AGENDA ITEM 2.3: ATS CO-ORDINATION GROUPS' ACTIVITIES

2.3 **ATS Coordination Groups' activities**

Review ATS Coordination Groups activities

2.3.1 The meeting was updated on the activities since the ATS/AIS/SAR/SG/13 in June 2003 of the ICAO and State ATS Coordination Groups that contribute to the work of APANPIRG. The following Sub-Regional ATS Coordination Groups were currently active in the Asia/Pacific Region:

ICAO ATS Coordination Groups

Bay of Bengal ATS Coordination Group (BBACG)
FANS Implementation Team for the Bay of Bengal (FIT-BOB)
South-East Asia ATS Coordination Group (SEACG)
FANS Implementation Team for South-East Asia (FIT-SEA)
China, Mongolia, Russian Federation, and IATA ATS Coordination Group (CMRI)

State ATS Coordination Groups

Informal South Pacific ATS Coordinating Group (ISPACG)
Informal Pacific ATS Coordinating Group (IPACG)
Russian-American Coordinating Group for Air Traffic Control (RACGAT)

ICAO ATS Coordination Groups

Bay of Bengal ATS Coordination Group (BBACG) and FANS Implementation Team for the Bay of Bengal (FIT-BOB)

2.3.2 The BBACG and the FANS Action Team for the Bay of Bengal (FAT-BOB, subsequently renamed the FANS Implementation Team (FIT)) meetings were temporarily suspended after BBACG/12 and FAT-BOB/1 meetings were held at the Regional Office in June 2000 and in Singapore in August 2000 respectively. This was due to the EMARSSH project being established by APANPIRG/11 (October 2000), which took over the work programme of the BBACG.

2.3.3 Following implementation of the EMARSSH routes on 28 November 2002, the EMARSSH Project had been substantially completed, and the BBACG and FAT-BOB were reconvened in a combined meeting held at the Regional Office on 8-12 September 2003. Also, it was recalled that APANPIRG/14 had noted that reactivation of the FIT-BOB was considered essential to implement data link services to alleviate problems presently encountered over the Bay of Bengal due to poor HF air/ground communications.

FIT-BOB/2

2.3.4 The FIT-BOB/2 meeting was held on 8-12 September 2004 at the Regional Office in conjunction with BBACG/13. The meeting considered the implementation of data link services in the Bay of Bengal area and agreed to establish an implementation plan. The first phase would be an operational trial to assess the data link technical performance and analyze problem reports, and determine the level of service that could be achieved by the various ATM data link systems being operated by States concerned.

2.3.5 To initiate the operational trial, the meeting determined the requirements and established a Central Reporting Agency (CRA) to undertake the technical evaluation of the data link systems. It was agreed that Boeing, who had offered to provide the CRA services on a cost recovery basis, be designated as the CRA.

2.3.6 The meeting recalled that APANPIRG/14 had recognized in principle that user charges would be the main means of funding airspace safety monitoring services. In this regard, IATA agreed to establish a contract with Boeing to provide the CRA services on behalf of the States concerned and to collect the user charges.

2.3.7 The meeting agreed to commence an operational trial to assess the performance capability of the ADS and CPDLC systems operated by States in the Bay of Bengal area on AIRAC date 19 February 2004. As a requirement to participate in the trial, the meeting agreed that the ATS providers must have ADS/CPDLC systems that could be evaluated with the objective of bringing these systems into full operational use at the end of the trial period to enable longitudinal and crossing track separation of 10 and 15 minute separations respectively to be reduced to 50 NM. In the initial phase, India, Indonesia and Thailand would participate in the trial.

FIT-BOB/3

2.3.8 The FIT-BOB/3 meeting was held in conjunction with the BBACG/14 meeting at the Regional Office on 2-6 February 2004. It continued to develop the implementation plan. In this regard, the meeting agreed to adopt the FANS 1/A Operations Manual (FOM) as the operational procedures to be applied by States participating in the operational trial for the implementation and conduct of ADS/CPDLC operations. The meeting agreed that the FOM should be used in conjunction with the *ICAO Guidance Material on CNS/ATM Operations in the Asia/Pacific Region*, which was presently being updated by the Regional Office, and compiled a list of reference material to be used by States when planning for implementation of ADS and CPDLC services.

