

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE**



**REPORT OF THE SPECIAL ATS COORDINATION MEETING
ON THE HONG KONG, CHINA AND JAKARTA ATS ROUTES**

Manila, Philippines

11 – 13 August 2004

The views expressed in this Report should be taken as those of the
Meeting and not of the Organization

Approved by the Meeting
And Published by the ICAO Asia and Pacific Office

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PART I – HISTORY OF THE MEETING

1. Introduction

1.1 The Special ATS Coordination Meeting on the Hong Kong, China/Jakarta ATS Routes (SCM-HKG/JKT) was hosted by the Air Transportation Office, Philippines and held at the Heritage Hotel, Pasay City, Manila, Philippines from 11 to 13 August 2004.

2. Attendance

2.1 The meeting was attended by 21 participants from Hong Kong, China, Indonesia, Malaysia, Philippines, Singapore, Thailand, Viet Nam, and IATA. A list of participants is at **Appendix A**.

3. Officers and Secretariat

3.1 Mr. David J. Moores, Regional Officer ATM, ICAO Asia and Pacific Regional Office, Bangkok acted as the Moderator and Secretary for the meeting.

4. Opening of the Meeting

4.1 Mr. Cezar B. Germino, Deputy Director Air Traffic Services, Air Transportation Office, Philippines opened the meeting and welcomed participants to Manila for this important Special Coordination Meeting. He was pleased to recognize the efforts of the States, ICAO and International Organizations concerned in progressing the implementation of the direct route between Jakarta and Hong Kong, China, and that this meeting would finalize the implementation planning. The Philippines supported the concept of a common transport policy and establishment of common procedures for design, planning and management ensuring the efficient and safe performance of air traffic management.

4.2 Mr. Germino paid a special tribute to the officials of the ICAO Asia/Pacific Regional Office who have consistently made it possible for the Philippines to fulfill its mission to the aviation community. Also, this could not have been achieved without the efforts of other States and International Organizations whose collaboration has been crucial to their success. This spirit of collaboration would ensure for civil aviation a future that would be safer and more efficient.

4.3 Mr. David Moores on behalf of Mr. Lalit B. Shah, Regional Director, ICAO Asia and Pacific Regional Office thanked the Air Transportation Office, Philippines for hosting and making arrangements for the meeting, which would greatly contribute to its successful outcome. He welcomed participants and expressed appreciation for the support provided by their Administrations at short notice, which made it possible to progress this important route improvement that would result in significant operational and economic benefits to the airline industry.

5. Documentation and Working Language

5.1 The working language of the meeting and the language for all documentation was in English. Five (5) Working Papers and were presented to the meeting. The list of papers is shown at **Appendix B**.

REPORT OF THE MEETING

Agenda Item 1: Adoption of Agenda

1.1 The meeting reviewed the provisional agenda and adopted it for the meeting:

- Agenda Item 1: Adoption of Agenda
- Agenda Item 2: Review Hong Kong/Jakarta route requirements
- Agenda Item 3: ATS Operational Considerations (including Letters of Agreement)
- Agenda Item 4: Safety and Airspace Monitoring Considerations
- Agenda Item 5: Amendment to ANP
- Agenda Item 6: Any Other Business

Agenda Item 2: Review Hong Kong/Jakarta route requirements

2.1 The meeting recalled that at the Eleventh South-East Asia ATS Coordination Meeting (SEACG/11) held at the ICAO Asia/Pacific Regional Office on 24-28 May 2004, IATA had advised the meeting that since the introduction of the revised South China Sea (SCS) route structure on 1 November 2001, flights had suffered severe operational penalties of up to 30 minutes per round trip. In addition to extra fuel costs, increased maintenance as well as flight crew limitations had resulted in losses for one airline using the route of approximately US\$ 4.6 million annually.

2.2 The SEACG/11 considered IATA proposals to improve the routing, and after extensive discussions, agreed to a one-way routing system using a northbound route from Jakarta via the Manila FIR to Hong Kong, China and a southbound route to Jakarta on the western side of the South China Sea route structure.

2.3 In regard to the operating procedures, the SEACG/11 meeting 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 southbound 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 lower vertical limit of the northbound route to be FL 285;
- e) a safety assessment of the routes to be carried out; and
- f) a review to be conducted after 3 months.

2.4 The meeting reviewed the operating procedures and route requirements agreed to by SEACG/11. Subsequent to SEACG/11, the Regional Office assigned the route designator M772 to the northbound route and L644 to the southbound route from CONSON to Jakarta.

Route specifications

2.5 In regard to a), the meeting confirmed that the route specifications for M772 and L644 would be RNP 10, RVSM and RNAV. Under Agenda Item 3, the meeting considered issues related to contingency arrangements in the event that aircraft were unable to meet the RVSM and RNP 10 requirements and for weather deviation.

