



ICAO

International Civil Aviation Organization

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/9)

Video Teleconference, 01 – 03 June 2021

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

ENHANCE AIR TRAFFIC OPERATIONS ON ATS ROUTES N875, M772 AND P648

(Presented by Indonesia)

SUMMARY

This paper presents the proposal to enhance traffic flow on N875, M772 and P648 by implement 50NM horizontal separation and normalise FLAS/FLOS.

1. INTRODUCTION

1.1 As a consequence of the increasing number of flights and modernization of flight capabilities also the upgraded Air Traffic Services Communication, Navigation and Surveillance (CNS) to fulfil the Seamless ATS service. Initiative and collaborative works have been conducted over the last few years.

1.2 When global pandemic COVID-19 impacted in early 2020, air transportation continues to be necessary despite the low passenger traffic demand.

1.3 ICAO Regional Asia Pacific Office by State Letter T 3/4.9, T 3/4.14, T 3/15.1 – AP086/20 (ATM) dated 26 March 2020 in subject ATM and Aerodrome COVID-19 Contingency Response and Information Promulgation appealed to all Air Navigation Service Provider (ANSP) to support aircraft operators to improve flight efficiency.

1.4 Removal / Normalization of FLAS and implementation of reduce horizontal separation in some ATS routes over South China Sea can be one of the solutions to support aircraft operator by enable every flight to reach its economic level.

2. DISCUSSION

2.1 Indonesia is aware of and understanding of the complicated traffic arrangements within South China Sea area, therefore comprehensive discussion and special arrangement could still be required.

Reduced Separation to 50NM Horizontal Separation

2.2 Three main routes from Jakarta into the South China Sea, N875 (to Singapore FIR), M772 and P648 (to Kinabalu FIR) are still implementing horizontal separation of 10 and 15 minutes.

2.3 On the Report of SCSTFRG/8, Philippines had completed their transition to the new Air Traffic Management Centre (ATMC) by end of September 2019 which surely made the traffic flow arrangement on those area is more efficient.

2.4 In appendix D to the report of SCSTFRG/8 action item 8/1. listed that Malaysia and Philippines enhanced to implement 50NM horizontal separation on M646, Indonesia willing to extend the enhancement further south to route P648 connecting Kinabalu and Jakarta FIR.

2.5 Indonesia also proposes to enhance reducing to 50NM horizontal separation on N875 and M772 with Singapore and Kinabalu ACC.

To Normalize FLAS/FLOS

2.6 The FLAS/FLOS operating on the Jakarta FIR boundary as follows:

No.	ROUTE	AFFECTED FIRS	DIRECTION	FLAS/FLOS
1	N875	JAKARTA, SINGAPORE	SOUTHEAST	F290
				F330
				F370
				F410
			NORTHWEST	F300
				F340
F380				
2	M772	HONG KONG, JAKARTA, KOTA KINABALU, SINGAPORE,	NORTHEAST	F300
				F380
3	P648	JAKARTA, KOTA KINABALU	NORTHEAST	F310
				F350
				F390
			SOUTHWEST	F320
				F360
				F400

2.7 Should the normalization of FLAS/FLOS is not possible to be done in the near future, Indonesia will accept the arrangement to partially normalize the FLAS/FLOS for inbound traffic to Jakarta FIR only.

Jakarta CNS Capabilities

2.8 ATC unit serving this area is Jakarta ACC, Upper Pontianak Sector, utilizing VHF air ground communication frequencies 133.5Mhz (Primary) / 134.45MHz (Secondary) and Surveillance both MSSR and ADS-B stations at Pontianak airport.

2.9 Another ADS-B station is at Putusibau Airport, which will be operated on August 2021 to widen the surveillance coverage along the boundaries between Jakarta, Ujung Pandang and Kinabalu FIRs.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the proposal to implement 50 NM longitudinal separation on ATS routes M772, N875 and P648;
- c) discuss the normalization of FLAS/FLOS on ATS routes M772, N875 and P648; and
- d) discuss any relevant matters as appropriate.

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