2.3.9 The meeting noted that in the Pacific Region over 96 percent of air/ground data link messages using the FANS-1/A system were being successfully completed within the established performance time limit. The meeting was advised that about 15 airlines were operating in the Bay of Bengal with FANS-1/A equipped aircraft and this would increase. Based on the Pacific results and the number of FANS-1/A aircraft operating in the Bay of Bengal area, substantial benefits would be expected for ATS providers and users with the introduction of ADS/CPDLC services.

BBACG/13

2.3.10 The BBACG/13 meeting took over and progressed the outstanding work items of the EMARSSH/TF (paragraph 2.1.33 under Agenda Item 2.1 refers).

2.3.11 Recognizing the impact of the restricted route structure through the Kabul FIR on the overall traffic flow and combined with the long standing operational difficulties, the meeting adopted a Traffic Orientation Scheme (TOS) proposed by IATA to improve the efficiency of air traffic management and make better use of the available capacity on the routes used by traffic transiting the Afghanistan airspace. Also, the development of the ATFM Plan was progressed.

2.3.12 The meeting endorsed the data link implementation plan developed by FIT-BOB/2. In regard to the funding of the CRA, the meeting recognized that setting up of a CRA was essential. The CRA performs the essential technical analysis of the performance of these systems and undertakes the investigation of system failures and other technical malfunctions. This was necessary to trace the cause of problems whether in the aircraft or ground systems, and to initiate remedial action by the responsible parties. In this regard, the tasks performed by a CRA were highly specialized and required

test equipment and simulation capability that was not readily available. Also, it was important that expertise was continuously available to support the FIT-BOB programme, without which the data link implementation for ATC services could not go ahead. Accordingly, it was agreed that the funding of the CRA would require a special meeting with appropriate expertise to advise on funding arrangements.

SCM – CRA funding

2.3.13 A SMC on CRA funding was held at the Regional Office on 8-10 December 2003 with the support of the Regional Office Air Transport Section. The establishment and operation of a CRA for the Bay of Bengal area exemplified a CNS/ATM systems element that required international cooperation to ensure provision of a multinational service. The meeting considered various models available for States to cooperate with each other to provide shared, multinational infrastructure and services. The meeting having reviewed the funding options, agreed that the model that best met the needs of obtaining funds for the CRA was based on the Joint Financing arrangements. In this regard, the meeting developed a modified version of the traditional model which provided for IATA to collect a levy on the airspace users, and to include provision for contributions to be made from other sources.

2.3.14 The meeting recognized that the cost of operating the CRA was related to the number of States participating in the operational trial and the complexity of the airspace and the ADS/CPDLC systems. In this regard, FIT-BOB would need to undertake a detailed review of the participating States and the extent of their commitment to implement ADS/CPDLC services.

2.3.15 The meeting made recommendations to FIT-BOB on how to set up the funding arrangements including a request to IATA to collect funds for the CRA from airlines and other stakeholders as advised by FIT-BOB, and to establish an arrangement for the provision of CRA services with a service provider subject to available funds for a trial period of one year.

BBACG/14

2.3.16 BBACG/14, which was held in conjunction with FIT-BOB/3 at the Regional Office on 2-6 February 2004, recognized that the Bay of Bengal ATM system lacked a cohesive plan and enhanced technology to allow for a system wide ATFM Plan to be implemented. At the present stage of development, fine tuning procedures and making better use of existing ATM tools were still considered to be the best options.

2.3.17 The meeting reviewed the No-PDC arrangements and agreed that a dynamic and flexible approach to ATM was desirable but this was difficult to achieve in practice in the present ATM environment. States agreed to continue their coordination effort to achieve a more flexible assignment of flight levels.

2.3.18 In regard to using a fixed Mach number (M0.84) on L759, which had been introduced to overcome the problem of optimizing the traffic flow with a faster aircraft following when applying 10 minute longitudinal separation, it was recognized that some aircraft types such as the B777 and Airbus 330/340 have a maximum indicated airspeed (IAS) limit of 330 kts (M0.83) at FL280. These aircraft had difficulty conforming to the restriction, and this matter would be considered further at a later meeting.

2.3.19 The meeting noted that planning and implementation of other elements of the "Asia/Pacific Regional Plan for the New CNS/ATM Systems" such as ATN, AIDC, automated AIS systems, GNSS and ADS-B were progressing slowly. States were urged to give appropriate priority to progressing their implementation planning, in particular in the area of data link communications and ATM automated systems.