Flight level assignment

2.6 In regard to b), the Philippines provided data on traffic operating northbound on M754 and on crossing routes L628 and M765. The present Letter of Agreement (LOA) between the Philippines and Viet Nam for the Manila and Ho Chi Minh ACCs provides for No-PDC FL280 and FL390 for flights westbound from Manila on L628. The traffic data showed that generally flights from Jakarta enter Manila FIR on M754 at FL370 then climb to FL390 prior to or after changing direction to the northwest. The Philippines requested that because flights departing from Manila would not climb to FL390 until later in the flight, it would be more operationally beneficial to assign FL390 as a No-PDC level for M772, and FL350 to be reassigned to L628. The meeting agreed to this change, and it would be included in the revised LOAs between the Ho Chi Minh and Manila ACCs.

Restrictions on the use of M772

2.7 The meeting considered under c) the need to restrict the use of M772 northbound one-way to the city pair Jakarta and Hong Kong and destinations beyond via Hong Kong. The Philippines explained that in the Manila FIR, a considerable portion of M772 was outside radar and VHF radio coverage and crossed a number of other routes. Also, the route was close to (about 40 NM) the Ho Chi Ming FIR and Sanya AOR boundaries, and there would be limited time available using HF radio communication with pilots to coordinate weather deviations with Ho Chi Minh and Sanya ACCs. In addition, due to two different RVSM flight level orientation schemes (FLOSs) operating on the South China Sea routes (modified single alternate) and the Manila FIR (single alternate), transition procedures were in place requiring additional controller workload to coordinate and change flight levels. The introduction of M772 would increase controller workload further and until the operational impact was fully assessed, the traffic on the route should be restricted to avoid the possibility of an adverse affect on safety.

2.8 The meeting appreciated the Philippines concerns and agreed that restrictions were necessary to allow time for operations to be evaluated from a controller workload and safety perspective. The meeting agreed that restricting operations on M772 and L644 to one-way traffic and to Hong Kong/Jakarta flights and beyond (for flights routing via Hong Kong and Jakarta) should be necessary only as long as it took to evaluate operational safety and efficiency. However, in the longer term, subject to the considerations above, it was hoped that the route would be made available to all operators as there were number of flights from other destinations that would want to use this route.

2.9 IATA reminded the meeting that for their member airlines, optimizing routing and saving fuel was a high priority, which had become more acute with recent significant increases in fuel costs. This was expected to continue to rise and would result in operating costs becoming even more critical. Any relief that could be gained from improved routing would make a significant contribution bringing benefits to the entire aviation industry. The meeting recognized the ever growing crisis airlines was facing and would strive to provide the desired improvements, bearing in mind the need to adopt a cautious approach where safety was concerned.

Lower vertical limit of M772 and L644

2.10 In regard to d), the meeting agreed to a lower vertical limit of FL285 on M772 and L644 from CONSON to 'DKI' VOR. It was recognized that contingency events may require pilots unable to continue to operate under RVSM or RNP 10 requirements, to descend below the route, in which case, normal contingency procedures would apply.

Realignment of M772

2.11 Malaysia requested that the meeting consider making some minor adjustments to the route to align it with existing way points on crossing routes and to route via the VSB VOR. The meeting agreed to the changes.

2.12 Indonesia requested that M772 to originate at 'DKI' VOR and follow B592 to OSUKA then direct to VSB. This would simplify the routing by making use of the existing structure. Further, there was a requirement to maintain a conventional route below M772 for non-RNP 10/RVSM approved aircraft. For the portion of B592 between DKI to OSUKA, the upper vertical limit would be restricted to FL285. The meeting agreed to the changes and the revised M772 details are provided in **Appendix C**.

L644

2.13 The meeting reviewed the southbound route L644 as agreed by SEACG/11, and concurred with the routing whereby L642 would be used to CONSON, and then the new route L644 to Jakarta ('DKI' VOR). With the implementation of L644, the meeting agreed that G220 should be deleted and this would be included in the BANP amendment proposal. Details of L644 are provided in **Appendix D**.

2.14 In regard to the flight level assignment on L644, the odd flight levels, FL290 and FL370 are available as No-PDC levels. Other flight levels are available subject to coordination.

Safety assessment

2.15 The safety assessment matters under e) are considered under Agenda Item 5.

Post implementation review meeting

2.16 In regard to f), the meeting agreed that a 3 month post implementation review meeting would not be scheduled as it was considered unlikely that matters would arise that could not be resolved between the States concerned under established coordination arrangements. In any case, the SEACG/12 meeting, which would be held during the first half of 2005, would review the route operation. States agreed to coordinate any follow-up matters and would call for a special coordination meeting if circumstances warranted it.

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

3.1 The Philippines informed the meeting of issues and concerns of the Manila ACC regarding the implementation of the direct Jakarta/Hong Kong route (M772). Also, the meeting was advised of measures being undertaken to maintain the safety and efficiency of ATC operations.

Weather deviation

3.2 Manila ACC had concerns that with the close proximity of M772 to the adjacent Ho Chi Minh FIR and Sanya AOR boundaries, there may be occasions when pilots requesting weather deviation would take some time to coordinate with the adjacent ACC, as there was no direct radio communication between the pilot and controller (HF was being used operated by Manila Radio at a separate location to the Manila ACC). The meeting recognized that a problem would arise if the aircraft concerned deviated westwards into the adjacent airspace and changed flight level without prior coordination and approval by the Ho Chi Minh or Sanya ACC. Under normal operations with the aircraft maintaining its cleared level, separation existed between M772 (using odd levels) and the adjacent parallel routes (using even levels). In this regard, Viet Nam advised the meeting that they could accept aircraft deviating as a contingency requirement provided the aircraft maintained its cleared flight level.

