



International Civil Aviation Organization

Special ATS Coordination Meeting on the Hong Kong/Jakarta Route

Pasay City, Philippines 11 – 13 August 2004

Agenda Item 2: Review Hong Kong/Jakarta route requirements

PROPOSED ATS ROUTES BETWEEN HONG KONG, CHINA AND JAKARTA, INDONESIA

(Presented by the Secretariat)

SUMMARY

This paper presents proposed routes to be established between Hong Kong, China and Jakarta

1 INTRODUCTION

1.1 At the Eleventh South-East Asia ATS Coordination Meeting (SEACG/11) held on July 2004 at the Asia/Pacific Regional Office, IATA requested the meeting to consider improvements to the routing between Hong Kong, China and Jakarta, Indonesia. The meeting reviewed proposals presented by IATA.

2. DISCUSSION

2.1 The SEACCG/11 meeting noted that since the introduction of the revised South China Sea (SCS) routes on 1 November 2001, flights had suffered severe operational penalties of up to 30 minutes for a round trip. In addition to extra fuel costs, increased maintenance as well as flight crew limitations had resulted in losses for one airline of approximately US\$ 4.6 million annually.

2.2 The meeting considered the IATA proposals and after extensive discussions agreed to a one-way routing using a northbound from Jakarta via the Manila FIR to Hong Kong, and a south-bound route on the western side of the South China Sea route structure.

2.3 In regard to the operating procedures the States agreed to the following operating requirements:

- a) RVSM, RNP 10 and RNAV to be specified;
- b) FL 310 and FL 350 northbound available with no prior departure coordination (No-PDC), and all other levels subject to coordination. On the south-bound routes, existing procedures to apply;

- c) traffic northbound restricted to Hong Kong and destinations beyond in China via Hong Kong (i.e. traffic routing to Japan and Taipei are not permitted to use this route, as alternative routes were available);
- d) the vertical lower limit of the north-bound route to be FL285;
- e) a safety assessment of the routes to be carried out; and
- f) a review to be conducted after 3 months.

2.4 The States agreed to prepare an AIP Supplement for the introduction of the route providing a two AIRAC cycle notification to users. An ANP amendment proposal would be prepared in coordination with the Regional Office and presented to APANPIRG/15. The meeting agreed that the Regional Office should coordinate with the States concerned on the implementation arrangements, and to determine an implementation date as soon as practicable.

2.5 At the ATM/AIS/SAR/SG/14 Meeting on, 28 June – 2 July 2004, it was agreed that the Regional Office would undertake coordination with States and IATA to progress the implementation effort. It was agreed that a special coordination meeting would be required to finalize all the details, in particular to examine the operational issues including coordinating the promulgation of the route, setting the required lateral and longitudinal separation, agreement on flight level allocation, required coordination procedures, safety assessment, preparing the ANP amendment and finalizing Letters of Agreement.

2.6 The Philippines agreed to host the meeting, tentatively in Manila, and details would be coordinated with the Regional Office. IATA requested that the meeting be convened as soon as practicable.

2.7 The route details are attached for consideration by the meeting to finalize the arrangements to implement the routes.

3 CONCLUSION

3.1 The meeting is invited to review the Hon Kong/Jakarta route details as shown in the Appendix to this paper and to finalize the arrangements for implementation.

PROPOSED ROUTE - JAKARTA TO HONG KONG

ROUTE		POINT	LAT	LONG	HDG	DIST (NM)	FIR	REMARKS
B592		DKI DVOR	S05 57.9S	E107 02.3	028		WIIZ	
		ATOSO	S05 08.9	E107 28.0	028	55	WIIZ	
		AMBOY	S04 08.0	E108 10.0	034	74	WIIZ	
		AKULA	S03 07.2	E108 57.1	037	77	WIIZ	
XXXX		KIBON	S01 50.0	E110 00.0	038	99	WIIZ	
FIR	ANIPU	JKT/KK	N01 04 24	E111 14 38	023	189		
	BIDAG	XG580	N02 45 50	E111 58 03	023	110	WBFC	Lateral Limits: 10NM either side of line joining JKT/KK FIR bdry to ASISU.
	AGUPO	XB348	N03 57 00	E112 28 30	023	77	WBFC	
	BOMPO	XM759	N04 51 02	E112 51 38	023	59	WBFC	
	ANIRU	XM758	N05 07 32	E112 58 42	023	18	WBFC	
FIR		ASISU	N05 59 06	E113 20 46	023	56		
	TAMIB	XM767	N07 31 01	E113 55 44	020	98	WSJC	Lateral Limits: 25NM either side of line joining ASISU to DULOP.
FIR		LAXOR	N09 49 37	E114 48 29	020	148		
	DODUG	XM765	N11 56 43	E114 44 29	358	127	RPHI	
	EMPUL	XL628	N13 59 36	E114 40 36	358	122	RPHI	
	DABGI	XL625	N14 10 18	E114 40 16	358	11	RPHI	
	MEGOV	XN892	N15 53 15	E114 37 01	358	103	RPHI	
FIR	IBABI	MNL/HK	N17 22 22	E114 34 13	358	89		
M771		DULOP	N18 14 12	E114 32 36	358	52	VHHK	
		DUMOL	N19 00 00	E114 26 48	355	46	VHHK	
		CH DVOR	N22 13 10	E114 01 48	355	194	VHHK	

