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UNITING AVIATION

SCSTFRG/11 WP06

04-06/07/2023

AGENDA ITEM 3 | WP06

PROGRESS REVIEW OF SCSTFRG PRIORITY AREAS

Secretariat

ICAO Asia & Pacific Regional Sub-office



SUMMARY

This paper presents the progress review of SCSTFRG Priority Areas to obtain States' /Administration's progress and commitment to set the implementation timelines for each Priority Area.





INTRODUCTION

Priority Area 1: A1/A202

- to reduce longitudinal spacing to at least 20 NM
- and to develop a parallel route to A1.

Priority Area 2: L642/M771

- to reduce longitudinal spacing to at least 20 NM
- to investigate the possibility of implementing parallel routes for L642 and M771.

Priority Area 3: A461/A583/L625/N892

- to reduce longitudinal spacing to at least 50 NM with planning for 30 NM or less.

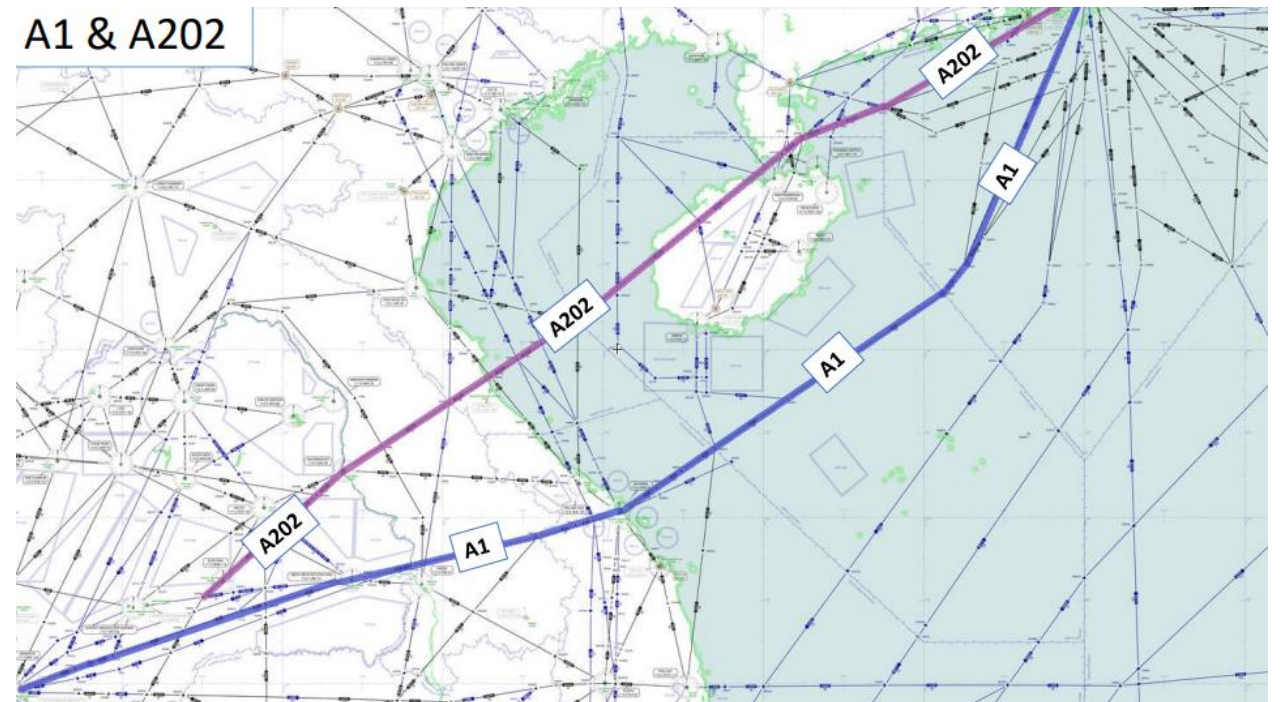
Priority Area 4: FLAS/FLOS

- Review of existing Flight Level Allocation Scheme (FLAS)/ Flight Level Orientation Scheme (FLOS) operating within the South China Sea (SCS).

Priority Area 1: A1/A202

✓ to reduce longitudinal spacing to at least 20 NM

1. 20 NM longitudinal spacing has been implemented on ATS route A1 (at the Transfer of Control (TOC) points between Ho Chi Minh and Sanya FIRs; Sanya and Hong Kong FIRs; and Hong Kong and Taipei FIRs) and ATS route A202 (at the TOC points between Ha Noi and Sanya FIRs; Sanya and Guangzhou FIRs; and Sanya and Hong Kong FIRs), effective **from 26 March 2020**.
2. This action item is completed.



