



ICAO

International Civil Aviation Organization

Eleventh Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/11)

Bangkok Thailand, 04 – 06 July 2023

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

**Progress Update to Enhance Traffic Flow on ATS route M768**

(Presented by Indonesia, Malaysia, Singapore, and Viet Nam)

**SUMMARY**

This paper presents a progress update on efforts by States to enhance the traffic flow on ATS route M768 through reduction of longitudinal spacing and the associated implementation plan.

**1. INTRODUCTION**

1.1 At SCSTFRG/7 in 2018, Indonesia proposed for the enhancement of horizontal separation on ATS route M768 from 80NM to 50NM, based on RNP 10 operations. Both Malaysia and Singapore had expressed support for this proposal. As the route also traversed Ho Chi Minh FIR, the meeting agreed for Singapore to take the lead to coordinate with Viet Nam separately.

1.2 With the forecasted<sup>1</sup> air passenger demand to rapidly recover to pre-pandemic levels, it is timely to enhance longitudinal spacing on ATS route M768, which serves flights operating to and from multiple aerodromes and traverse through Brisbane FIR, Ujung Pandang FIR, Kota Kinabalu FIR, Singapore FIR, and Ho Chi Minh FIR.

**2. DISCUSSION**

2.1 At the regular ATS Coordination Meeting between Singapore and Viet Nam in Jun 2022, Viet Nam agreed to support the implementation of 50NM longitudinal spacing on ATS route M768 through the application of surveillance separation.

2.2 To move forward with the initiative to enhance longitudinal spacing on ATS route M768 to 50NM, Indonesia, Malaysia and Singapore have agreed to designate M768 as RNP10 for the segment of the route east of waypoint AKMON, for FL290 and above. For the route segment west of waypoint AKMON, there will be no change to the navigation specifications within Ho Chi Minh FIR and both Ho Chi Minh and Singapore ACCs will carry out ATC coordination to affect the 50NM longitudinal separation. The States concerned have agreed on the implementation timeline as shown in Table 1.

<sup>1</sup> ICAO Newsroom, 8 February 2023, *ICAO forecasts complete and sustainable recovery and growth of air passenger demand in 2023*, media release, accessed 29 May 2023, <<https://www.icao.int/Newsroom/Pages/ICAO-forecasts-complete-and-sustainable-recovery-and-growth-of-air-passenger-demand-in-2023.aspx>>

Date	Event/Action
Jun – Jul 2023	<ul style="list-style-type: none"> <li>• Work out coordination process to implement 50NM longitudinal separation on M768.</li> <li>• Harmonized publication of draft AIC                             <ul style="list-style-type: none"> <li>– Describe the trial to designate M768 as RNP10 for FL290 and above, for the segment of route east of AKMON</li> </ul> </li> </ul>
Aug – Sep 2023	<ul style="list-style-type: none"> <li>• Commencement of 2-month trial</li> </ul>
Oct 2023	<ul style="list-style-type: none"> <li>• End of 2-month trial</li> <li>• Collect feedback from the trial.</li> <li>• Agree on the date to designate M768 route segment east of AKMON as RNP10</li> </ul>
Nov – Dec 2023	<ul style="list-style-type: none"> <li>• Circulate, finalize, and publish the harmonized AIP Supplement designating the route segment as an RNP10 route.</li> </ul>
Jan – Feb 2024	<ul style="list-style-type: none"> <li>• Implementation of 50NM longitudinal separation on ATS route M768 by formalizing the coordination process with adjacent FIR</li> </ul>

*Table 1. Timeline for Implementation of 50NM longitudinal separation on ATS Route M768*

2.3 In line with the objectives of SCSTFRG to review the existing route structures and airspace improvement projects in the concerned airspace, and identify the most efficient horizontal separations to be utilized, based on the current and planned Communications, Navigation and Surveillance (CNS) and Air Traffic Management (ATM) capabilities, this paper seeks the meeting’s views on the implementation timeline as per Table 1 and to encourage further discussion on the possibility of implementing higher PBN specifications on M768 to handle potential future increase in air traffic movements.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the information contained in this paper;
- b) Review the timeline for the implementation of 50NM longitudinal separation on ATS Route M768; and
- c) Discuss the possibility of implementing higher PBN specifications on M768 to handle potential future increase in air traffic movements.

.....