3.3 The Philippines and Viet Nam agreed to amend their LOA accordingly. As China had not attended the meeting, it was not possible to agree on the arrangements for the Sanya ACC. The meeting expressed its disappointment that China had not attended the meeting as matters related to implementation of M772 affected the Sanya AOR. The Secretariat agreed to coordinate with China on the matter and seek their agreement on the weather deviation procedure and LOA between the Sanya and Manila ACCs.

3.4 The meeting noted that pilot weather deviation procedures were already in effect for RVSM operations as published in State AIPs and the MID/ASIA Regional Supplementary Procedures (Doc 7030). However, these procedures did not cater for aircraft deviating into adjacent airspace of another ATC authority without prior coordination. Accordingly, the meeting agreed to include in the Philippine AIP Supplement procedures to cover this contingency event. The following procedures were adopted:

7. Weather deviation without prior ATC coordination

- 7.1 The RVSM weather deviation procedures as contained in the MID/ASIA Regional Supplementary Procedures (Doc 7030) will apply on M772 and L644.
- 7.2 In the case of aircraft operating northbound on M772 deviating westward and entering the adjacent airspace of the Ho Chi Minh FIR or the Sanya AOR, an ATC clearance shall be obtained from the Manila ACC.
- 7.3 In the event that a clearance cannot be obtained in time prior to entering the adjacent airspace, the pilot as a matter of urgency shall contact Ho Chi Minh or Sanya ACC as appropriate, maintain the last cleared flight level and obtain ATC clearance to enter the airspace.
- 7.4 Manila Radio shall be informed of the action taken when possible.

3.5 In regard to large scale weather deviation and the proximity of M772 to the Ho Chi Minh FIR and Sanya AOR, the meeting was advised that Manila ATC on some occasions may have to suspend the operation of M772. The meeting acknowledged that this was to be expected under such conditions and was a matter to be assessed on a tactical basis. In the case of major tropical storms, operators had advanced warning and planned their routes accordingly to avoid areas affected.

ATC coordination

3.6 In regard to ATC coordination requirements between Manila ACC and adjacent Ho Chi Minh, Hong Kong, China and Sanya ACCs, the Manila ACC was concerned that implementing M772 would lead to additional workload, which was already complicated with the need to carry out transition procedures between RVSM FLOSs and to pass transfer/estimates to the Hong Kong ACC. Also, because ATC communications with aircraft were by HF radio, there were occasions when passing essential traffic information was delayed. Further, seasonal severe weather conditions affecting the area exacerbated these difficulties. In this regard, in the initial phase of operations, the traffic on L644 should be restricted as described in paragraph 2.8 above to allow time for controllers to gain experience and assess the operational conditions.

3.7 The meeting recognized the operational difficulties experienced by Manila ACC and agreed that operations need to be kept under review and adjustments made to the traffic flow as appropriate.

Changes to the RVSM FLOS for the South China Sea area

3.8 The Philippines reminded the meeting that the RVSM/TF was considering a possible change to the modified single alternate FLOS that applied to the SCS routes. In the event it was decided to change to the single alternate FLOS, this would result in changes to the flight level assignment for L644 and M772. This would have a major impact on operations and controller training and the timing of the FLOS change could impact on preparations for implementation of these routes. The Secretariat advised the meeting that the FLOS review would be carried out by RVSM/TF/22 on 20-24 September 2004. Changing the FLOS for the SCS route system was a major undertaking and had been under consideration for some time. However, it was recognized that the SCS routes were operating to a high degree of safety and efficiency, although there were operational difficulties within the transition areas that need to be addressed. Also, it was highly desirable to harmonize the FLOS across the Asia Region. Before any change to the present stable operation of the SCS routes took place, all safety and operational considerations would need to be thoroughly analyzed and demonstrated that changing the system would achieve overall benefits in safety and efficiency.

3.9 To prepare for the RVSM/TF/22 meeting, States concerned had been requested to complete their studies of the effect of the change to the single alternate FLOS including simulations, and be in a position to make a decision at the TF/22 meeting whether to change the FLOS to the single alternate. If a change was agreed, there would be considerable work to be done to prepare for the change, and this was unlikely to occur in the short term. With the implementation of RVSM in the Incheon, Naha and Tokyo FIRs planned for 9 June 2005 using the single alternate FLOS, it was expected that a change to the SCS FLOS would also occur on this date. In view of this time scale, implementation of L644 and M772 should go ahead under existing conditions, and once the outcome of RVSM/TF/22 was known, the way forward to integrate the route systems' flight level assignments would need to be planned with time allowed for operational training.

3.10 IATA commented that they were satisfied with the present SCS routes operation using the modified single alternate FLOS, and operators were achieving significant benefits. They would support a change to the FLOS in the interest of harmonization, if it were clearly demonstrated that this would result in no loss in the present level of operation both in safety and efficiency. They agreed that evaluation of the conditions for change was a substantial undertaking and required major safety assessments to be performed. Effecting change would require considerable preparation, and in their view, this could not be achievable in the short term and would not impact on the initial operation of L644 and M772.