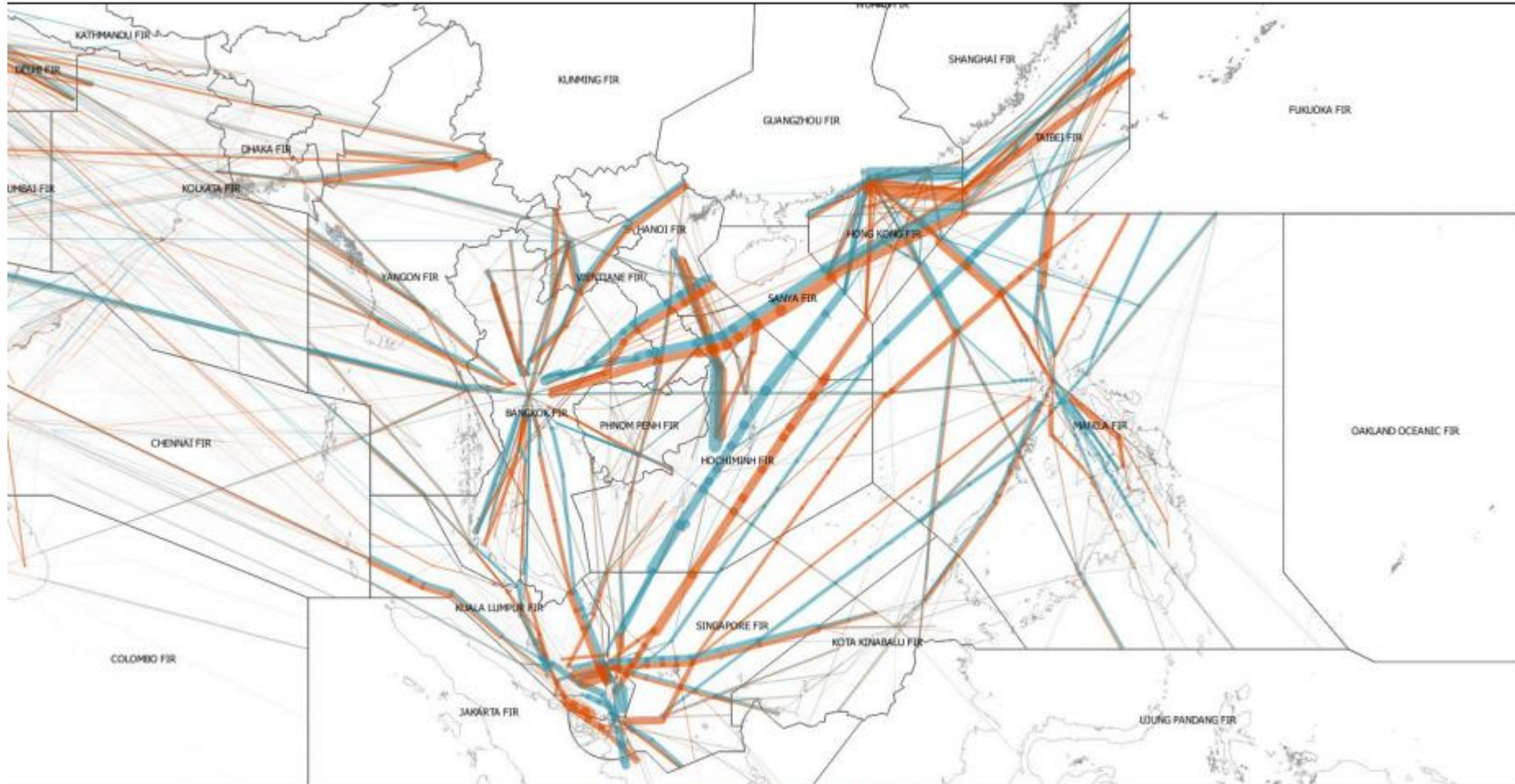


Figure 2: 2019 SEA Traffic Flow from TSD

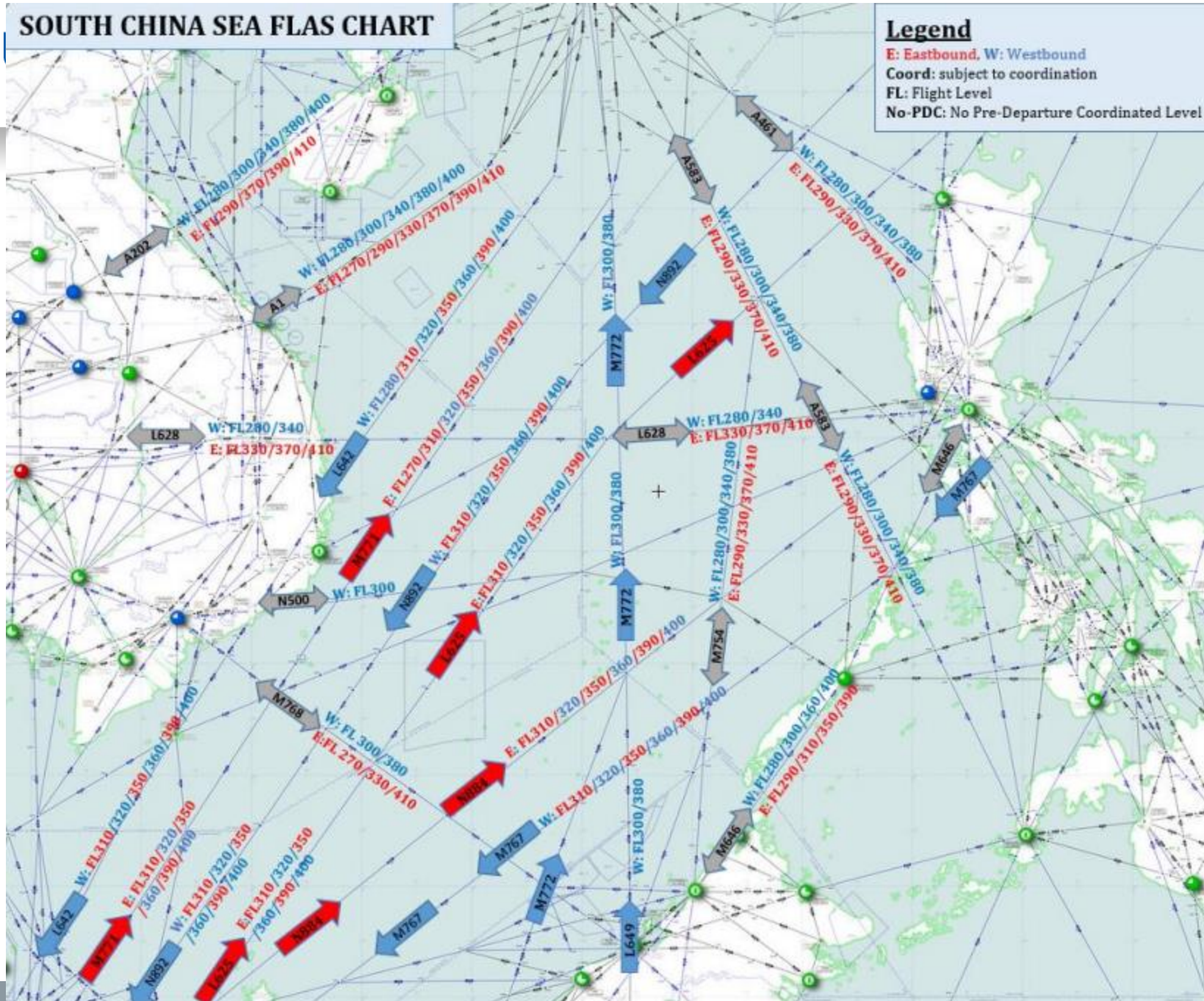


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SOUTH CHINA SEA FLAS CHART

Legend

- E: Eastbound, W: Westbound
- Coord: subject to coordination
- FL: Flight Level
- No-PDC: No Pre-Departure Coordinated Level



Priority Area 1: A1/A202

Parallel Route to ATS Route A1

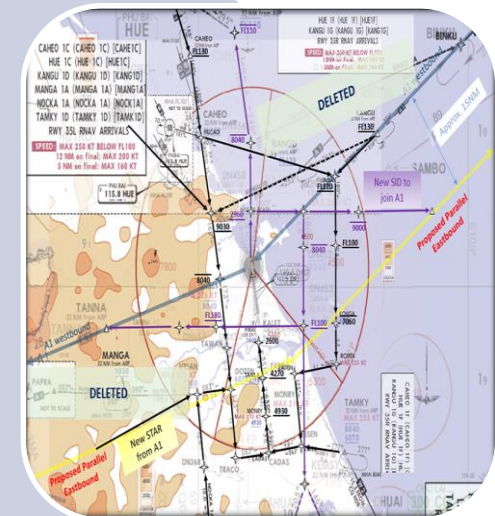
SCSTFRG/8

had agreed for ATS route A1 and the proposed parallel route to be designated as RNAV 2, which would involve modification on the existing ATS route A1 route alignment the entry and exit points at the FIR boundary.



