



International Civil Aviation Organization

Special ATS Coordination Meeting on the Hong Kong/Jakarta Route

Pasay City, Philippines 11 – 13 August 2004

Agenda Item 3: ATS Operational Considerations (including Letters of Agreement)

DRAFT AIP SUPPLEMENT FOR IMPLEMENTATION OF THE PROPOSED ATS ROUTES BETWEEN HONG KONG, CHINA AND JAKARTA, INDONESIA

(Presented by the Secretariat)

SUMMARY

This paper presents a draft proposed AIP Supplement for implementation of the ATS routes to be established between Hong Kong, China and Jakarta.

1 INTRODUCTION

1.1 At the SEACG/11 meeting (24-28 May 2004), the States concerned agreed to implement more direct Hong Kong, China/Jakarta ATS routes (paragraph 3.44 to the Report on Agenda Item 3 refers).

2 DISCUSSION

2.2 In regard to the implementation planning for the Hong Kong, China/Jakarta routes, the States agreed at SEACG/11 (paragraph 3.46 to the Report on Agenda Item 3 refers) to prepare an AIP Supplement for the introduction of the route providing a two AIRAC cycle notification to users. Subsequently, the Civil Aviation Authority of Singapore prepared a draft AIP Supplement to be used by States for implementation of the routes.

3 CONCLUSION

3.1 The meeting is invited to:

- a) review the draft AIP Supplement as shown in the Appendix;
- b) finalize the draft AIP Supplement; and\
- c) recommend that States adopt the draft AIP Supplement for implementation of the routes.

**DRAFT AIP SUPPLEMENT FOR IMPLEMENTATION OF HONG KONG,
CHINA/JAKARTA ATS ROUTES**

**IMPLEMENTATION OF ATS ROUTES, _____(route designator) AND
_____(route designator) IN _____(name of the ACC) FIR**

1 INTRODUCTION

- 1.1 The purpose of this AIP Supplement (SUP) is to provide details on the implementation of ATS routes, _____ (route designator) and _____ (route designator).
- 1.2 The ATS routes and procedures detailed in this AIP SUP will become effective at 0000UTC on _____ (date and year of AIRAC cycle).

2 DETAILS OF THE ROUTES

- 2.1 Details of the ATS routes, _____ (route designator) and _____ (route designator) applicable within the _____ (name of the ACC) FIR are shown in Appendix A.
- 2.2 Operating restrictions applicable within the _____ (name of ACC) FIR are detailed in paragraph 3 below.

3 RNP 10 NAVIGATION REQUIREMENTS

- 3.1 ATC will apply the 60NM lateral separation minima to aircraft, which are approved for RNP 10 operations, on those segments of the routes, which fall within the _____ (name of ACC) FIR.
- (Route designator) – xxxx (name of RP) to yyyy (name of RP)
(Route designator) – xxxx (name of RP) to yyyy (name of RP)
- 3.2 Pilots must advise ATC of any deterioration or failure of the navigation systems below the navigation requirements for RNP 10. ATC shall then provide alternate separation and / or alternative routing.
- 3.3 Pilots of aircraft meeting RNP 10 navigation requirements must indicate /R in Item 10 of the ICAO Flight Plan.
- 3.4 An aircraft that is unable to meet the minimum navigation requirements for RNP 10 may not file flight plan on ATS routes, _____ (route designator) and _____ (route designator)

4 SAFETY ASSESSMENT CRITERIA

- 4.1 The safety criteria associated with the introduction of the reduced lateral separation minima of 60NM will be in accordance with the requirements for RNP 10 navigation performance, ie. aircraft navigation performance shall be such that the standard deviation of lateral track errors shall be less than 8.7km (4.7NM).

5 MONITORING OF AIRCRAFT NAVIGATION PERFORMANCE

- 5.1 Monitoring of aircraft navigation performance is a joint responsibility between operators, States of Registry or States of Operators (as applicable), regulatory authorities and the ATS providers. The detection and reporting of non-conformance with the navigation requirements against the following parameters will rely primarily on radar monitoring by ATC units:

Lateral deviations

- (i) a deviation of 15NM or more from the track centre-line based on radar observations;

Longitudinal deviations

- (i) where time separation is applied by ATC – when the reported separation based on ATC verified pilot's estimates vary by 3 minutes or more from the expected separation at the reporting point; or
- (ii) where a distance based standard is applied by ATC based on ADS, radar observation or RNAV distance reports – when the distance varies by 10NM or more from the expected distance.
- 5.2 ATC will advise the pilot-in-command when such deviations are observed and implement the required investigation procedures.
- 5.3 The ATC authorities will investigate the causes of such deviations in conjunction with the aircraft operator and the State of Registry, or the State of the Operator, as applicable.

6 SEPARATION MINIMA

6.1 Lateral Separation Minima

- 6.1.1 A lateral separation minima of 60NM may only be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

6.2 Longitudinal Separation Minima

- 6.2.1 A longitudinal separation of 80NM RNAV or 10 minutes (or less) Mach Number Technique (MNT) separation minima may be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

7 **OPERATORS PROCEDURES**

- 7.1 The operator shall ensure in-flight procedures, crew manuals and training programmes are established in accordance with RNP 10 navigation requirements.