South-East Asia ATS Coordination Group (SEACG)

2.3.20 The SEACG/11 meeting was held at the Regional Office on 24-28 May 2004. It was recalled that this meeting scheduled in March 2003 was postponed due to the outbreak of the SARS that affected the Asia Region in early 2003.

2.3.21 The meeting reviewed the mechanisms in place to report and follow-up on deficiencies including the Asia/Pacific region Supplement to the ICAO Universal Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies developed by the Deficiency Review Task Force to assist APANPIRG and States better manage the elimination of deficiencies.

2.3.22 Cambodia informed the meeting that they were holding discussions with Thailand to resume the air traffic services on 8 July 2004 for the Bangkok AOR operated by AEROTHAI on behalf of the State Secretariat of Civil Aviation of Cambodia (SSCA). IATA requested consideration be given to simplifying coordination for weather deviations that entered the Bangkok FIR from the Ho Chi Minh FIR and crossed a narrow portion of the southern part of the Phnom Penh FIR. Cambodia agreed with Thailand and Viet Nam that responsibility for such operations would be delegated to the Ho Chi Minh ACC, and the LOAs would be revised accordingly.

2.3.23 The meeting agreed to update the safety assessment for implementation on 1 November 2001 of RNP 10 and 60 NM lateral separation on the South China Sea routes. This had been carried out by Airservices Australia using traffic data based on the previous route structure. It was noted that RASMAG/1 had identified a need for a safety monitoring group to be responsible for safety assessment activities including the separation minima being used with RNP 10, and later when ADS and CPDLC were introduced to apply separation. This matter would be considered by APANPIRG/15, and there would be a need to designate a safety organization for the SCS area.

2.3.24 At the request of IATA, consideration had been given to introducing 50 NM lateral separation on the SCS routes as this could be supported under RNP 10, and the updated safety assessment should take this into account. The meeting agreed to progress this matter.

2.3.25 The meeting supported the need to harmonize the RVSM FLOS between the SCS area using the modified single alternate FLOS and adjacent airspace using the single alternate FLOS. In view of the matter being the responsibility of RVSM/TF/22, SEACG would review the outcome of that meeting on operations on the SCS routes.

2.3.26 In regard to implementation of lateral offset procedures, the meeting endorsed the safety benefit of introducing global 2 NM lateral offset procedures tot eh right of centre line, and agreed that as soon as ICAO published the revised guidelines, States should adopt them.

2.3.27 At the request of IATA, the meeting agreed to improve the routing between Hong Kong and Jakarta and developed the operational requirements. Further development of the implementation arrangements would be undertaken by a special coordination meeting to be arranged by the Regional Office (paragraph 2.1.42 to the Report on Agenda Item 2.1 refers).

2.3.28 The meeting agreed to an IATA request to review the No-PDC arrangements in light of advances in ATM automation and other means available to determine flight level allocation. It was recognized that improvements could be made to the No-PDC practices used by ATC for the ATS routes in the area, and this would be included on the future agenda of this meeting.

2.3.29 The meeting recognized that there was no common lower vertical limit on the RNP 10 routes over the SCS, and there were wide variations in the levels used. This made it difficult for non-RNP operators to transit the SCS airspace whilst remaining clear of the RNP 10 route structure. In this regard, the meeting agreed that RNAV routes (non-RNP 10) should be established under the existing RNP 10 routes. The upper limit should be set at FL285 wherever possible to allow RNAV aircraft to flight plan at FL280. Hong Kong, China agreed to prepare a draft AIP supplement for use by States.

2.3.30 Singapore updated the meeting on the results of the ATS providers monitoring of navigation performance on the SCS routes. The CAA of Singapore, which was the Monitoring Authority for the SCS routes, had collected and analysed the reports from States concerned on gross navigational errors (GNEs), and was pleased to report that there were nil errors for the 12-month report period.

FIT-SEA/1

2.3.31 The FIT-SEA/1 meeting recalled that the Asia/Pacific ANP FASID included requirements for States to implement ADS/CPDLC systems. Also, APANPIRG's List of Key Priorities for CNS Implementation in the Asia/Pacific region included Key Priority 6: *The implementation of ADS in oceanic or remote areas in accordance with the Regional CNS/ATM Plan is required for the enhancement of safety and ATM*. Further, the meeting noted that ISPACG and IPACG had been operating FANS Interoperability Teams for a considerable time in support of data link services in the Pacific Region. Also, BBACG had established the FIT-BOB based on the Pacific model. In light of the foregoing, the meeting agreed to establish the FIT-SEA adopting a similar mechanism for the South-East Asia area. The meeting agreed to implement ADS and CPDLC services for the provision of ATS services in the South-East Asia area.