MK-ATM/CG/8

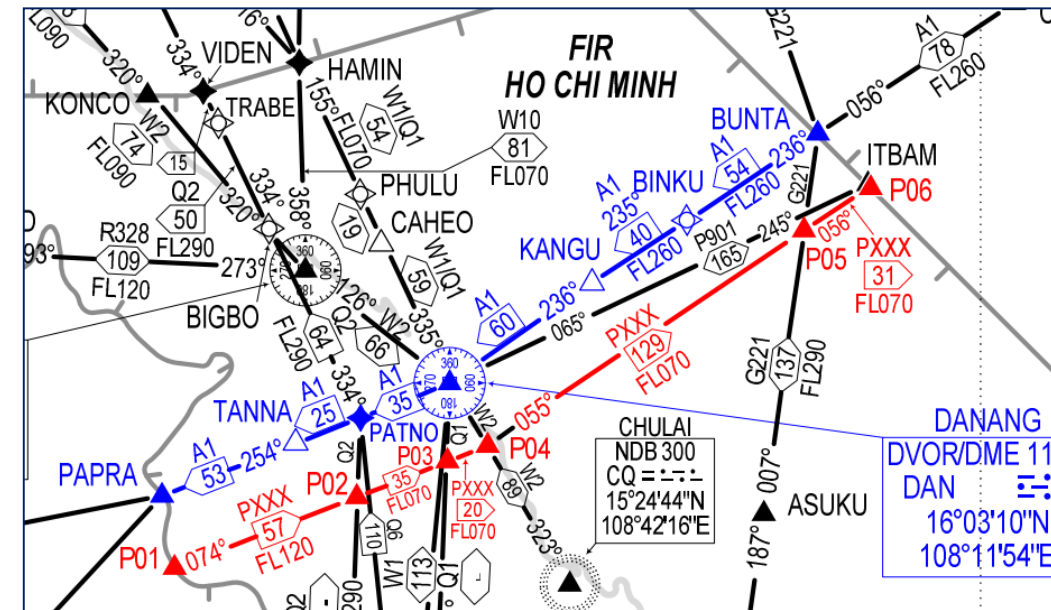
Thailand had suggested that to minimise the impact on the existing Standard Instrument Departure (SID) and Standard Instrument Arrival (STAR) procedures for Da Nang International Airport



Priority Area 1: A1/A202

Parallel Route to ATS Route A1: Viet Nam Feedback

According to IP05, provided by Viet Nam, Viet Nam has studied the proposed parallel route to A1 with traffic flow orientation preferred by Hong Kong China, Lao PDR and Thailand using navigation specification RNAV 2/RNP 2 and route spacing 15NM. The new route will cross over 3 danger areas and 3 restricted areas published in Viet Nam AIP. The other military training areas not published in Viet Nam AIP have not been considered yet. For flight procedure design, it will require the amendment of 3 SIDs, 4 STARs and 4 IAPs at Da Nang International Airport. The amendment of flight procedures will not be a problem for Viet Nam as the expected change is not complex. However, the air traffic control units in charge of Da Nang International Airport and the middle region airspace of Viet Nam still wish to reverse the orientation which could be more suitable for their operations. This work is ongoing in regard of both internal and international consultations. There is a need for a closely coordination as well as co-operation by the States concerned.