Letters of agreement

3.11 Viet Nam informed the meeting that they had prepared a draft LOA between the Ho Chi Minh and Singapore ACCs for the operation of L644, which was under consideration by Singapore. The other States concerned agreed to review their LOAs taking into account the Viet Nam draft LOA.

3.12 In regard to the LOAs between China, the Philippines and Viet Nam, the weather deviation procedures for M772 in paragraph 3.3 above would need to be included. As China was not present, the Secretariat would coordinate with China to seek their agreement to amend the LOAs as soon as practicable. In this regard, the Philippines agreed to prepare a draft supplement (SLOA) to the Sanya/Manila ACCs LOA and provide this to the Regional Office. The Secretariat requested that the SLOA be made available to be coordinated with China during the APANPIRG/15 meeting on 23-27 August 2004.

3.13 The meeting recognized that obtaining China's agreement to the contingency procedures for M772 was crucial to successful implementation of the route. In this regard, the meeting requested that States complete the updating of their LOAs for M772 no later than 1 November 2004.

Implementation date

3.14 The meeting considered the implementation date recognizing that IATA had requested implementation as soon as practicable in view of increasing fuel cost. In this regard, Singapore advised the meeting that they would not be able to implement the routes before January 2005. This was due to a major software modification already in progress to the air traffic flight data processing system. It was necessary to limit any additional software changes until after the guarantee period had expired at the end of December 2004. Also, any further changes at this stage could lead to destabilizing the system. Singapore regretted that implementation could not be accommodated before 4 January 2005. The meeting recognized that major changes to ATM automated systems were complex and required time to take effect.

3.15 IATA requested that Singapore consider whether there was any possibility that a work around could be accommodated that bypassed the main computer system affected by the modification. Singapore advised that in the case of L644, the route passed through three radar sectors and there would be increased workload for controllers to manually insert route details for automatic exchange of data between radar positions. Without updating of the electronic flight progress strips, controllers would have difficulty in traffic planning and management. However, in the case of M772, which passed through a short portion of the Singapore FIR and in view of the limited usage on the route, it would be possible to operate the route temporarily without making changes to the software. In this case, Singapore could accept implementation on AIRAC date of 25 November 2004.

3.16 The meeting recognized that to determine an implementation date it would be necessary to know the results of the RVSM safety assessment to be performed by MAAR for the SCS routes. Also, the safety assessment for the lateral operation of M772 and L644 would need to be completed.

3.17 Further discussion on this matter is under Agenda Item 4.

Draft AIP Supplement

3.18 The meeting reviewed and updated the draft AIP Supplement prepared by the Civil Aviation Authority, Singapore for implementation of the routes. The revision included weather deviation contingency procedures for M772 and a section on applicant of 1 000 ft vertical separation minimum.

3.19 The meeting agreed that States concerned should issue their AIP Supplement in time to provide two AIRAC cycle notification of the implementation date (this matter is discussed further under Agenda Item 4). A trigger NOTAM would also be issued 10 days prior to implementation. The revised AIP Supplement is at **Appendix E**.

Agenda Item 4: Safety and Airspace Monitoring Considerations

4.1 The meeting noted that implementation of L644 and M772 as RNP 10 routes in RVSM airspace would require a safety assessment to be conducted prior to the routes being implemented. This was the responsibility of the Monitoring Agency for the Asia Region (MAAR) operated by AEROTHAI, Thailand.

4.2 The meeting recalled that at the SEACG/11 meeting, it was agreed that the safety assessment for the SCS routes for the implementation of RNP 10 and 60 NM lateral route spacing on 1 November 2001 needed to be updated, as the original assessment was carried out based on traffic sample data for the previous route system and prior to RVSM being implemented. The meeting also noted that RVSM/TF/21 had called for States to provide traffic sample data for the safety assessment for the month of July 2004 to update the SCS RVSM and lateral safety assessments. States were to submit the traffic sample data to MAAR and the Regional Office by 1 September 2004. This data should include the traffic operating between Hong Kong, China and Jakarta and beyond. States were reminded to submit the data requested, as completing the safety assessments in good time was essential to the successful outcome of the meetings concerned.

4.3 The results of the RVSM safety assessment would be provided by MAAR to States, the Regional Office and the Regional Airspace Safety Monitoring Advisory Group (RASMAG) for review by RASMAG/2 on 4-8 October 2004. In this regard, the meeting was advised by MAAR that it was not possible to determine when the safety assessment could be completed as it depended on receiving the complete set of data. Also, the quality of the data would be a factor and it would be necessary to verify its accuracy. If States submit their data before 1 September, this would assist the process and it may be possible to complete the safety assessment for the RASMAG/2 meeting.

4.4 In regard to the timing of a Go/No-Go decision, Hong Kong, China advised that, because ICAO standards in respect to ATS safety management requires a formal safety assessment to be carried out and the assessment formally documentation, this should be completed before a decision could be made whether to make any airspace changes to implement L644 and M772. Hong Kong would require this process to be completed before it could support a decision to implement the routes.

