Navigation Service Providers (ANSPs) concerned should be able to provide surveillance-based separations, and should not rely on the FLAS for procedural flight level separation anymore, which was the main reason the FLAS was devised in 2002.

Update on Proposed Uni-Directional Parallel Route for R208 (IP/05)

4.8 Malaysia provided an update on the outcome from the meeting between the Civil Aviation Authority of Malaysia and Royal Malaysian Air Force, held in 2019, regarding the proposed implementation of uni-directional parallel route to R208.

4.9 Malaysia described the benefits of implementing these parallel uni-directional routes (**Figure 3**), including improvements in safety and efficiency, and savings to the airspace users.

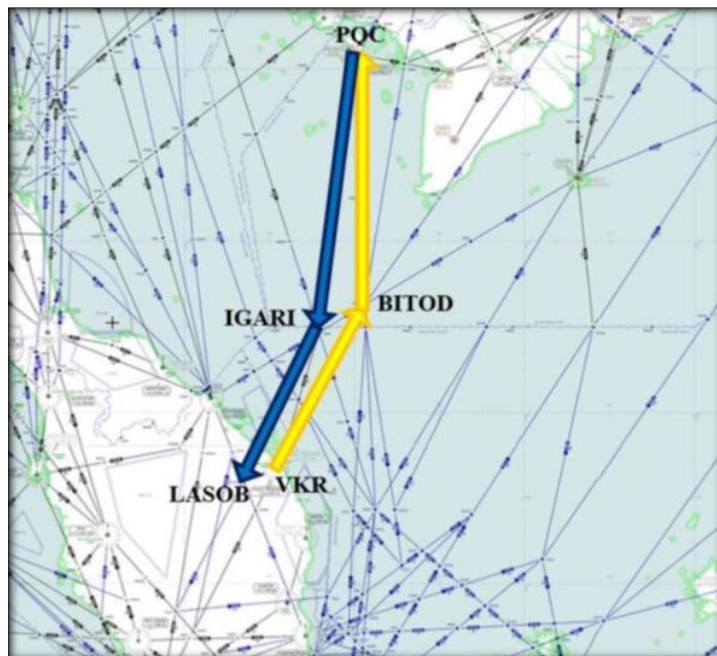


Figure 3: Proposed Parallel Uni-directional Routes

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4.10 Given that these proposed routes would affect Ho Chi Minh, Kuala Lumpur and Singapore FIRs, and the travel restrictions imposed by many States due to the COVID-19 pandemic, Malaysia would host a virtual meeting with Singapore and Viet Nam, in Q4 2021 or Q1 2022.

4.11 Malaysia, Singapore and Viet Nam had agreed in principle the feasibility of this route proposal, and awaited the invitation from Malaysia for the virtual meeting to discuss the development, ATC coordination procedures and other ATM matters related to the implementation of this parallel uni-directional routes proposal.

4.12 Viet Nam stated that this proposal had been discussed at the bilateral meeting between Malaysia and Viet Nam. In order to reduce ATM complexity as well as to increase airspace capacity, Viet Nam supported the virtual meeting between Malaysia, Singapore and Viet Nam to further discuss this proposal. The meeting was informed that Viet Nam had conducted its internal evaluation and consultation on this proposal.

4.13 IFALPA thanked the States concerned for their efforts and collaboration, and looked forward for these routes to be implemented in the near future.

Agenda Item 5: Review of SCSTFRG Task List

SCSTFRG Terms of Reference and Task List (WP/07)

5.1 ICAO presented WP/07, which contained the SCSTFRG Terms of Reference for review and the SCSTFRG Task List for updating (**Appendix C**).

Agenda Item 6: Decisions/Recommendations to SEACG

6.1 None.

Agenda Item 7: Any Other Business

7.1 None.

Agenda Item 8: Date and Venue of the Next Meeting

8.1 The SCSTFRG/10 was tentatively planned in June 2022 at a location to be determined. States/Administration considering hosting the SCSTFRG/10 were invited to contact the Secretariat.

Closing of the Meeting

The Chair thanked the meeting participants for their significant work during a busy meeting program.