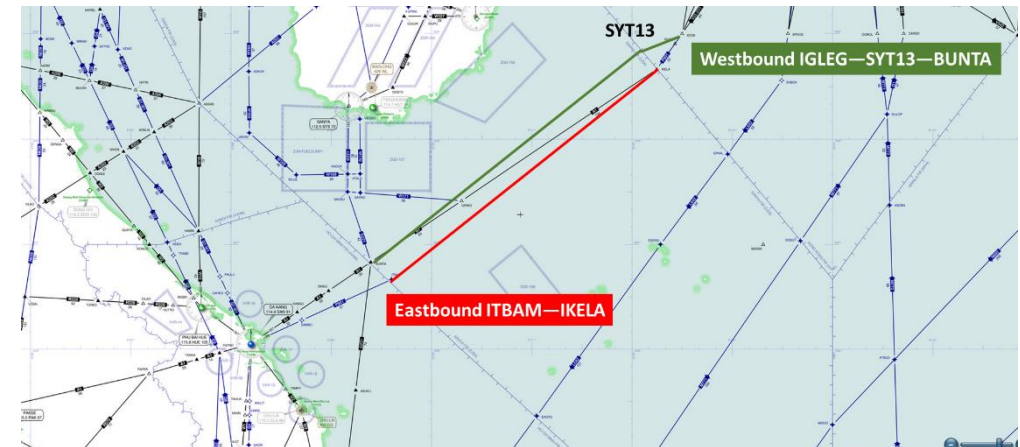


Priority Area 1: A1/A202

Parallel Route to ATS Route A1

**Agenda Item 4:
Discussion on PBN Routes Development and
FLAS/FLOS Optimization**

**FEASIBILITY STUDY ON RE-DESIGNATION
OF ATS ROUTE A1 TO
UNIDIRECTIONAL PBN ROUTES**
(Presented by China)



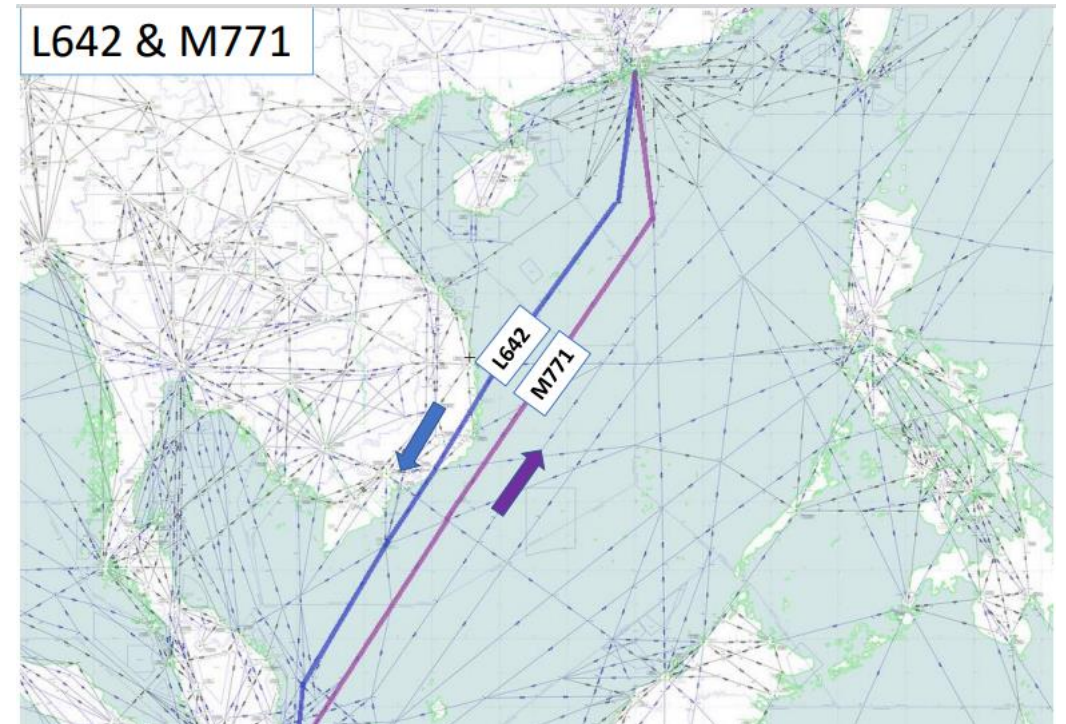
Priority Area 2: L642/M771

to reduce longitudinal spacing to at least 20 NM

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

PROGRESS UPDATE ON CAPACITY
OPTIMISATION ON AIR ROUTES L642 AND
M771

(Presented by Hong Kong China)