4.5 The meeting noted that the changes to be made to implement the two routes were not major and the traffic demand was low at present. However, it was necessary to follow the due process and comply with ICAO safety requirements. Accordingly, the meeting agreed that the results of the MAAR and States' safety assessments would be required in order for the Go/No-Go decision to be made. The meeting further agreed that the Go/No-Go decision should be made by 1 November 2004. The Secretariat would inform the States concerned on the outcome of the assessment by MAAR, and coordinate the publishing of their AIP Supplement on 11 November 2004.

4.6 In regard to the lateral safety assessment for the SCS routes, there was no safety monitoring group presently responsible to carry out this assessment. MAAR was responsible for the RVSM assessment only. RASMAG/1 had identified the need to appoint a safety monitoring agency to carry out the lateral safety assessment for the SCS routes and this would be considered further by RASMAG/2 in October. In addition, AEROTHAI and Airservices Australia were holding discussions on the possibility of setting up a joint safety monitoring group that would be in a position to carry out the lateral safety assessment. To date, no decision had been made, and it was expected that RASMAG/2 would be updated on progress.

4.7 In regard to the safety assessments for implementation of L644 and M772, the crossing track issues would be included in the RVSM safety assessment to be carried out by MAAR for the SCS route system. However, the RVSM safety assessment would not be undertaken until after 1 September 2004, and the results would be reported to the RASMAG/2 meeting in October. In the case of the lateral assessment, the Secretariat advised the meeting that, it was of the view that a safety assessment using a collision risk model was not required because reduced distance separation of 50 or 60 NM was not being applied on L644 and M772. However, a safety assessment involving a risk analysis should be carried out by the States concerned on the operation of the routes and factors/hazards that contribute to risk identified and mitigating action taken.

4.8 The meeting considered the issues involved in carrying out a safety assessment for L644 and M772. It was noted that various methods were being used by civil aviation safety authorities to make such assessments. For example, in Europe an airspace hazard analysis approach was used based on the principle of safety being determined as low as reasonable possible (ALARP), where all hazards affecting safety were evaluated and mitigating measures taken. Hong Kong advised that they used a Safety Case approach to methodically identify hazards and risks to safety, and applied mitigating measures. The Secretariat advised the meeting that the ICAO Manual on ATS Safety Management would provide guidance on conducting safety assessments and was expected to be published later this year. An electronic copy of the draft manual was available. Also, the *Manual on Airspace Methodology for the Determination of Separation Minima* (Doc 9689) provided guidance on how to perform safety assessments and models were provided.

4.9 The meeting considered the issues raised concerning the completion of the safety assessments and the lead time required for preparation for implementation and charting requirements. Singapore advised the meeting that two AIRAC cycles should be provided and in view of the uncertainty of when MAAR could complete the RVSM safety assessment, it was unlikely that an implementation date earlier than January would be feasible. In this regard, to allow time to complete all the implementation arrangements, it was proposed that both routes, L644 and M772 be implemented on 20 January 2005. This would require AIP Supplements to be published on 11 November 2004 and a trigger NOTAM to be issued on 10 January 2005.

4.10 IATA appreciated the constraints on an earlier implementation date, and agreed that in the interest of thoroughly addressing all safety matters, implementation on 20 January 2005 was acceptable.

4.11 The meeting agreed to implement the routes on 20 January 2005 at 0000 UTC. This would be subject to the completion of the RVSM safety assessment, and States' agreement to go ahead with implementation after completing of their own safety assessments.

4.12 The Philippines advised the meeting, that in view of the January 2005 implementation date and the simulations presently being conducted on the RVSM single alternate FLOS for the SCS, they would include M772 in the simulation. This was likely to result in being able to implement M772 without restrictions on city pairs, including all the traffic presently on M754 to operate on this route. The meeting thanked the Philippines in being willing to consider expanding the utilization of M772 as this would be highly appreciated by operators.

Agenda Item 5: Amendment to ANP

5.1 The meeting reviewed and revised the draft amendment to the Asia/Pacific BANP (Doc 9673) prepared by the Secretariat. The meeting requested the Secretariat to review the five-letter name-codes for the waypoints on the routes as some were similar in pronunciation to others already in use on other routes in the areas concerned. The following States agreed to be co-origiators to the proposal: Indonesia, Malaysia, Philippines, Singapore and Viet Nam. The Secretariat was also requested by the States to progress the proposal as soon as practicable. The revised draft BANP amendment is at **Appendix F**.

Agenda Item 6: Any Other Business

6.1 The meeting prepared an action plan for follow-up action as shown in **Appendix G**.

6.2 The meeting welcomed Mr. A.V. Venturina, Director 2, Air Traffic Services, Air Transportation Office, Philippines who joined the meeting on Thursday, 12 August and he welcomed participants to Manila for this meeting. The meeting expressed its appreciation to Mr. Venturina for the initiative he had taken at the SEACG/11 to support the implementation of the Jakarta/Hong Kong northbound route, thereby paving the way for this meeting.

6.3 IATA expressed its appreciation to the Air Transportation Office, Philippines for hosting this meeting, which had made substantial progress towards implementing this important route improvement, particularly at a time when airlines were again faced with major fuel cost increases. IATA also thanked the participating States for their excellent spirit of cooperation that made it possible to complete the arrangements process to implement the routes.