2.3.32 The meeting agreed to establish an implementation plan, identify the airspace where data link services would be implemented and to establish an operational trial. The operational trial for the SCS routes would be carried out by the Philippines, Singapore and Viet Nam. Indonesia would also participate in the trial to provide ADS and CPDLC services in the eastern part of the Jakarta FIR (they were also participating in the Bay of Bengal trial).

2.3.33 In considering an implementation timeframe, based on the information provided by States, Viet Nam would not be in position to start the trial until 2006 and the Philippines expected to have data link systems operational in 2007. In the case of Singapore, they had been operating ADS and CPDLC since 1997 in the non-radar airspace of the Singapore FIR.

2.3.34 The meeting agreed that it would be necessary to set up a CRA in a similar manner to the FIT-BOB CRA. The Japan CRA, who provided CRA services for the Tokyo FIR since 2001, offered to provide CRA support for FIT-SEA. Noting the arrangements being made by FIT-BOB with Boeing, Japan CRA would coordinate with Boeing on the provision of CRA services for the South - East Asia area.

2.3.35 The FIT-SEA noted the work of the ADS-B Task force and the implementation of ADS-B by Australia and Indonesia. It also considered developments on implementing AIDC, noting that AIDC requirements have not yet been established for inclusion in the ASIA/PAC FASID. In this regard AIDC operational trials would need to be carried out and some States were conducting such trials, e.g. Hong Kong/Guangzhou, Hong Kong/Bangkok and Japan/United States.

China, Mongolia, Russian Federation IATA (CMRI)

2.3.36 The meeting noted that the CMRI had not held a meeting in 2004. In this regard, the last CMRI/4 meeting was held in Shenzhen, China in March 2003. At that meeting, it was agreed that the next meeting would be dependent on progress of work to be accomplished to further improve the Cross Polar Routes.

2.3.37 IATA advised the meeting that, significant progress had been made at CMRI/4 to improve the Polar routes operation. However, there were a number of important matters on which users would like to see further improvement, particularly in respect to flexible flight planning and use of border crossings, as well as other improvements to air navigation services.

2.3.38 In considering a need for another meeting, IATA drew attention to the new longer range aircraft, which opened up new city pairs and could take advantage of cross-polar, trans-polar and supporting tracks. The world economic situation had also placed an increased demand for air travel to China, and the 2008 Olympics in Beijing would likely see traffic double over that of 2003. It was recognized that China had made substantial investment in its air navigation system infrastructure and ATM systems that greatly enhanced operational capability. The present increasing fuel prices had also led to airlines facing severe economic penalties. In the view of IATA, it was timely to convene the CMRI/5 meeting to consider areas where further improvements to the operation of the Polar routes could be achieved.

2.3.39 The meeting noted information provided by IATA on studies carried out regarding cost savings and environmental benefits that could be achieved by introducing more flexible flight planning that enabled operators to choose optimum routing.

2.3.40 IATA requested that the CMRI/5 meeting consider further improvements to the operation of the Polar routes taking into account the following issues:

a) flight planning requirements
b) border-crossings in China
c) available hours of operation on routes in Russia
d) ATS, in particular English speaking in Russian ATC
e) flow control from North America
f) alternate aerodromes
g) air temperature during winter operations
h) available weather at alternate aerodromes
i) solar radiation in the polar region
j) ETOPS requirements
k) CNS/ATM services

2.3.41 The meeting noted IATA's concerns regarding the Polar routes operation and also recognized the significant progress made, and commended all parties concerned. The Secretariat brought to the attention of the meeting that the establishment and operation of the Polar routes was a high priority for ICAO. It was also the subject of an ICAO Assembly resolution and was fully supported by the Council of ICAO and the Regional Office.

2.3.42 China advised the meeting that they supported convening the CMRI/5 meeting. However, there were still operational issues to be resolved before further significant improvements could be made as requested by IATA. Therefore, it would not be productive to hold a meeting until a positive outcome could be assured. They would give appropriate priority to pursuing the issues, and would inform the Regional Office as soon as the CMRI/5 meeting could be held.