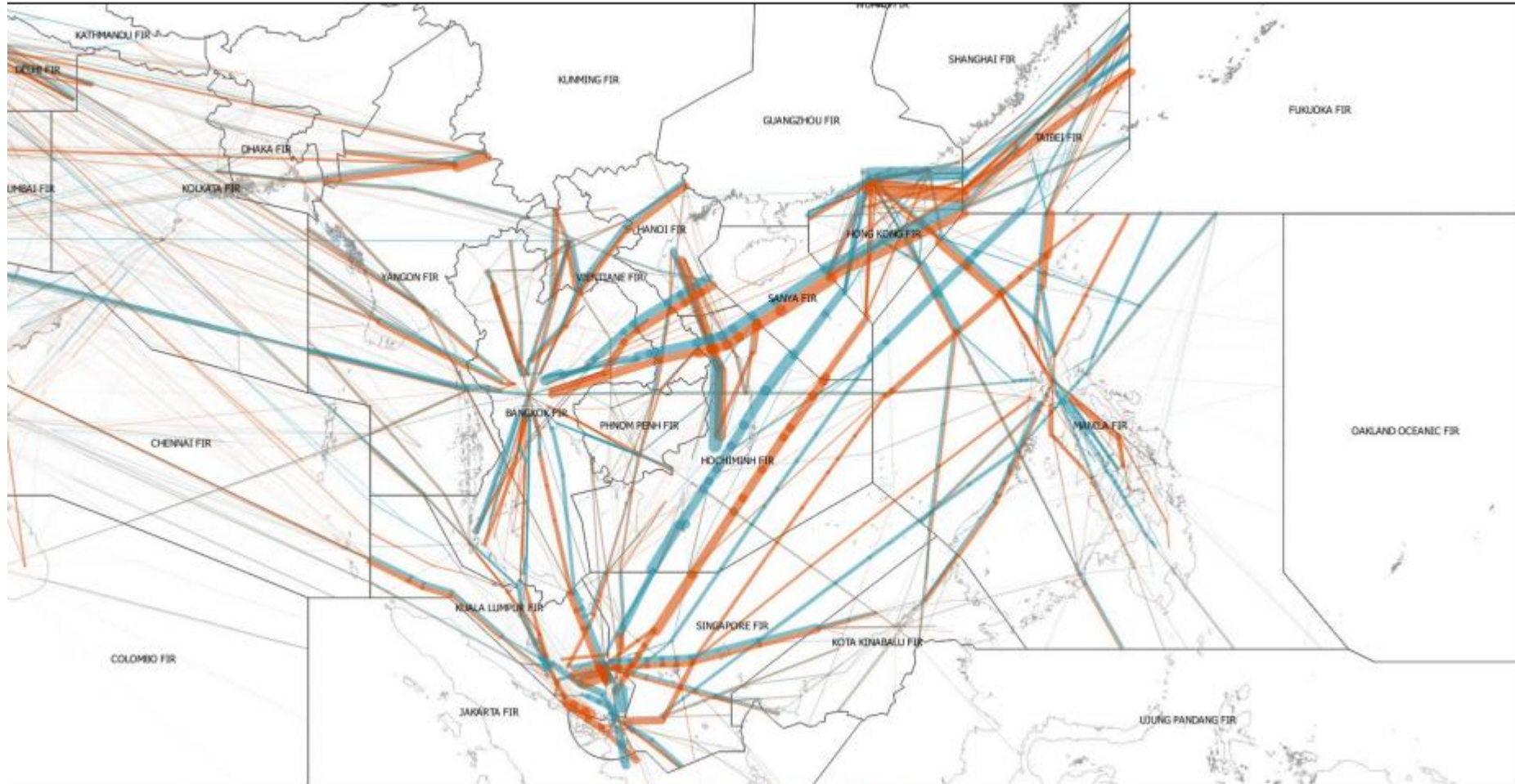


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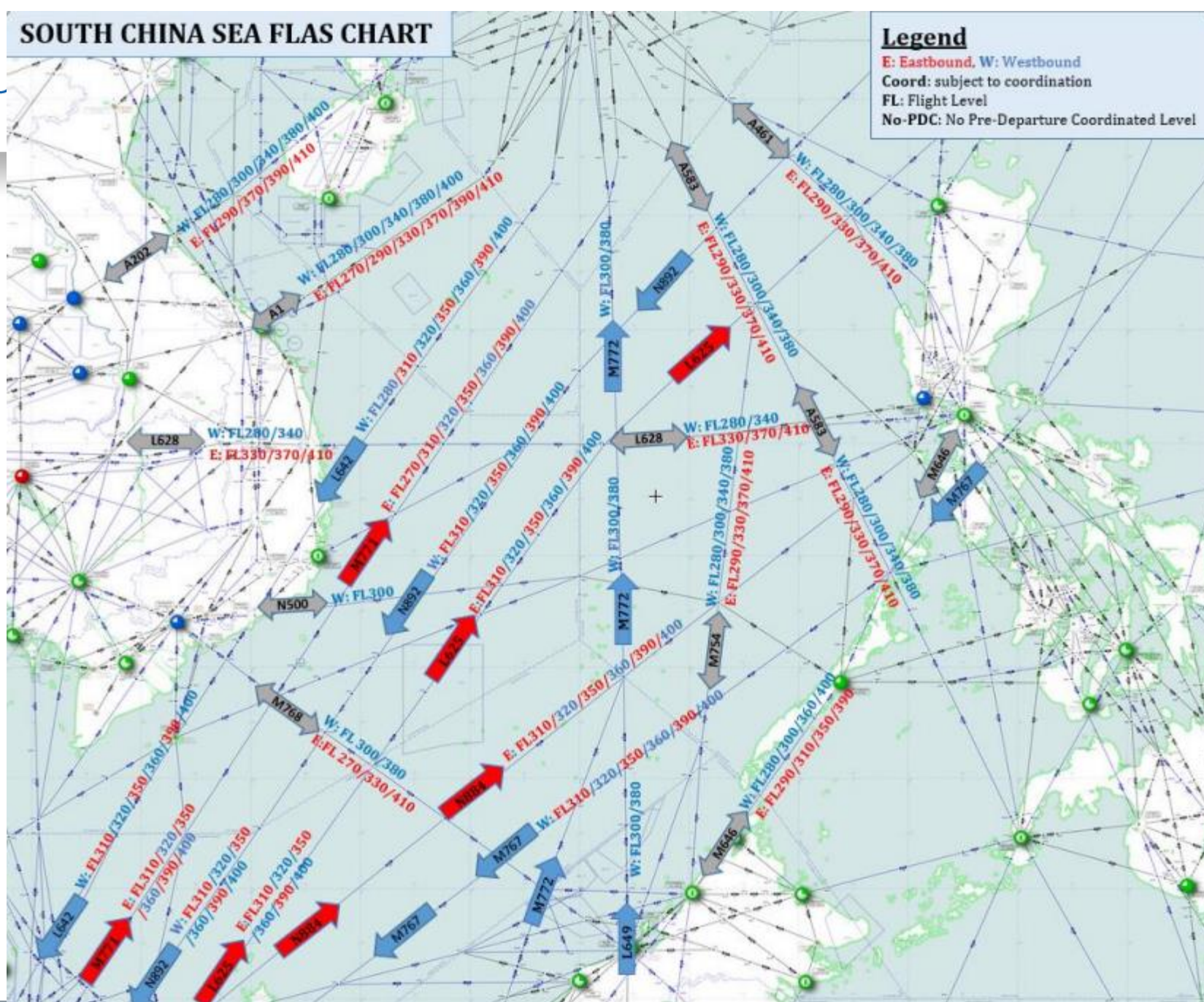


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Priority Area 2: L642/M771

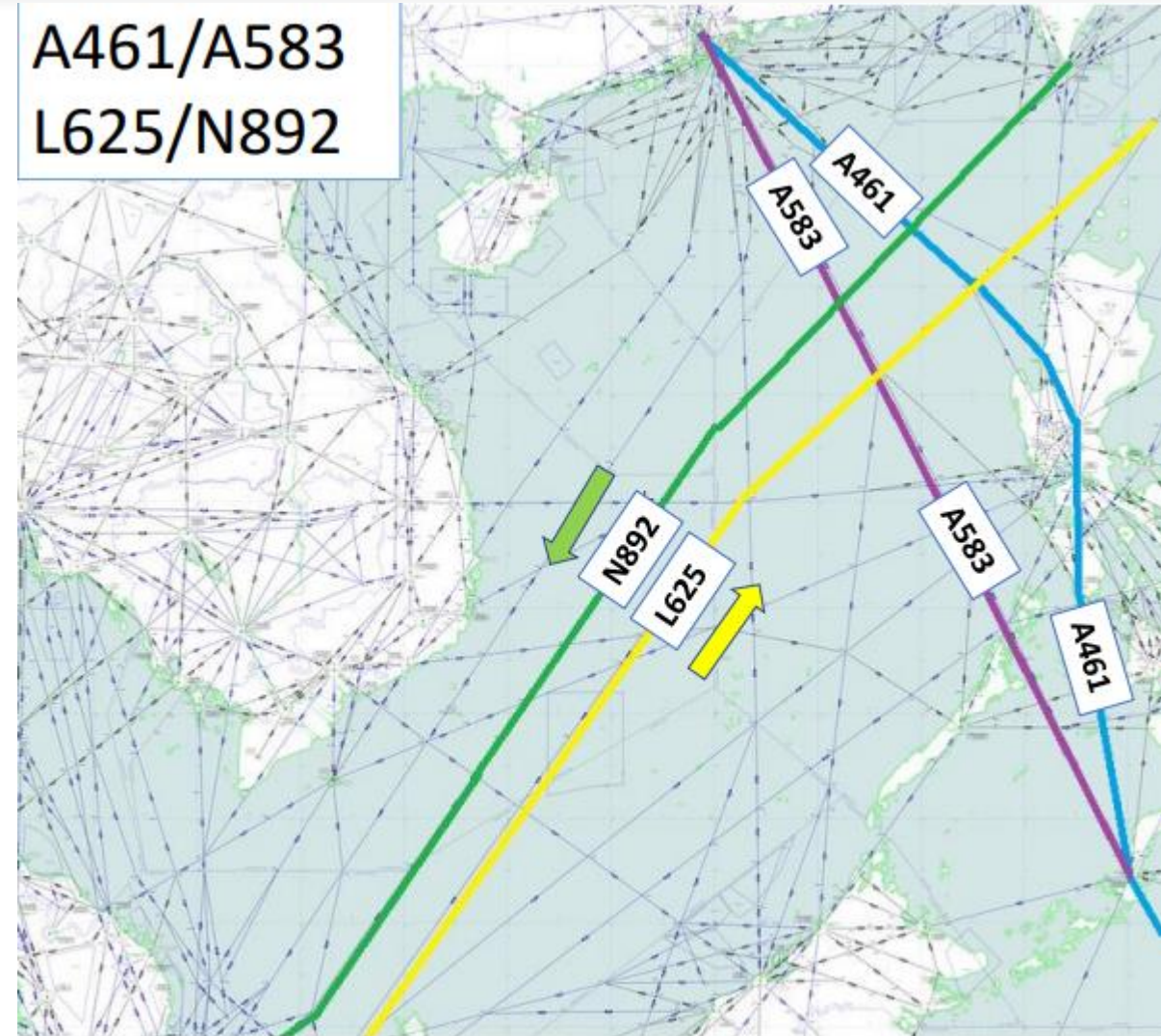
to investigate the possibility of implementing parallel routes for L642 and M771.

