

SCSTFRG TASK LIST
(Last updated SCSTFRG/9)

ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/3	Coordination of activities involving A1:				
	a) Application of 20 NM longitudinal spacing	By end of 2019	China, Hong Kong China	Completed	SCSTFRG/8 – Expected to be implemented by end of 2019. SCSTFRG/9 Report re: WP/03.
	b) Parallel routes	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 reduced 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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	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.
2/4	Enhancement of longitudinal spacing on ATS route M758 and M761	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 the 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.
4/4	New ATS routes parallel to R208	SCSTFRG/10	Malaysia, Singapore, Viet Nam	Open	SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: IP/05.
7/4	Optimising routing into China to allow more options for aircraft going beyond Pearl River Delta	SCSTFRG/10	China, Hong Kong, Laos, Thailand, Viet Nam, IATA	Open	SCSTFRG/3 agreed that discussion regarding this matter would only take place after the completion of the 3 priority areas. SCSTFRG/9 – Current route proposals related to this Action Item are SCS 18, SEA 12, and VIET NAM 02.
2/5	Enhancement of longitudinal spacing on ATS route L642 and M771	SCSTFRG/10	China, Hong Kong, 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 the first quarter of 2020. SCSTFRG/9 Report re: WP/02.

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3/5	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 reduced longitudinal spacing from 30 NM to 20 NM on A1.
2/6	Enhancement of longitudinal spacing on ATS route M768 to 50 NM	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.
8/2	Enhancement of longitudinal spacing on ATS route L625 and N892 to 50 NM	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	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.
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.



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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.