LIST OF PARTICIPANTS

	STATE/NAME		TITLE/ORGANIZATION
1.	CHINA (3)		
	1.	Mr. Ding Lei	Assistant, ATM Division of ATMB Civil Aviation Administration of China Air Traffic Management Bureau <u>CHINA</u>
	2.	Mr. Yongqiang Fu	Director of Sanya Area Control Office Civil Aviation Administration of China Air Traffic Management Bureau <u>CHINA</u>
	3.	Mr. Tan Wei	Assistant, ATM Division of Middle South Regional ATMB Civil Aviation Administration of China Air Traffic Management Bureau <u>CHINA</u>
2.	HONG KONG, CHINA (5)		
	4.	Ms. Esther Tang	Chief Air Traffic Control Officer (Operations) Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	5.	Ms. Sarah Wong	Senior Safety and Quality Officer (En-route) Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	6.	Ms. Ka Yan Wong	Safety and Quality Officer (En-route) Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	7.	Mr. Curtis MA	Acting ATS Supervisor Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
	8.	Mr. Alex NG	Acting ATS Supervisor Civil Aviation Department, Hong Kong <u>HONG KONG, CHINA</u>
3.	INDIA (1)		
	9.	Mr. Rajiv Badoni	Joint General Manager Airports Authority of India <u>INDIA</u>
4.	INDONESIA (17)		
	10.	Mr. Nur Said Eko Nugroho	Air Navigation Inspector DGCA Indonesia <u>INDONESIA</u>
	11.	Mr. Yuli Asnanto	Air Navigation Inspector DGCA Indonesia <u>INDONESIA</u>
	12.	Mr. Fajar Sunarjanto	Air Navigation Inspector DGCA Indonesia <u>INDONESIA</u>
	13.	Ms. Lince Simamora	Air Navigation Inspector DGCA Indonesia <u>INDONESIA</u>

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	14.	Ms. Anaria Carini Melissa	Air Navigation Inspector DGCA Indonesia <u>INDONESIA</u>
	15.	Mr. Didik Agus Suryono	ACC Manager AirNav Indonesia <u>INDONESIA</u>
	16.	Mr. Hermawan Novitriyanto	ACC Manager – TMA AirNav Indonesia <u>INDONESIA</u>
	17.	Mr. Rachmat Widiyana	ATFM & CDM Planning Manager AirNav Indonesia <u>INDONESIA</u>
	18.	Mr. Raden Triaswanto	Manager of Safety, Security and Standardization, JATSC AirNav Indonesia <u>INDONESIA</u>
	19.	Mr. Tri Ardhi Yulianto	Jr. Manager Planning & Evaluation of ACC Center AirNav Indonesia <u>INDONESIA</u>
	20.	Mr. Gatut Nugraha	Jr. Manager Planning & Evaluation of ACC East AirNav Indonesia <u>INDONESIA</u>
	21.	Mr. Rino Laharto	Jr. Manager of Upper Airspace Dev AirNav Indonesia <u>INDONESIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	22.	Mr. Hari Purwanto	Jr. Manager ATFM AirNav Indonesia <u>INDONESIA</u>
	23.	Ms. Adri Bela	Air Traffic Controller AirNav Indonesia <u>INDONESIA</u>
	24.	Mr. Deddy Kurniawan Bernadi	Air Traffic Controller AirNav Indonesia <u>INDONESIA</u>
	25.	Mr. Joko Abadi Simamora	Air Traffic Controller AirNav Indonesia <u>INDONESIA</u>
	26.	Ms. Kholifatul Azizah	Air Traffic Controller AirNav Indonesia <u>INDONESIA</u>
5.	MALAYSIA (9)		
	27.	Mr. Nasruddin Bin Zainol Abidin	Director of ATM Division Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	28.	Mr. Md Nastain Mahazur	Deputy Director (Operation) ATM Division Civil Aviation Authority of Malaysia <u>MALAYSIA</u>

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	STATE/NAME		TITLE/ORGANIZATION
	29.	Ms. Dayang Zarina Abang Alli Abd Rahman	Deputy Director KLATCC Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	30.	Mr. Abdul Rali Kassim	Principal Assistant Director ATM Division Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	31.	Mr. Muhammad Hafidz Ibrahim	Senior Assistant Director ATM Division Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	32.	Ms. Nur A'fifah Mansor	Senior Assistant Director ATM Division Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	33.	Mr. Mohd Adelin Bin Md Yusop	Senior Assistant Director KLATCC Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	34.	Ms. Asmuliaty Basran	Air Traffic Controller KKATCC Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
	35.	Ms. Gillian Masudal	Air Traffic Controller KKATCC Civil Aviation Authority of Malaysia <u>MALAYSIA</u>
6.	PHILIPPINES (4)		