State ATS Coordination Groups

Eighteenth meeting of the Informal South Pacific ATS Coordinating Group (ISPACG/18)

2.3.43 The meeting noted the main activities and outcomes of the ISPACG/18 meeting held at Fiji on 23-27 February 2004 as follows:

a) agreement was completed for Auckland to provide ATM contingency services in the Tahiti FIR, while Brisbane was expected to finalise contingency arrangements with Papua New Guinea by 30 April 2004;

b) a working group was established to implement 30 NM lateral and 30 NM longitudinal (30/30) separation. The first implementation would be over the Tasman Sea, with a target date of 25 November 2004. The meeting agreed that assistance from ICAO was not yet required, as the resources for implementation exist within ISPACG;

c) a working group was established to assist in the development of geographically seamless data communications to develop a gateway function which allows ATS providers to communicate with data link equipped aircraft;

d) Action Item 16-12 regarding REPORT REACHING was closed with an INFORMAL RESPONSE received from ICAO;

e) generic RNP airspace was implemented in Australian administered airspace on 17 April 2003;

f) user preferred routes (UPRs) have been established between defined city pairs;

g) Dynamic Airborne Re-route Program (DARP) procedures are now being progressed and reported by the FIT;

h) the FIT approved domestic CPDLC Requests for Change (RFC) to the FOM; and

i) Fiji agreed to implement ATS inter-facility data communications (AIDC).

2.3.44 The ISPACG/19 meeting would be hosted by Airservices Australia in Brisbane, Australia from 28 February to 3 March 2005.

Twenty-first meeting of the Informal Pacific ATS Coordinating Group (IPACG/21)

2.3.45 The meeting noted that the following IPACG meetings had been conducted since the ATS/AIS/SAR/SG/13 in June 2003.

a) IPACG/19 (Providers Only), Tokyo, Japan, 14-17 July 2003;

b) IPACG/20 (ISPACG representatives invited), Honolulu, USA, 6-10 October 2003; and

c) IPACG/21, Tokyo, Japan, 7-11 June 2004.

Major outcomes of IPACG/21

2.3.46 The meeting noted the following matters arising from IPACG/21:

a) inconsistencies between North Atlantic, North Pacific and South Pacific turnback procedures. Efforts should be made to harmonize the different procedures;

b) pending 90-day trial to validate use of non-standard altitude for direction of flight on G344 and R591 when these routes were designated as part of the Pacific Organized Track System (PACOTS;

c) JCAB and FAA agreed on the removal of city-pair restrictions on PACOTS tracks, and removal of time restrictions on PACOTS Track A effective in July 2004;

d) position report deficiencies that occur in the Oakland FIR continue to be a problem. The number of overdue reports had declined only slightly since 2003. Tokyo ACC and Oakland ARTCC would continue to investigate overdue reports;

e) Anchorage ARTCC reported their intent to begin testing of ADS-C in 2004; and

f) JCAB presented a proposed amendment to the ICAO Regional Supplementary Procedures regarding contingency procedures in the event of a loss of data link communication.

Thirteenth meeting of the Russian/American Coordinating Group for Air Traffic Control (RACGAT/13)

2.3.47 The meeting was updated on national and regional activities of the RACGAT/13 meeting held in Vladivostok, Russia on 20-23 October 2003. During the past 10 years, the work of RACGAT had developed to include three main areas of focus addressed by independent Sub-groups:

a) ATS devoted to resolution of near-term procedural issues and to the development of optimized route structures across the region;

b) ATC Modernization Committee devoted to implementation of infrastructure necessary to support the objectives of the ATS Sub-group, and

c) ATFM Sub-group focused on the development of strategic planning initiatives to improve the efficiency of traffic flows.

2.3.48 RACGAT/13 continued the development of a RACGAT Route Catalogue. This document was designed as a planning aid for ATS providers in the RACGAT service area. In light of the difficulty of forecasting route demand in today's economic environment, the meeting recognized the importance of solid planning data in prioritizing investment decisions within the region. The first version of the route catalogue was published in April 2004.

2.3.49 RACGAT did not meet in the Mini-RACGAT format in the spring 2004 timeframe. Both the State Civil Aviation Authority of Russia and the United States FAA were undertaking significant realignment of their ATS organizations.

Matters arising from the review of the ATS Coordinating Groups

2.3.50 IATA informed the meeting of the high value that its members placed on the bi-lateral RACGAT and the ICAO CMRI meetings for resolving both long-standing and newly emerging issues affecting the safety, regularity and efficiency of operations on the Cross-Polar and Russian Far East Routes (RFE). In this regard, IATA was of the opinion that, because ICAO had not attended recent RACGAT meetings and the lack of a CMRI meeting since early 2003, this had resulted in a lack of coordinated development and harmonization of the Cross-Polar and RFE route systems. With an increasing number of operations in the areas concerned, and considering the current economic pressures, IATA requested ICAO to give serious consideration to the possibilities of attending future RACGAT meetings.