SCSTFRG/8 had agreed for the discussion on proposed implementation of parallel routes to L642 and M771 to be deferred, pending the results of the enhancement of longitudinal spacing in Hong Kong and Sanya FIRs, noting the Hong Kong China's assessment, that by enhancing the longitudinal spacing from 50 NM to 30 NM (or possible 20 NM) on the existing ATS route L642 and M771 would be sufficient to cater for current and future traffic demand.

Hong Kong China further also commented that they had no plan or intention to implement these parallel routes for the time being, and would only consider, if the traffic demand necessitates in the future.

Priority Area 3: A461/A583/L625/N892

to reduce longitudinal spacing to at least 50 NM with planning for 30 NM or less.



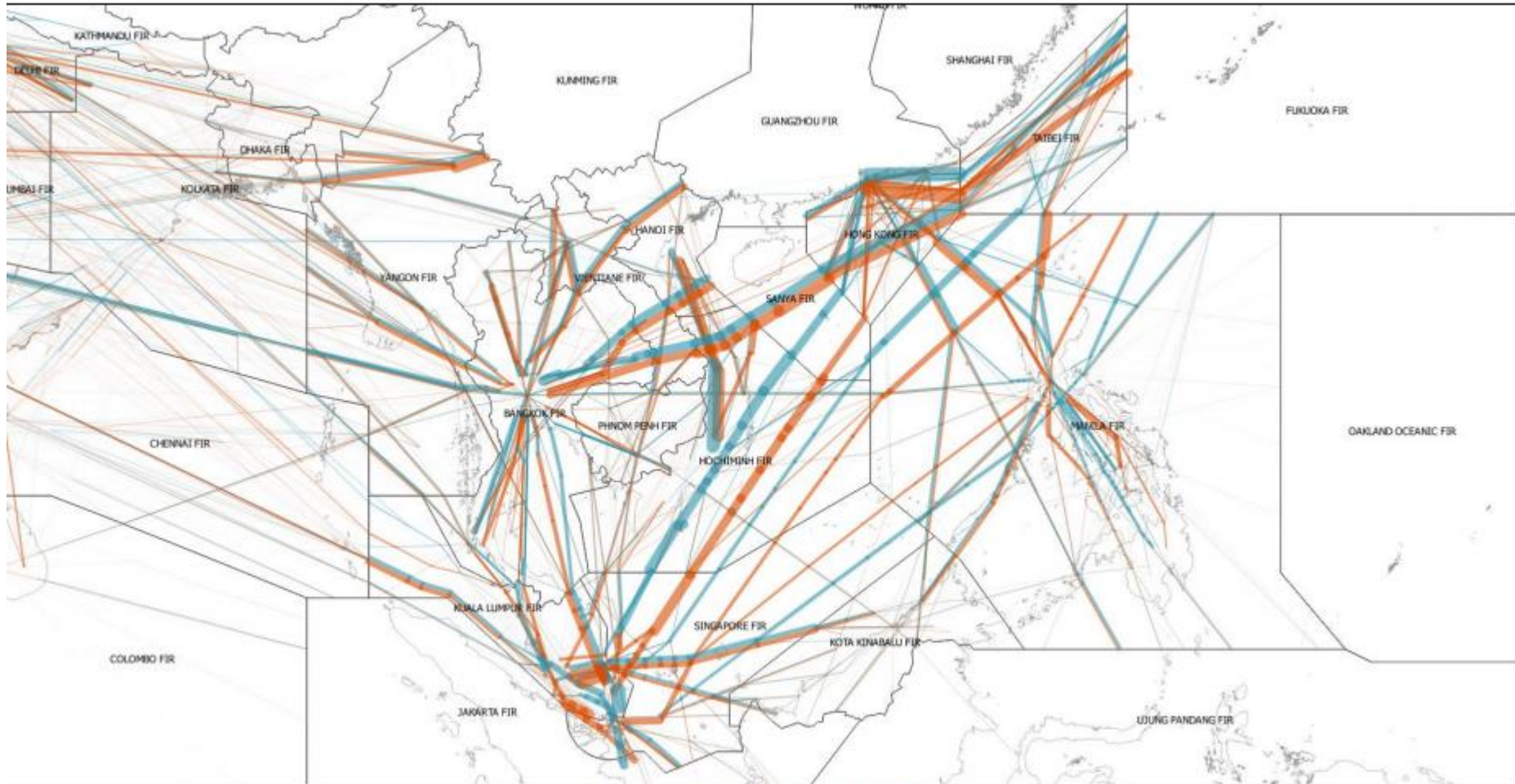


Figure 2: 2019 SEA Traffic Flow from TSD



Priority Area 3: A461/A583/L625/N892

to reduce longitudinal spacing to at least 50 NM with planning for 30 NM or less.

With the successful implementation of 50 NM longitudinal spacing on ATS route A461 and A583 between Hong Kong ATCC and Manila ACC, effective 23 May and 15 August 2019 respectively, Hong Kong China and the Philippines had planned to further enhance the longitudinal spacing to 30 NM on ATS routes A461 and A583, and 50 NM on ATS routes L625 and N892 between Ho Chi Minh and Manila ACCs (SCSTFRG/9 IP/02).

At the First Meeting of the South Asia, India Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/1, Video Teleconference, 28 March – 01 April 2022), Hong Kong China and Philippines provided information on the Phase 1 trial implementation of 30 NM longitudinal spacing on ATS routes A461 for RNP4 compliant landing aircraft, from 2 December to April 2022. The implementation of 30 NM longitudinal spacing was planned in the three-phase approach, starting with A461 (Phase 1 and 2) and extending to A583 (Phase 3, targeted in Q4 2023), between pair(s) of RNP 4 compliant aircraft within the Hong Kong and Manila FIRs.