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	STATE/NAME		TITLE/ORGANIZATION
	36.	Mr. Sonnel Malantic	Air Traffic Management Officer IV Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	37.	Ms. Marianne Mamuad	Air Traffic Management Officer IV Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	38.	Mr. Joseph Tyrone Arias	Air Traffic Management Officer V Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
	39.	Mr. Edgardo Estrivo	Air Traffic Management Officer V Civil Aviation Authority of the Philippines <u>PHILIPPINES</u>
7.	SINGAPORE (13)		
	40.	Mr. Kelvin Ong	Head (ATM-SEA1), Head (ATM-Asia Pacific) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	41.	Mr. Jermaine Hoh	Head (ATM-SEA2) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	42.	Mr. Chee Han Tan	Senior Air Traffic Control Manager (ATM-SEA2) Civil Aviation Authority of Singapore <u>SINGAPORE</u>

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	STATE/NAME		TITLE/ORGANIZATION
	43.	Ms. Jiaqi Tan	Manager Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	44.	Mr. Khung Hui Yeo	Air Traffic Control Manager Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	45.	Ms. Shi Rui Wong	Deputy Manager (Air Navigation Services) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	46.	Mr. Sivapirakasam R	Deputy Chief (Ops. Area) Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	47.	Ms. Noor Fadhillah Moktar	Master Air Traffic Controller Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	48.	Mr. Jie Yan Yong	Lead Air Traffic Control Officer Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	49.	Mr. Hing Loong Yuen	Air Traffic Control Officer Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	50.	Ms. Nabilah Ali	Air Traffic Control Officer Civil Aviation Authority of Singapore <u>SINGAPORE</u>

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	STATE/NAME		TITLE/ORGANIZATION
	51.	Ms. Siying Tan	Air Traffic Control Officer Civil Aviation Authority of Singapore <u>SINGAPORE</u>
	52.	Mr. Srinivas Athota	Research Associate Air Traffic Management Research Institute <u>SINGAPORE</u>
8.	THAILAND (5)		
	53.	Mr. Chavalit Ithiapa	ANS Officer Civil Aviation Authority of Thailand <u>THAILAND</u>
	54.	Mr. Suvichan Sathitkitpichet	ATM/NMC Manager Aeronautical Radio of Thailand Limited <u>THAILAND</u>
	55.	Ms. Chananya Pinkaewprasert	ATM Network Manager Aeronautical Radio of Thailand Limited <u>THAILAND</u>
	56.	Mr. Dolsarit Somseang	Senior Systems Engineer (Safety Management System) Aeronautical Radio of Thailand Limited <u>THAILAND</u>
	57.	Ms. Chayanan Sanorjit	Air Traffic Controller Aeronautical Radio of Thailand Limited <u>THAILAND</u>
9.	UNITED STATES (1)		

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	STATE/NAME		TITLE/ORGANIZATION
	58.	Mr. Michael Watkins	Senior Air Traffic Representative, Asia Pacific United States Federal Aviation Administration <u>SINGAPORE</u>
10.	VIET NAM (14)		
	59.	Mr. Nguyen Huu Duc	Official Civil Aviation Authority of Viet Nam <u>VIET NAM</u>
	60.	Mr. Dam Tuan Toi	Official Civil Aviation Authority of Viet Nam <u>VIET NAM</u>
	61.	Ms. Ho Doan Trang	Official Civil Aviation Authority of Viet Nam <u>VIET NAM</u>
	62.	Mr. Nguyen Dinh Cong	Deputy General Director Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	63.	Mr. Nguyen Huu Son	Deputy Director Safety – Quality and Security Department Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	64.	Mr. Pham Xuan Thanh	Deputy Manager – ATFM Center Vietnam Air traffic Management Corporation <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
	65.	Mr. Mai Hong Quan	Safety Officer – Quality and Security Department Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	66.	Mr. Vo My Duyen	ATFM Officer – ATFM Center Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	67.	Mr. Nguyen Trung Kien	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	68.	Mrs. Vu Thi Thanh Bach	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	69.	Mr. Nguyen Xuan Le Cuong	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	70.	Mr. Pham Van Manh	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	71.	Mr. Nguyen Nam Khanh	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>
	72.	Ms. Bui Hanh Hoa	ATS Officer Vietnam Air traffic Management Corporation <u>VIET NAM</u>

