



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 5: Review of SCSTFRG Task List

SCSTFRG TASK LIST

(Presented by the Secretariat)

SUMMARY

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

1. INTRODUCTION

1.1 The SCSTFRG Task List is appended as Attachment to this paper.

2. ACTION BY THE MEETING

2.1 The meeting is invited to review and update the SCSTFRG Task List, and suggest any necessary changes.

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SCSTFRG/11-WP/12
Attachment

SCSTFRG TASK LIST

(Last updated SCSTFRG/10)

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/11	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. SCSTFRG/9 Report re: WP/03. SCSTFRG/10 Report re: WP/04.
	c) Coordination on the operation near FIR boundary	SCSTFRG/10	China, Hong Kong China, Viet Nam	Closed	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. <p>At the SCSTFRG/10 – HK China proposed it to be closed</p>
d) Direct communication link between Da Nang APP and Sanya ACC	SCSTFRG/11	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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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
	<p>e) AIDC between Sanya ACC, Ho Chi Minh ACC, Ha Noi ACC</p> <p>f) Modelling and simulation of A1 parallel routes</p>	SCSTFRG/11	China, Viet Nam	Open	<p>SCSTFRG/10 – DCPC btw Sanya and Da Nang not yet implemented. POC of Viet Nam (Da Nang APP) will be provide by the end of June 2022</p> <p>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. SCSTFRG/10 – China would like to facilitate the AIDS with Viet Nam ASAP. VATM POC was provide during the meeting.</p> <p>SCSTFRG/9 Report re: WP/03. Viet Nam to confirm if they require assistance in conducting the simulation. SCSTFRG/10 Report re: WP/04 Viet Nam to continue assessment and study on the proposal.</p>
2/4	Enhancement of longitudinal spacing on ATS route M758 and M761	SCSTFRG/11	Indonesia, Malaysia, Singapore	Open	<p>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.</p> <p>SCSTFRG/9 – Discussion between Indonesia, Malaysia and Singapore was expected when COVID-19 situation improved and face-to-face meeting become possible.</p> <p>SCSTFRG/10 – When COCID-19 situation improved, face-to-face meeting will be held to discuss 50NM. Now 10 min separation between a pair of RNAV capable aircraft on the same level. M758 (Cat R/S airspace to Cat R FIR TOC point) M761 (Cat S airspace to Cat S FIR TOC point)</p>

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
4/4	<p>New ATS routes parallel to R208 Viet Nam's feedback: Currently, Viet Nam is studying to establish 02 new PBN routes as follow: The first one is PBN route from Tan Son Nhut Intl airport to Phuket Intl Airport of Thailand (from DVOR/DME TSH to DVOR/DME PUT) and the second one is from DVOR/DME PQU to IGARI to serve flight between Phu Quoc Intl Airport to Malaysia/Singapore. These routes are intended application of PBN specification RNP4/RNAV 5 or RNP2/RNAV2 (for Non-PBN aircraft could be consider to fly at lower flight level or is assigned by concerning ATS). Viet Nam will conduct internal cooperation with relevant authority of Viet Nam and discuss with Thailand, Cambodia and Malaysia as well.</p>	SCSTFRG/11	Malaysia, Singapore, Viet Nam	Open	<p>SCSTFRG/8 – Refer Side Meeting summary. SCSTFRG/9 Report re: IP/05.</p> <p>Proposed Tri-lateral meeting: July 26, 27 or 28, 2022 Confirmation by Viet Nam: By the end of June 2022</p>
7/4	<p>Optimising routing into China to allow more options for aircraft going beyond Pearl River Delta</p>	SCSTFRG/11	China, Hong Kong China, Laos, Thailand, Viet Nam, IATA	Open	<p>Discussion regarding this matter will only take place after the completion of the 3 priority areas agreed in SCSTFRG/3. SCSTFRG/9 – Current route proposals related to this Action Item are SCS 18, SEA 12, and VIET NAM 02.</p> <p>On Stand-by: It's linked to A1 enhancement (20NM and parallel routes)</p>

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/5	<p>Enhancement of longitudinal spacing on ATS route L642 and M771</p> <p>Viet Nam's feedback:</p> <p>Viet Nam has discussed via email with Hong Kong China about the implementation of 20NM longitudinal spacing at TOC on ATS routes L642 and M771. Viet Nam also informed that ATS surveillance minima separation within area of responsibility of Ho Chi Minh ACC is 10 NM (it is planned to reduce to 5 NM in coming time).</p>	SCSTFRG/11	China, Hong Kong China , Singapore, Viet Nam	Open	<p>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.</p> <p>SCSTFRG/9 Report re: WP/02.</p> <p>SCSTFRG/10 Report re: WP/04 NM longitudinal spacing btw Hong Kong and Sanya ACCs had not been implemented (now 50 NM spacing in place)</p>
3/5	<p>Review of FLAS/FLOS operating within the South China Sea airspace:</p> <p>a) study and review the current SCS FLAS/FLOS operation with all neighboring FIRs with a view to enhancing efficiencies;</p> <p>b) provide the current FLAS/FLOS and no-PDC Flight Level data in SCS FLAS/FLOS Chart (Appendix A to the Report) to the ICAO APAC Regional Sub-office (APAC-RSO@icao.int); and</p> <p>c) report the review result including the possible improvement proposals to the SCSTFRG/11 meeting.</p>	SCSTFRG/11	All Member States	Open	<p>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.</p> <p>SCSTFRG/9 Report re: WP/03. Discussion on Priority Area 4 would begin at SCSTFRG/10.</p> <p>SCSTFRG/10 Report re: WP/06 (Decision SCSTFRG/10-1)</p>
1/6	FL390 that is currently a FLAS level on ATS route A1 to be assigned to ATS route Q1/Q2	SCSTFRG/11	China, Hong Kong China, Thailand, Viet Nam	Open	<p>SCSTFRG/5 – WP02 conclusion.</p> <p>SCSTFRG/6 – Should take place simultaneously with the implementation of reduce longitudinal spacing from 30 NM to 20 NM on A1.</p> <p>SCSTFRG/10 – Viet Nam still required FL390 to be assigned as FLAS on Q1 and Q2. China commented there would be more altitude transition points with reallocation increasing more conflict points.</p>