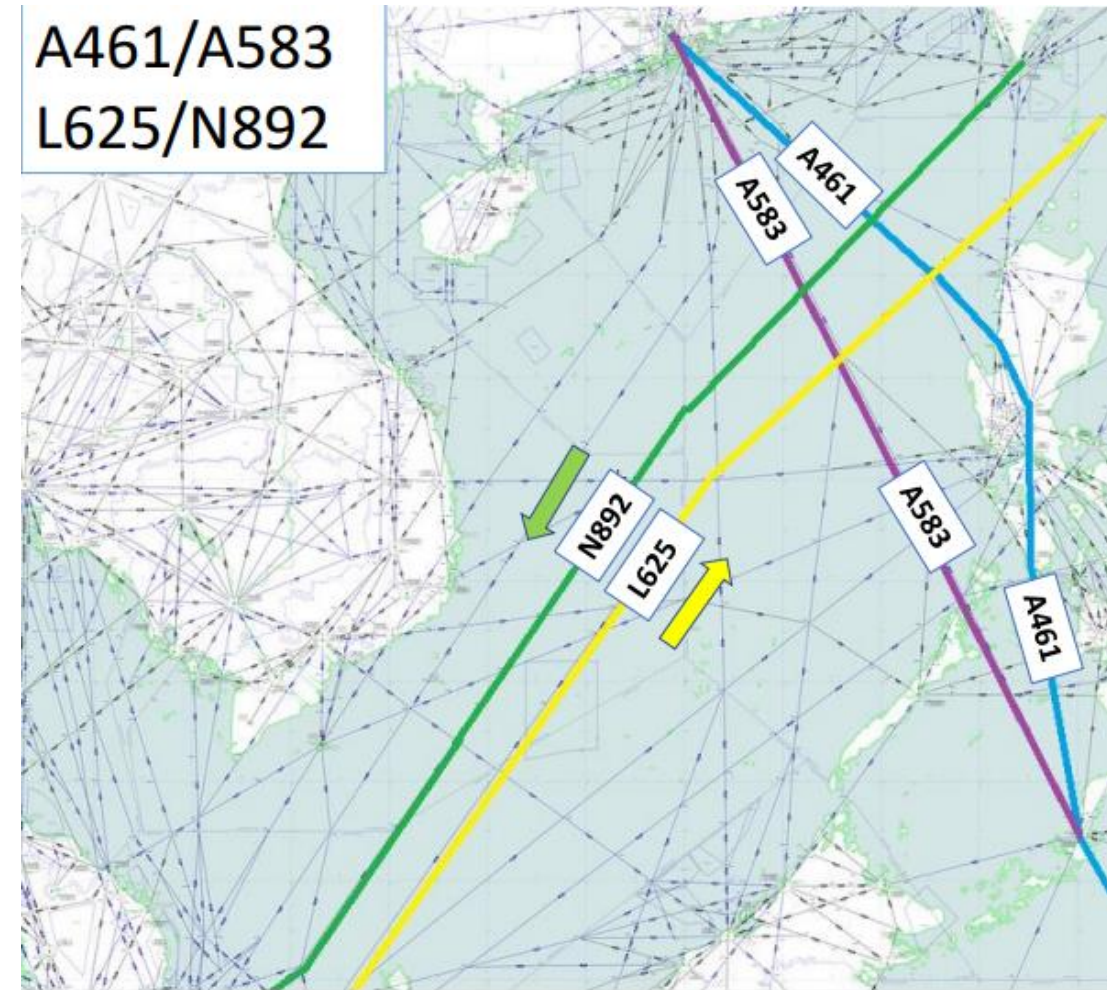
Priority Area 3: A461/A583/L625/N892

to reduce longitudinal spacing to at least 50 NM with planning for 30 NM or less.

Philippines informed the SCSTFRG/9 of its planned implementation of 50 NM longitudinal spacing on ATS routes L625 and N892 after Manila ACC West Sector operation and safety risk assessment expected in Q1 2021. The Philippines is invited to provide update.