6.4 Indonesia advised the meeting that they were implementing eight RNP 10 routes in Indonesian FIRs on 25 November 2004. In this regard, they would be implementing L644 from DKI VOR to KIKOR in the Jakarta FIR, and M772 from DKI VOR (Jakarta FIR) to VSB VOR (Kota Kinabalu FIR). Malaysian agreed to the implementation of M772. In this regard, Malaysia was advised that an AIP Supplement should be issued to cover the portion of the route in the Kota Kinabalu FIR.

Closing of the meeting

7.1 Mr. Moores, in closing the meeting, thanked the participants for their excellent cooperation, which led to substantial progress, and made it possible to finalize the process to implement the routes. On behalf of the participants, he thanked the Air Transportation Office, Philippines for hosting the meeting and its generous and kind hospitality. In particular, he thanked the staff of the Manila ACC who provided such excellent support and gracious assistance to participants which contributed to the success of the meeting.

SCM-HKG /JKT
Appendix A to the Report

LIST OF PARTICIPANTS

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SCM-HKG /JKT
Appendix A to the Report

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| Mr. Nguyen Manh Quang | Deputy Chief, ATS-AIS/Vietnam ATM Civil Aviation Administration of Viet Nam Gialam Airport, Hanoi The Socialist Republic of Vietnam | Tel: (84-4) 8730320 Fax: (84-4) 8272597 E-mail: vatmats@hn.vnn.vn |

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| VIET NAM | | |
|---------------------|--|--|
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| IATA | | |
| Mr. Soon Boon Hai | Assistant Director – Safety, Operations & Infrastructure – Asia/Pacific International Air Transport Association 77 Robinson Road #05-00 SIA Building Singapore 068896 | Tel: 65-6239 7267 Fax: 65-6536 6267 E-mail: soonbh@iata.org |
| Capt. Aric Oh | Deputy Chief Pilot – Flight Operations Technical Singapore Airlines Limited (SIN-STC-04C) 720 Upper Changi Road Singapore 486852 | Tel: +65-6540 3694 Fax: +65-6490 0601 E-mail: aric_oh@singaporeair.com.sg ciraho@pacific.net.sg |
| Mr. Owen Dell | Manager International Operations Cathay Pacific Airways Limited International Affairs Department 9/F Central Tower, Cathay Pacific City 8 Scenic Road Hong Kong International Airport Lantau, Hong Kong, China | Tel: 852 2747 8829 Fax: 852 2141 8829 E-mail: owen_dell@cathaypacific.com |
| ICAO | | |
| Mr. David J. Moores | Regional Officer, ATM ICAO Asia & Pacific Office P.O.Box 11 Samyaek Ladprao Bangkok – 10901 Thailand | Tel: 66-2-5378189 Fax: 66-2-5378199 AFTN: VTBBICOX E-mail: dmoores@bangkok.icao.int |

LIST OF WORKING PAPERS

| WP/No. | Agenda Item | Subject | Presented by |
|---------------|--------------------|---|---------------------|
| 1 | 1 | Provisional Agenda | Secretariat |
| 2 | 2 | Proposed ATS Routes Between Hong Kong, China and Jakarta, Indonesia | Secretariat |
| 3 | 3 | Draft AIP Supplement for Implementation of the Proposed ATS Routes Between Hong Kong, China and Jakarta, Indonesia | Secretariat |
| 4 | 5 | Amendment Proposal to the Asia/Pacific Basic Air navigation Plan (Doc 9673) for Implementation of the Proposed ATS Routes Between Hong Kong, China and Jakarta, Indonesia | Secretariat |
| 5 | 3 | Issues/Concerns Re Implementation of Direct Jakarta/Hong Kong Route - Manila ACC | Philippines |