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	STATE/NAME		TITLE/ORGANIZATION
11.	IATA (10)		
	73.	Mr. John Moore	Assistant Director, Safety & Flight Operations, ASPAC IATA <u>SINGAPORE</u>
	74.	Mr. Hakimuddin Patanwala	Manager, Safety and Flight Operations – ASPAC IATA <u>SINGAPORE</u>
	75.	Mr. Julian FUNG	International Operations Manager IATA/Cathay Pacific Airways <u>CHINA</u>
	76.	Mr. George Chan	Regulatory Affairs Manager – Operations and Industry IATA/Cathay Pacific Airways <u>CHINA</u>
	77.	Mr. Yoshiki Imawaka	Executive Advisor IATA/All Nippon Airways <u>JAPAN</u>
	78.	Mr. Toru Namba	Manager IATA/Japan Air Lines <u>JAPAN</u>
	79.	Mr. Chiaki Yokota	Flight Operations IATA/Nippon Cargo Airlines <u>JAPAN</u>

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	STATE/NAME		TITLE/ORGANIZATION
	80.	Mr. Imshik Shin	Deputy General Manager / Performance Engineering IATA/Korean Air <u>REPUBLIC OF KOREA</u>
	81.	Mr. Adrian Khee	Manager Flight Dispatch IATA/ Singapore Airlines <u>SINGAPORE</u>
	82.	Mr. Nilesh Patil	Head Flight Operations Safety, Security & Quality IATA/ Singapore Airlines <u>SINGAPORE</u>
12.	ICAO (2)		
	83.	Ms. Sunok LEE	Regional Officer, Air Traffic Management ICAO Asia and Pacific Regional Sub-Office <u>CHINA</u>
	84.	Mr. Mior Adli Bin Mior Sallehuddin	Regional Officer, Air Traffic Management ICAO Asia and Pacific Regional Sub-Office <u>CHINA</u>
13.	IFALPA (2)		
	85.	Capt. Max Matsumoto	RVP NOP IFALPA
	86.	Capt. Farouk Zahir	RVP Asia/East IFALPA
	87.	Captain Evanporez Singh	IFALPA

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LIST OF WORKING AND INFORMATION PAPERS

WORKING PAPERS

Number	Agenda	WORKING PAPERS	Presented By
WP/01	1	SCSTFRG/9 Provisional Agenda	Secretariat
WP/02	2	Optimisation of the Capacity of ATS Routes L642 and M771	Hong Kong China
WP/03	3	SCSTFRG Priority Areas	Secretariat
WP/04	3	Enhancing Air Traffic Management Through Designation of PBN Route Specification	Singapore
WP/05	3	Proposal to Review Existing Flight Planning Restrictions on ATS Route L644	Singapore
WP/06	4	Enhance Air Traffic Operations on ATS Routes N875, M772 And P648	Indonesia
WP/07	5	SCSTFRG Terms of Reference and Task List	Secretariat

INFORMATION PAPERS

Number	Agenda	INFORMATION PAPERS	Presented By
IP/01	-	Provisional List of Working and Information Papers	Secretariat
IP/02	2	Continuous Progress in Airspace Capacity Enhancement in Manila FIR Through Collaborative Efforts	Philippines
IP/03	2	Implementation of 50 NM Longitudinal Separation within Ujung Pandang FIR and Manila FIR Boundary	Indonesia and Philippines
IP/04	3	User Preferred Route (UPR) Trial Improvement within Jakarta and Ujung Pandang FIRs	Indonesia
IP/05	4	Update on Proposed Uni-Directional Parallel Route for R208	Malaysia

FLIMSIES

Number	Agenda	FLIMSIES	Presented By
FL/01	2	High Frequency (HF) Radio Communications in Manila FIR	Philippines

PRESENTATIONS

Number	Agenda	FLIMSIES	Presented By
SP/01	2	Optimisation of the Capacity of ATS Routes L642 and M771	Hong Kong China