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
2/6	Enhancement of longitudinal spacing on ATS route M768 to 50 NM	SCSTFRG/11	Indonesia, Malaysia, Singapore , Viet Nam	Open	<p>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.</p> <p>SCSTFRG/8 – Refer Side Meeting summary.</p> <p>SCSTFRG/9 Report re: WP/04.</p> <p>SCSTFRG/10 – Singapore informed on the bi-lateral meeting with Viet Nam will take place at the end of June 2022. In the meantime, discussion btw Indonesai and Malaysia will be carried out.</p>
8/2	Enhancement of longitudinal spacing on ATS route L625 and N892 to 50 NM	SCSTFRG/11	China, Singapore, Philippines, Viet Nam	Open	<p>SCSTFRG/8 Report FL/02.</p> <p>SCSTFRG/9 Report re: IP/02.</p> <p>Expected to be implemented in Q4 2021 (coordi and agreement with HoChi Minh and Taibei ACCs)</p> <p>Seek info from Philippines</p> <p>SCSTFRG/10 Flimsy01 – update from Philippines</p> <p>This implementation requires the operation of a new ACC sector in the SCS as already mentioned in the previous meetings. Due to several constraints during the pandemic, relevant activities pertaining to this implementation have been rescheduled:</p> <p>Operation of the new sector -- Q4 2022</p> <p>Collaboration for optimization -- Q1 2023</p> <p>Proposed Implementation -- Q2 2023</p>
9/2	Removal of flight planning restrictions on ATS route L644	SCSTFRG/11	Indonesia, Singapore , Viet Nam	Open	<p>SCSTFRG/9 Report re: WP/05.</p> <p>SCSTFRG/10 Report re: WP/05 – Indonesia accepted the proposal</p> <p>SCSTFRG/10 – Singapore commented this item is included in the bi-lateral meeting with Viet Nam at the end of June 2022.</p>

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ACTION ITEM	DESCRIPTION	TIME FRAME	RESPONSIBLE PARTY	STATUS	REMARKS
9/3	a) Enhancement of longitudinal spacing on ATS route M875, M904 and N891 to 50NM	SCSTFRG/11	Malaysia, Indonesia, Singapore, Thailand, Viet Nam	Open	SCSTFRG/9 Report re: WP/06. Currently 10 min at the TOC points
	b) Enhancement of longitudinal spacing on ATS route M772 to 50NM	SCSTFRG/11	Hong Kong China, Malaysia, Indonesia, Philippines, Singapore	Open	SCSTFRG/9 Report re: WP/06. SCSTFRG/10 HK China no objection, Singapore supports, Philippines would consider at a later stage
	c) Enhancement of longitudinal spacing on ATS route P648 to 50NM	SCSTFRG/11	Indonesia, Malaysia,	Open	SCSTFRG/9 Report re: WP/06. SCSTFRG/10 Malaysia supports and no objection for FLAS removal.
9/4	Enhancement of longitudinal spacing on ATS routes A583 to 30 NM	SCSTFRG/11	Hong Kong China, Philippines	Open	SCSTFRG/9 Report re: IP/02. SAIOSEACG/1 IP07. A461: Phase 1 trial of 30NM until Apr 2022 for RNP4 equipped traffic at above F290, at least one destined for HK or MNL FIRs. Phase2: after a joint review in Q2 2022 for all RNP4 a/s incl. overflights. Phase 3: extend to all RNP4 a/c on A461 and A583
10/1	30 NM longitudinal spacing between Indonesia and its neighbouring FIRs	SCSTFRG/11	Indonesia, Malaysia, Philippines, Singapore	Open	SCSTFRG/10 Report re: WP03 (ref: side meeting discussion)
10/2	Optimization of flight level usage on M772 with a view to FLAS optimization	SCSTFRG/11	Hong Kong China, Indonesia , Malaysia, Philippines, Singapore	Open	SCSTFRG/10 Report re: WP03
10/3	Optimization of ATS route M646 between Manila and Taipei: 30NM longitudinal spacing only to aircraft pairs destined for either Manila FIR or Taipei FIR.	SCSTFRG/11	Philippines, Taipei ACC	Open	SCSTFRG/9 Report re: IP/02. SCSTFRG/10 Flimsy01

