



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 5: Review of SCSTFRG Task List

SCSTFRG TERMS OF REFERENCE TASK LIST

(Presented by the Secretariat)

SUMMARY

This paper provides the SCSTFRG Terms of Reference and Task List for review and update by the meeting.

1. INTRODUCTION

1.1 The SCSTFRG Terms of Reference and Task List are attached as **Attachment A** and **Attachment B** to this paper respectively.

2. ACTION BY THE MEETING

2.1 The meeting is invited to review and update the SCSTFRG Task List, and suggest any necessary changes to the SCSTFRG Terms of Reference if appropriate.

.....

TERMS OF REFERENCE

SOUTH CHINA SEA TRAFFIC FLOW REVIEW GROUP (SCSTFRG)

1.1 Objective

The objective of the SCSTFRG is:

- a) to analyze the traffic flows in the overall South China Sea airspace, air routes and the suitability of the FLOS to optimize airspace capacity and enhance flight safety in the long term; and
- b) to report outcomes of the review and recommendations to SEACG.

1.2 Tasks

To meet this objective, the Review Group, with reference to the Asia/Pacific Region Seamless ATM Plan and expected traffic growth, shall:

- a) Review the existing TF route structures in the SCS Airspace to establish priorities;
- b) Identify current and planned CNS/ATM capabilities and implementation timelines of States concerned;
- c) Identify reduced horizontal separation based on the current and planned CNS/ATM capabilities, taking into account aircraft approval status of the traffic operating on the relevant routes as well as the new CNS capabilities available;
- d) Review the existing FLAS/FLOS operating within the SCS with a view to enhancing efficiencies;
- e) Establish appropriate timelines/milestones/dependencies for activities planned under this Review Group; and
- f) Make recommendations to SEACG on implementation plans for route structures, airspace, FLOS and separation solutions to meet the expectations of the Asia/Pacific Seamless ATM Plan.

SCSTFRG TASK LIST

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
1/3	Traffic Flow Analysis Update		Thailand/MAAR	Ongoing	
2/3	Coordination of activities involving A1:				
	a) Application of 20NM longitudinal spacing	By end of 2019	China, Hong Kong China	Open	SCSTFRG/8 – Expected to be implemented by end of 2019.
	b) Parallel routes	Progress report to SCSTFRG/9	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.
	c) Coordination on the operation near FIR boundary		China, Hong Kong China, Viet Nam	Open	
	d) Direct communication link between Da Nang APP and Sanya ACC		China, Viet Nam	Open	
	e) AIDC between Sanya ACC, Ho Chi Minh ACC, Ha Noi ACC		China, Viet Nam	Open	
	f) Modelling and simulation of A1 parallel routes				

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
4/3	Update on results of Manila ACC ADS-C/CPDLC Operations	First quarter of 2020	Philippines	Open	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.
6/3	Application of reduced longitudinal spacing in areas with surveillance and VHF DCPC	ASAP	States/Sub-Regional Coordination Groups	Open	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.
2/4	Enhancement of longitudinal spacing on ATS route M758 and M761	First half of 2020	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.
3/4	Optimising traffic flow between Hong Kong and Manila FIR	Progress report to SCSTFRG/9	Hong Kong China, Philippines	Open	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.
4/4	New ATS routes parallel to R208	Progress report to SCSTFRG/9	Malaysia, Singapore, Viet Nam	Open	SCSTFRG/8 – Refer Side Meeting summary.
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	SCSTFRG/8 – Malaysia informed revised PFA had been submitted to ICAO APAC Regional Office on 15 July 2019.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
7/4	Optimising routing into China to allow more options for aircraft going beyond Pearl River Delta		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.
1/5	Application of 20NM longitudinal spacing on ATS route A202	By end of 2019	China, Hong Kong China.	Open	SCSTFRG/5 – Mekong States already applied 20NM longitudinal spacing in their FIRs (WP05). SCSTFRG/8 – Expected to be implemented by end of 2019.
2/5	Enhancement of longitudinal spacing on ATS route L642 and M771	Progress report to SCSTFRG/9	China, Hong Kong China	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.
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.
	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.
1/6	FL390 that is currently a FLAS level on ATS route A1 to be assigned to ATS route Q1/Q2		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 30NM to 20NM on A1.

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/6	To reduce separation on M768 to 50NM using ADS-C/CPDLC	Progress report to SCSTFRG/9	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.
8/1	Enhancement of longitudinal spacing on ATS route M646 to 50NM	First quarter of 2020	Malaysia, Philippines	Open	SCSTFRG/8 Report FL/02.
8/2	Enhancement of longitudinal spacing on ATS route L625 and N892 to 50NM	First quarter of 2020	Singapore, Philippines	Open	SCSTFRG/8 Report FL/02.
8/3	Implementation of RNP 4 specification on ATS route M767 and N884	Progress report to SCSTFRG/9	Singapore, Philippines	Open	SCSTFRG/8 Report FL/02. Manila and Singapore ACCs currently applied 50 NM longitudinal spacing on these routes.