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SCSTFRG TASK LIST

(Last updated SCSTFRG/9)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
1/3	Traffic Flow Analysis Update		Thailand/MAAR	Ongoing Closed	MAAR to conduct analysis upon request by the SCSTFRG.
2/3	Coordination of activities involving A1:				
	a) Application of 20 NM longitudinal spacing	By end of 2019	China, Hong Kong China	Open Completed	SCSTFRG/8 – Expected to be implemented by end of 2019. SCSTFRG/9 Report re: WP/03.
	b) Parallel routes	Progress report to SCSTFRG/9 SCSTFRG/10	China, Hong Kong China, Laos, Thailand, Viet Nam	Open	SCSTFRG/6 – It was agreed that discussion related to the establishment of parallel route to A1 should take place after the successful implementation of reduce longitudinal spacing from 30NM to 20NM on A1. SCSTFRG/8 – Further discussion on this matter was planned during the upcoming MK-ATM/CG/8, to be hosted by Viet Nam. SCSTFRG/9 Report re: WP/03.
	c) Coordination on the operation near FIR boundary	SCSTFRG/10	China, Hong Kong China, Viet Nam	Open	SCSTFRG/9 – The Secretariat recalled the discussion from the SCSTFRG/6 (WP04) that coordination between China, Hong Kong China and Viet Nam was required, to discuss: <ul style="list-style-type: none"> • the need for traffic overflying Hong Kong FIR to Da Nang International Airport, to be transferred to Sanya ACC at FL320 or below; • Hong Kong China and Viet Nam to consider establishing en-route holding areas 20 NM away from the FIR boundaries; and • updating of LOAs.
	d) Direct communication link between Da Nang APP and Sanya ACC	SCSTFRG/10	China, Viet Nam	Open	SCSTFRG/9 – China updated that the direct communication link had not been established, and requested Viet Nam to provide their POC.

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	e) AIDC between Sanya ACC, Ho Chi Minh ACC, Ha Noi ACC	SCSTFRG/10	China, Viet Nam	Open	SCSTFRG/9 – China updated that the AIDC between Sanya and Ha Noi ACCs, and Ho Chi Minh ACCs, had not been established, and requested Viet Nam to provide the updated POC.
	f) Modelling and simulation of A1 parallel routes	SCSTFRG/10	Viet Nam	Open	SCSTFRG/9 Report re: WP/03. Viet Nam to confirm if they require assistance in conducting the simulation.
4/3	Update on results of Manila ACC ADS-C/CPDLC operations	First quarter of 2020	Philippines	Open Closed	SCSTFRG/8 – Implementation status in Manila FIR: West Pacific airspace – implemented on February 2019; Extended West Pacific airspace – expected at fourth quarter of 2019; and South China Sea airspace – expected at first quarter of 2020. SCSTFRG/9 Report re: IP/02.
6/3	Application of reduced longitudinal spacing in areas with surveillance and VHF DCPC	ASAP	States/Sub-Regional Coordination Groups	Open Closed	Harmonised surveillance based separation standards that can be applied on SCS Routes that pass through category ‘S’ airspace needs to be identified and applied in the near term. Discussed under specific Action Items.
2/4	Enhancement of longitudinal spacing on ATS route M758 and M761	First half of 2020 SCSTFRG/10	Indonesia, Malaysia, Singapore	Open	SCSTFRG/6 – Bilateral discussion between Malaysia and Singapore is ongoing. Reduction of longitudinal spacing from 80NM to 40NM was targeted for first half of 2020. SCSTFRG/9 – Discussion between Indonesia, Malaysia and Singapore was expected when COVID-19 situation improved and face-to-face meeting become possible.
3/4	Optimising traffic flow between Hong Kong and Manila FIRs	Progress report to SCSTFRG/9	Hong Kong China, Philippines	Open Completed	SCSTFRG/8 – 50NM longitudinal spacing on ATS route A461 and A583 between Hong Kong and Manila ACCs implemented on 23 May 2019 and 15 August 2019 respectively. SCSTFRG/9 Report re: IP/02.

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
4/4	New ATS routes parallel to R208	Progress report to SCSTFRG/9 SCSTFRG/10	Malaysia, Singapore, Viet Nam	Open	SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: IP/05.
6/4	Implementation of parallel routes along M751 within Kuala Lumpur FIR and M644 within Bangkok FIR	Progress report to SCSTFRG/9	Malaysia, Thailand	Open Completed	SCSTFRG/8 – Malaysia informed revised PfA had been submitted to ICAO APAC Regional Office on 15 July 2019. SCSTFRG/9 – Parallel route implemented in Bangkok and Kuala Lumpur FIRs, effective 10 September 2020.
7/4	Optimising routing into China to allow more options for aircraft going beyond Pearl River Delta	SCSTFRG/10	China, Hong Kong China, Laos, Thailand, Viet Nam, IATA	Open	Discussion regarding this matter will only take place after the completion of the 3 priority areas agreed in SCSTFRG/3. SCSTFRG/9 – Current route proposals related to this Action Item are SCS 18, SEA 12, and VIET NAM 02.
1/5	Application of 20 NM longitudinal spacing on ATS route A202	By end of 2019	China, Hong Kong China.	Open Completed	SCSTFRG/5 – Mekong States already applied 20NM longitudinal spacing in their FIRs (WP05). SCSTFRG/8 – Expected to be implemented by end of 2019. SCSTFRG/9 Report re: WP/03.
2/5	Enhancement of longitudinal spacing on ATS route L642 and M771	Progress report to SCSTFRG/9 SCSTFRG/10	China, Hong Kong China, Viet Nam	Open	SCSTFRG/8 - Subject to the agreement of Sanya ACC, implementation of 30 NM longitudinal spacing between Hong Kong and Sanya ACCs was expected at first quarter of 2020. SCSTFRG/9 Report re: WP/02.
3/5	Review of FLAS/FLOS:				
	a) Review the FLAS/FLOS Chart and give feedback and optimisation suggestion to RSO		All Member States	Open	SCSTFRG/7 – The meeting agreed for the review of existing FLAS/FLOS operating within the South China Sea with a view to enhancing efficiencies, to be accorded as Priority Area 4 of the SCSTFRG.