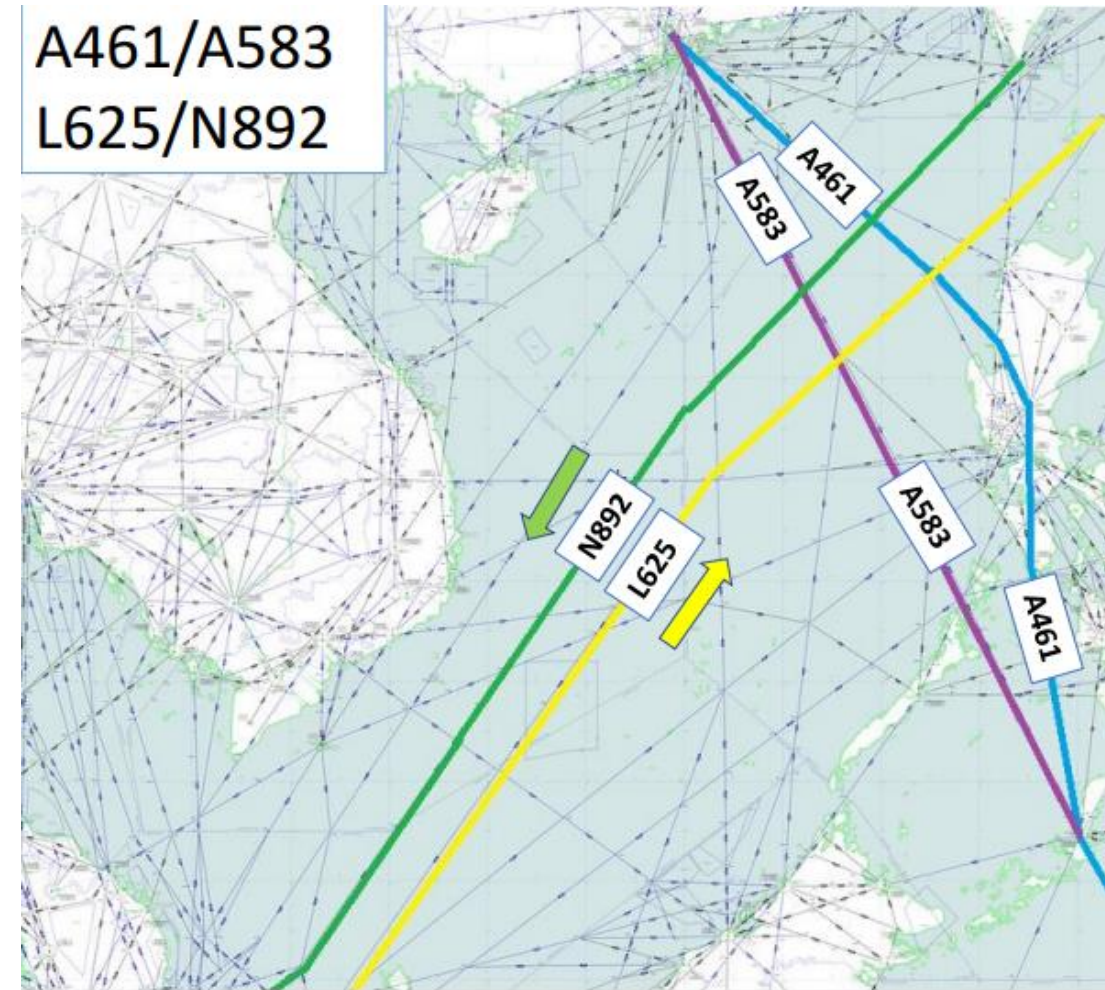
A461

- ✓ the enhancement of the RNP4 based 30 NM longitudinal spacing utilization on air routes A461 and M501 has been successfully accomplished within Manila FIR and Hong Kong FIR.
- Indonesia also expressed their willingness to cooperate with the Philippines on the optimisation of ATS route A461.



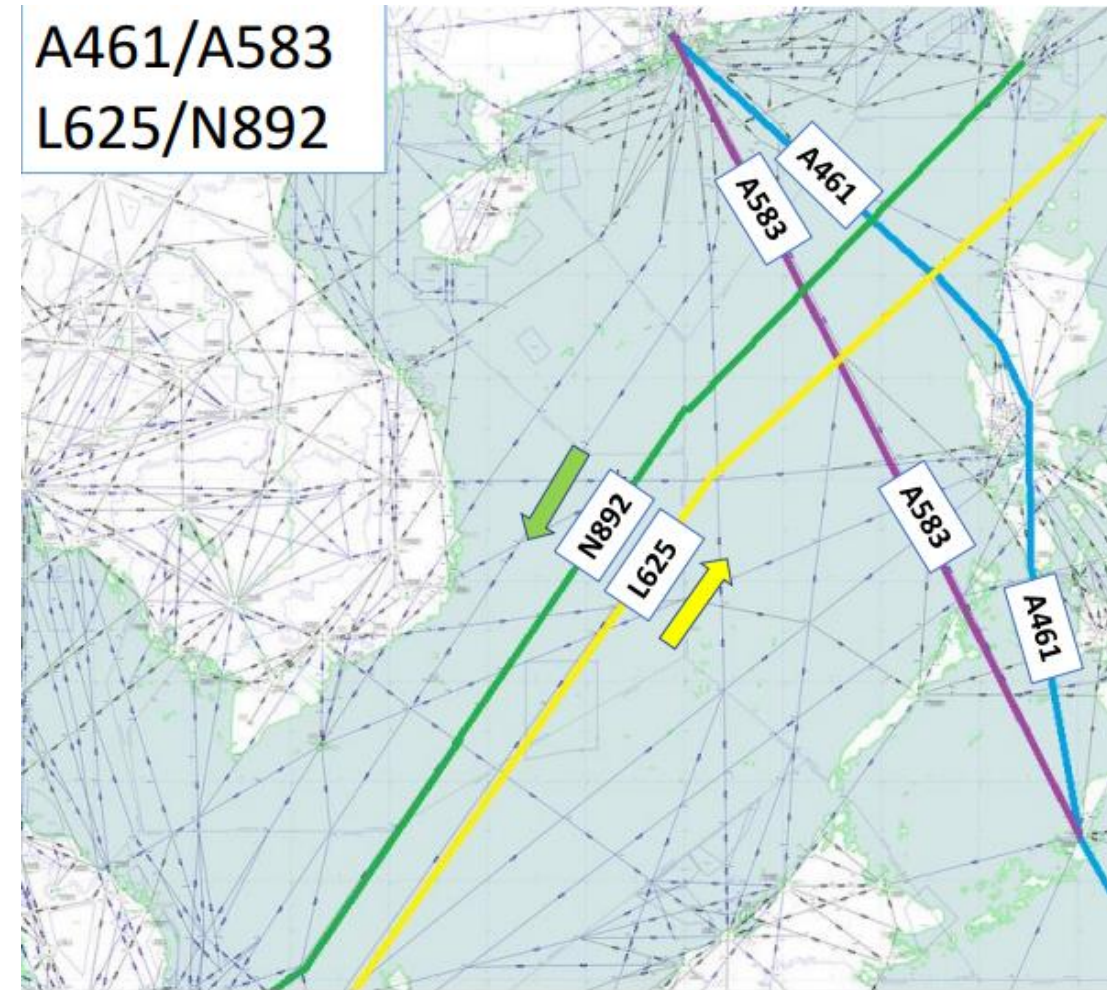
A583

- Hong Kong China would continue working closely with the Philippines to reduce the spacing on ATS route A583 to 30NM, which was targeted to be completed **by Q4 2023** tentatively to prepare for the traffic resumption to pre-COVID level forecasted to take place in 2024.
- The Philippines confirmed that the optimization of the aforementioned routes has already been prioritized.



N892 & L625:

- Philippines informed the SAIOSEACG/2 meeting of the updated plan regarding the new Manila ATC sector to optimise these routes, which is the crucial element of this plan. Although delayed due to the constraints caused by the pandemic, it has been rescheduled to be completed in **Q2 2023** with full implementation.





Priority Area 4: FLAS/FLOS

Review of existing Flight Level Allocation Scheme (FLAS)/ Flight Level Orientation Scheme (FLOS) operating within the South China Sea (SCS).

This topic will be further discussed with the **WP09 Review of the Existing Flas/Flos in South China Sea** submitted by ICAO in Agenda Item 4 of this meeting.



Action by the Meeting

The meeting is invited to

The meeting is invited to:

- a) note the information contained in this paper;
- b) provide feedback and status update for the relevant Priority Areas;
- c) discuss the necessity to conduct modelling and simulation to facilitate the determination of most suitable traffic flow orientation for the proposed A1 parallel unidirectional routes.
- d) discuss and provide the implementation timeline for relevant Priority Areas; and
- e) discuss any relevant matters as appropriate.



Thank You!