



International Civil Aviation Organization

ICAO **Twenty-Ninth Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/29)**

Bangkok, Thailand, 19 – 22 August 2024

Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region

BILATERAL MEETING BETWEEN FUKUOKA AND MANILA ACC

(Presented by Fukuoka ACC)

SUMMARY

This paper presents continuous efforts to prevent transfer errors at the Flight Information Region (FIR) interface between Fukuoka FIR and Manila FIR.

1. INTRODUCTION

1.1 The Flight Information Region (FIR) boundary between Fukuoka and Manila FIRs has been identified as a part of Hot Spot D since 2015. The designated Regional Monitoring Agencies (RMAs) are Japan Airspace Safety Monitoring Agency (JASMA) and Monitoring Agency for Asia Region (MAAR), relevant Air Traffic Control (ATC) units are Fukuoka Area Control Center (ACC) Fukuoka Air Traffic Management Center (ATMC) and Manila ACC.

1.2 Although the five parties have been discussing and considering improvement of the airspace safety around the Hot Spot, Large Height Deviations (LHDs) have occurred constantly at the FIR boundary, and it causes the interface remains to be a Hot Spot.

1.3 At the Twenty-Seventh Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/27) that was held virtually in September 2022, the sidebar meeting was held to focus on Hot Spot D.

1.4 Fukuoka ACC and Manila ACC participated in both plenary and sidebar meetings and joined discussions on transfer error prevention. At the sidebar meeting, it was discussed that the major cause of transfer errors was a lack of transfer information on altitude revision from Manila ACC.

2. DISCUSSION

Bilateral meetings between Fukuoka and Manila ACCs

2.1 After the RASMAG/27 meeting, Fukuoka ACC started to explore a trigger and clue to discuss with Manila ACC to mitigate transfer errors jointly.

2.2 The opportunity was the meeting of the International Federation Air Traffic Control Association (IFATCA) held in October 2022. Fukuoka ACC proposed Manila ACC and reached an agreement to hold a virtual meeting between Fukuoka ACC and Manila ACC regularly in the hope that sharing information to understand the traffic flow and ATC procedures of both ATC units would contribute to the prevention of transfer errors.

2.3 The first virtual meeting was held on 14 December 2022, and the second meeting was held online on 31 May 2023. Additionally, there was an opportunity to have a sidebar meeting between Fukuoka ACC and Manila ACC at the Fifteenth East-Asia Air-traffic Management Coordination Group (EATMACG/15) in March 2023.

2.4 Through those meetings, Fukuoka and Manila ACCs agreed to change the timing of sending transfer information, originally 30 minutes, to 20 minutes prior to the estimated time of the FIR boundary from Manila ACC to Fukuoka ACC, as shown in **Figure 1**.

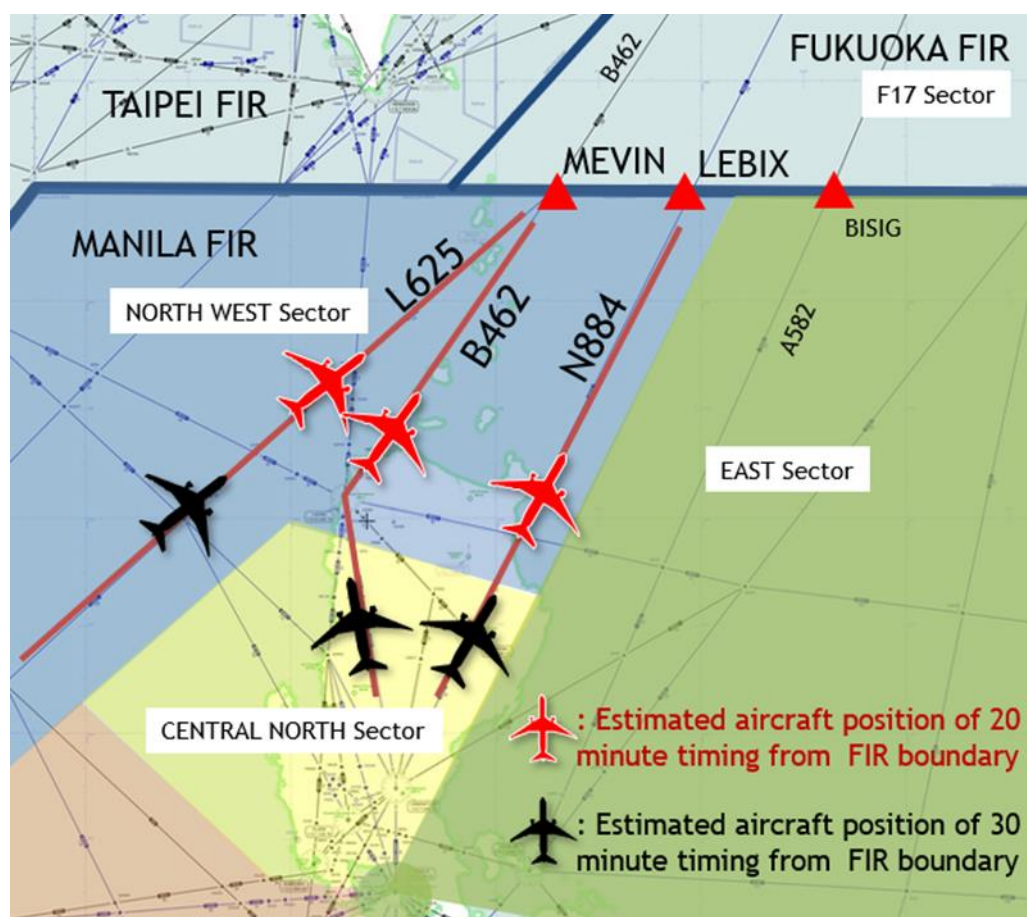


Figure 1: Transfer time references for each airway

2.5 This change is particularly expected to decrease the frequency of a lack of sending transfer information of altitude revision since the sector sending transfer information to Fukuoka ACC only becomes NORTH WEST sector.

2.6 At the RASMAG/28 that was held in August 2023, Fukuoka ACC and Manila ACC reported the contents that were discussed at the meetings between Fukuoka ACC and Manila ACC. The contents include the procedures of the trial operation and Fukuoka ACC and Manila ACC have reached an agreement to implement the trial operation.

Commencement of trial operation

2.7 Fukuoka ACC and Manila ACC have signed a MOU to commence the trial operation from 1 December 2023. The MOU also stated that the review would be held in March 2024.

2.8 After three months of the trial operation, the third meeting was held on 26 March 2024 in order to conduct a review.

2.9 No transfer error have occurred associated with the trial operation. Moreover, there was no altitude revision error from Manila ACC. This is a clear indication that the trial operation is effective.

2.10 At the meeting, both ACCs acknowledged that the trial operation is beneficial for both sides and agreed to continue its trial. Since the revision of the LOA between Fukuoka ACC and Manila ACC is scheduled in June 2024, both ACCs agreed to incorporate the content of the MOU into the LOA.

Transition to full operation

2.11 The LOA was amended and full operation has started since 13 June 2024. To this date, there was no altitude revision error from Manila ACC. Therefore, collaborative efforts with Fukuoka ACC and Manila ACC have achieved a great consequence.

2.12 Fukuoka ACC and Manila ACC will continue to hold the bilateral meeting regularly to discuss not only transfer error prevention but also to improve operational procedures for airspace safety and mitigation of human errors.

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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