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	b) Review the FLAS between Manila and Ujung Pandang ACCs		All Member States	Open	SCSTFRG/7 – The meeting agreed for the review of existing FLAS/FLOS operating within the South China Sea with a view to enhancing efficiencies, to be accorded as Priority Area 4 of the SCSTFRG.
	Review of FLAS/FLOS operating within the South China Sea airspace	SCSTFRG/10	All Member States	Open	SCSTFRG/7 – The meeting agreed for the review of existing FLAS/FLOS operating within the South China Sea with a view to enhancing efficiencies, to be accorded as Priority Area 4 of the SCSTFRG. SCSTFRG/9 Report re: WP/03. Discussion on Priority Area 4 would begin at SCSTFRG/10.
1/6	FL390 that is currently a FLAS level on ATS route A1 to be assigned to ATS route Q1/Q2	SCSTFRG/10	China, Hong Kong China, Thailand, Viet Nam	Open	SCSTFRG/5 – WP02 conclusion. SCSTFRG/6 – Should take place simultaneously with the implementation of reduce longitudinal spacing from 30 NM to 20 NM on A1.
2/6	To reduce separation on M768 to 50NM using ADS-C/CPDLC Enhancement of longitudinal spacing on ATS route M768 to 50 NM	Progress report to SCSTFRG/9 SCSTFRG/10	Indonesia, Malaysia, Singapore, Viet Nam	Open	SCSTFRG/7 – Indonesia, Malaysia, Singapore and Thailand agreed to this proposal. Due to the absence of Cambodia and Viet Nam, offline discussion lead by Singapore would be carried-out. SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: WP/04.
8/1	Enhancement of longitudinal spacing on ATS route M646 to 50 NM	First quarter of 2020	Malaysia, Philippines	Open Completed	SCSTFRG/8 Report FL/02. SCSTFRG/9 Report re: IP/02.
8/2	Enhancement of longitudinal spacing on ATS route L625 and N892 to 50 NM	First quarter of 2020 SCSTFRG/10	China, Singapore, Philippines, Viet Nam	Open	SCSTFRG/8 Report FL/02. SCSTFRG/9 Report re: IP/02.
8/3	Implementation of RNP 4 specification and 30 NM longitudinal spacing on ATS route M767 and N884	Progress report to SCSTFRG/9 SCSTFRG/10	Philippines, Singapore	Open	SCSTFRG/8 Report FL/02. Manila and Singapore ACCs currently applied 50 NM longitudinal spacing on these routes. SCSTFRG/9 Report re: IP/02.

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
9/1	States that were planning to implement performance-based separation minima in the high seas airspace within their FIRs, or had already done so without the necessary Doc 7030 – <i>Regional Supplementary Procedures</i> support, were requested to notify the ICAO Asia and Pacific Regional Office, through official letter, so that a coordinated Proposal for Amendment (PfA) may be prepared	FIT-Asia/11	Indonesia, Philippines, Singapore	Open	SCSTFRG/9 Report re: IP/02.
9/2	Removal of flight planning restrictions on ATS route L644	SCSTFRG/10	Indonesia, Singapore, Viet Nam	Open	SCSTFRG/9 Report re: WP/05.
9/3	Enhancement of longitudinal spacing on ATS routes M772, M904, N875, N891 and P648 to 50 NM	SCSTFRG/10	Hong Kong China, Indonesia, Malaysia, Philippines, Singapore, Thailand, Viet Nam,	Open	SCSTFRG/9 Report re: WP/06.
9/4	Enhancement of longitudinal spacing on ATS routes A461 and A583 to 30 NM	SCSTFRG/10	Hong Kong China, Philippines	Open	SCSTFRG/9 Report re: IP/02.