



International Civil Aviation Organization

ICAO

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

Video Teleconference, 01 – 03 June 2021

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

IMPLEMENTATION OF 50 NM LONGITUDINAL SEPARATION WITHIN UJUNG PANDANG FIR AND MANILA FIR BOUNDARY

(Presented by Indonesia and Philippines)

SUMMARY

This paper presents an update of the implementation of 50 NM longitudinal separation on several ATS routes within the Ujung Pandang FIR and the Manila FIR boundary.

1. INTRODUCTION

1.1 Indonesia and Philippines have agreed to always be supportive to ICAO programs which is aiming at more efficient, safe, and sustainable air transport.

1.2 Ujung Pandang ACC and Brisbane ACC have had an agreement to implement 50 NM longitudinal separation for traffics flying between Ujung Pandang FIR and Brisbane FIR.

1.3 Manila ACC and Hong Kong ACC have had an agreement to implement 50 NM longitudinal separation for traffics flying between Manila FIR and Hong Kong FIR, on ATS routes A461 and A583.

1.4 It had been agreed by Indonesia and Philippines to conduct the trial implementation of 50 NM longitudinal separation within their boundaries on May 2020.

1.5 As a follow up to successful trial, Indonesia and Philippines have signed an agreement to upgrade the trial to full operational implementation.

2. DISCUSSION

Existing Condition

2.1 Since December 2020, Ujung Pandang ACC and Manila ACC have agreed to implement 50NM longitudinal separation for traffics flying between Ujung Pandang FIR and Manila FIR on ATS routes G578, A461 and B472. Due to route structure consideration, ATS route R590 could not be included.

2.2 Ujung Pandang FIR has already been equipped with PBCS capability however; the lack of Doc 7030 Regional Supplementary Procedures procedure supporting performance-based separation had been a barrier to implementation of RNP 10/RNAV 10-based separation in the Ujung Pandang FIR.

2.3 The absence of surveillance capability in northern part of Ujung Pandang FIR is also one of the reasons for Ujung Pandang ACC and Manila ACC to initially exclude the ATS routes B473 and B462 in the implementation of 50 NM horizontal separation.

Planned Action

2.4 After having a successful implementation of 50 NM horizontal separation, Indonesia is looking to implement RNP 4-based separation in the near future to align with RNP 4 implementation in Australia airspace.

2.5 Accordingly, Indonesia is looking forward to have the amendment of ICAO Doc 7030 – Regional Supplementary Procedures to support the implementation of RNP 4-based separation in the Ujung Pandang FIR.

2.6 Likewise, the Philippines is looking to extend its trial implementation of 30 NM longitudinal spacing (RNP 4-based) in the southern portion of Manila FIR boundary with Ujung Pandang after the full implementation of 30 NM longitudinal spacing between Manila ACC and Hong Kong ACC on ATS routes A461 and A583. The goal is to provide a harmonized and efficient service for flights operating from Hong Kong China to Australia and vice versa.

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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