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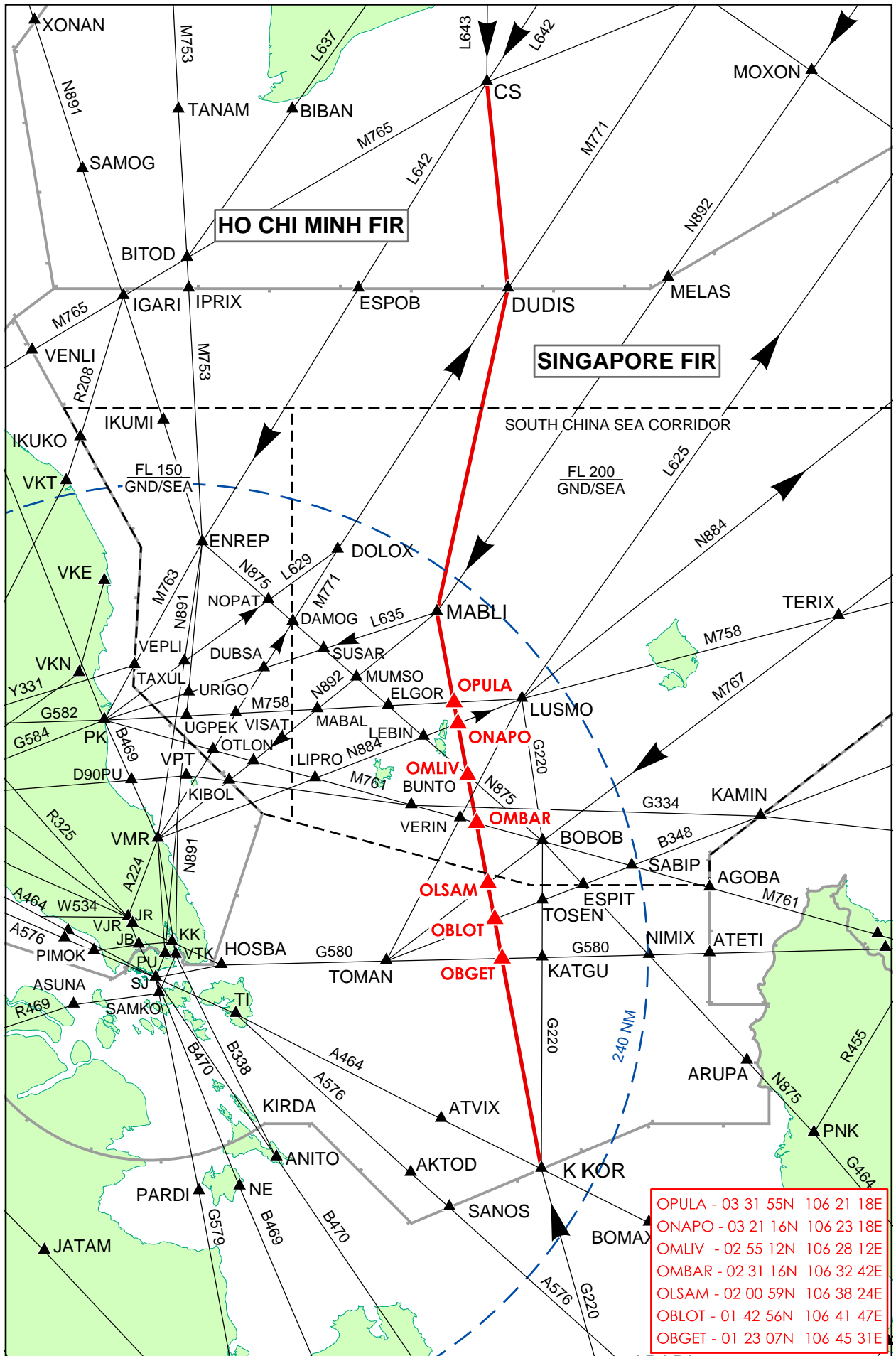
PROPOSED M772 - JAKARTA TO HONG KONG

| ROUTE | POINT | LAT | LONG | HDG | DIST (NM) | LOWER LIMIT | UPPER LIMIT | FIR | REMARKS |
|-----------|----------|-----------|------------|-----|-----------|-------------|-------------|------|---|
| M772/B592 | DKI DVOR | S05 57 54 | E107 02 18 | 028 | | | | WIIZ | Bi-direction |
| M772/B592 | ATOSO | S05 08 54 | E107 28 00 | 028 | 55 | | | WIIZ | |
| M772/B592 | AMBOX | S04 08 00 | E108 10 00 | 034 | 74 | | | WIIZ | |
| M772/B592 | AKULA | S03 07 12 | E108 57 06 | 037 | 77 | | | WIIZ | |
| M772/B592 | KIBON | S01 50 00 | E110 00 00 | 038 | 99 | | | WIIZ | |
| M772/B592 | OSUKA | S01 17 30 | E110 24 42 | | | | | WIIZ | |
| M772/FIR | JKT/KK | 01 01 12N | E111 26 50 | 024 | 151 | FL 240 | FL 460 | | One-way northbound Lateral limits: 10 NM either side of line joining WIIZ/WBFC bdry point to ASISU. |
| M772 | VSB | N02 14 54 | E111 59 48 | 024 | 80 | FL 240 | FL 460 | WBFC | |
| M772 | XG580 | N03 00 55 | E112 17 22 | 021 | 49 | FL 240 | FL 460 | WBFC | |
| M772 | DARMU | N04 01 42 | E112 40 36 | 021 | 65 | FL 240 | FL 460 | WBFC | |
| M772 | XW442 | N04 36 03 | E112 52 20 | 019 | 36 | FL 240 | FL 460 | WBFC | |
| M772 | XM759 | N04 51 08 | E112 57 29 | 019 | 16 | FL 240 | FL 460 | WBFC | |
| M772 | XM758 | N05 08 45 | E113 03 31 | 019 | 19 | FL 240 | FL 460 | WBFC | One-way northbound Lateral Limits: 25 NM either side of line joining ASISU to DULOP. |
| M772/FIR | ASISU | N05 59 06 | E113 20 46 | 019 | 53 | FL 240 | FL 460 | | |
| M772 | XM767 | N07 31 01 | E113 55 44 | 020 | 98 | FL 240 | FL 460 | WSJC | |
| M772/FIR | LAXOR | N09 49 37 | E114 48 29 | 020 | 148 | FL 240 | FL 460 | | |
| M772 | XM765 | N11 56 43 | E114 44 29 | 358 | 127 | FL 240 | FL 460 | RPHI | |
| M772 | XL628 | N13 59 36 | E114 40 36 | 358 | 122 | FL 240 | FL 460 | RPHI | |
| M772 | XL625 | N14 10 18 | E114 40 16 | 358 | 11 | FL 240 | FL 460 | RPHI | One-way northbound |
| M772 | XN892 | N15 53 15 | E114 37 01 | 358 | 103 | FL 240 | FL 460 | RPHI | |
| M772FIR | IBABI | N17 22 22 | E114 34 13 | 358 | 89 | FL 240 | FL 460 | | One-way northbound |
| M771 | DULOP | N18 14 12 | E114 32 36 | 358 | 52 | 8000 | FL 460 | VHHK | |
| M771 | CH DVOR | N22 13 10 | E114 01 48 | 355 | 194 | | | VHHK | |