2.3.51 It was also brought to the attention of the meeting that ICAO had not attended meetings of ISPACG and IPACG in the past two years. The importance of ICAO attending these meetings was emphasized as they were the main forums where operational ATS matters concerning the international airspace in the Pacific Region were dealt with, and ICAO's attendance was an essential component which facilitated the successful outcome of the meetings.

2.3.52 The meeting was advised by the Secretariat, that it was regretted that for the past two years, the Regional Office had to restrict attendance at meetings outside Bangkok due to budget and staffing constraints. However, the Regional Office recognized the importance of these meetings for the safe and efficient operation of international airspace and to enhance air traffic operations. The problem was purely a budgetary one. However, there were indications that this situation was unlikely to improve in 2005. The situation should become clear after the 35th Session of the Assembly of ICAO to be held in September/October 2004 which would approve ICAO's budget for the triennium 2005 to 2007.

Oakland ARTCC – Concept for application of 50/50 NM and 30/30 NM separation minima in mixed RNP environment

2.3.53 The meeting noted information on the introduction of the Ocean21 ATC System in the Oakland ARTCC, and its ability to provide the FAA with a robust automation platform to support reduced separation standards based on RNP equipage. This system would provide a capability to accommodate non-RNP approved aircraft to operate in RNP 4 and RNP 10 airspace in the Oakland Oceanic FIR. The system having a full AIDC capability, would also support greater flexibility where different separation minima were being used in adjacent airspace,. This would facilitate seamless transfer of aircraft between participating ATS providers.

User Preferred Routings (UPRs)

2.3.54 The meeting noted that user preferred route trials between Sydney and Los Angeles were conducted on a limited basis during mid-2000. The trials revealed training and workload issues and the need for accurate databases. However, the most notable limiting factors experienced were the lack of full AIDC capabilities between all necessary facilities, and controller workload involved in analyzing a new route and re-clearing the aircraft. The Ocean 21 system provided controllers with the tools to manage a more efficient use of the airspace.

Implementation of 30 NM lateral and 30 NM longitudinal separation in the South Pacific

2.3.55 The meeting noted that New Zealand and Australia were planning to implement 30 NM lateral and 30 NM longitudinal separation in the Auckland Oceanic and Brisbane FIRs, with a target date for implementation of 25 November 2004. The implementation planning was being carried out under ISPACG.

2.3.56 The Secretariat drew attention to ICAO requirements for safety assessments when implementing the 30/30 NM separation. In this regard, the ICAO collision risk model contained in the *Manual on Airspace Planning Methodology for the Determination of Separation Minima* (Doc 9689) for application of lateral and longitudinal separation was performed for specific operational environments with specific characteristics and assumptions. Implementation of 30/30 NM separation in any other environment would require validation of the safety assessment model.

2.3.57 The meeting noted ICAO requirements in regard to performing safety assessments, and advised that ISPACG should review their actions in regard to safety assessment requirements for the airspace where the 30/30 NM separation would be implemented.

Report of the IFATCA 7th North East Asia Traffic Management Meeting (NEAT/7)

2.3.58 IFATCA provided information on the NEAT/7 meeting held in Taipei, China on 29 August 2003. The NEAT meetings were organised by IFATCA to address issues specific to the North-East Asia airspace.

2.3.59 Issues relating to the longitudinal spacing applied to traffic departing Hong Kong and Taipei routing via Tokyo for North American destinations were discussed during NEAT/7 with representatives from Hong Kong, China, Taipei, China and Naha, Japan. The outcome of the NEAT/7 discussions was a reduction in the longitudinal separation minima for aircraft departing Hong Kong and the revision of the Hong Kong, China/Taipei, China LOA to standardize the separation minima on this route. IATA conveyed its appreciation of the work and outcomes achieved by IFATCA and the NEAT meeting process.

2.3.60 The next NEAT meeting planned for September 2004 would include issues associated with the implementation of RVSM in the North-East Asia area, co-ordination at the boundary of South China Sea RVSM airspace due to differences in the respective FLOSs, and the transfer of radar control and the disparity of en-route radar separation.