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PROPOSED L644 - HONG KONG TO JAKARTA

| ROUTE | POINT | LAT | LONG | HDG | DIST (NM) | LOWER LIMIT | UPPER LIMIT | FIR | REMARKS |
|-------|-------------|-----------|------------|-----|-----------|-------------|-------------|------|--------------|
| L644 | CS (CONSON) | N08 43 47 | E106 37 55 | | | | | VVTS | |
| FIR | DUDIS | N07 00 00 | E106 48 34 | 174 | 104 | FL 240 | FL 460 | | Bi-direction |
| L644 | MABLI | N04 17 17 | E106 12 47 | 192 | 166 | FL 240 | FL 460 | WSJC | |
| L644 | OPULA | N03 31 55 | E106 21 18 | 169 | 46 | FL 240 | FL 460 | WSJC | XM758 |
| L644 | ONAPO | N03 21 16 | E106 23 18 | 169 | 11 | FL 240 | FL 460 | WSJC | XN884 |
| L644 | OMLIV | N02 55 12 | E106 28 12 | 169 | 26 | FL 240 | FL 460 | WSJC | XN875 |
| L644 | OMBAR | N02 31 16 | E106 32 42 | 169 | 24 | FL 240 | FL 460 | WSJC | XM761 |
| L644 | OLSAM | N02 00 59 | E106 38 24 | 169 | 31 | FL 240 | FL 460 | WSJC | XM767 |
| L644 | OBLLOT | N01 42 56 | E106 41 47 | 169 | 18 | FL 240 | FL 460 | WSJC | XB348 |
| L644 | OBGET | N01 23 07 | E106 45 31 | 169 | 20 | FL 240 | FL 460 | WSJC | XG580 |
| FIR | KIKOR | S00 22 44 | E107 05 24 | 169 | 107 | FL 240 | FL 460 | | |
| L644 | XA576 | S01 37 00 | E107 07 40 | 181 | 276 | | | WIII | |
| L644 | DKI | S05 57 54 | E107 02 18 | | | | | WIII | |



MODEL AIP SUPPLEMENT

IMPLEMENTATION OF ATS ROUTES, M772 AND L644 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, M772 and L644.
- 1.2 The ATS routes and procedures detailed in this AIP SUP will become effective at 0000UTC as follows:

M772 on 25 November 2004

L644 on xx January 2005

2 DETAILS OF THE ROUTES

- 2.1 Details of the ATS routes, M772 and L644 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.
- 2.3 Aircraft on M772 are restricted to aircraft operating via Jakarta bound for Hong Kong and beyond.

3 RNP 10 NAVIGATION REQUIREMENTS

- 3.1 ATC will apply the 60 NM 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.
- M772 – xxxx (*name of RP*) to yyyy (*name of RP*)
L644 – 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, M772 and L644.

4 SAFETY ASSESSMENT CRITERIA

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

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 15 NM 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 60 NM 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 80 NM RNAV or Mach Number Technique (MNT) separation minima may be applied between aircraft equipped in accordance with RNP 10 navigation requirements.

6.3 Vertical Separation Minima

6.3.1 A vertical separation minima of 1,000 feet will be applied between aircraft operating between FL290 and FL410 inclusive in accordance with RVSM requirements.

7. Weather deviation without prior ATC coordination

7.1 The RVSM weather deviation procedures as contained in the MID/ASIA Regional Supplementary Procedures (Doc 7030) will apply on M772 and L644.

7.2 (For the Manila ACC AIP SUP only) In the case of aircraft operating northbound on M772 deviating westward and entering the adjacent airspace of the Ho Chi Minh FIR or the Sanya AOR, the pilot shall obtain an ATC clearance from the Manila ACC to deviate.

7.3 In the event that a clearance cannot be obtained in time prior to entering the adjacent airspace, the pilot as a matter of urgency, shall contact Ho Chi Minh or Sanya ACC as appropriate, maintain the last cleared flight level and obtain ATC clearance to enter the airspace. Manila Radio shall be informed of the action taken.

8. **OPERATORS PROCEDURES**

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

DRAFT

**Proposal for Amendment of Basic Air Navigation Plan
(Serial No. APAC 04/X –ATM/AIS/SAR)**

(Editorial note: The five-letter name-codes assigned to the waypoints to be confirmed)

- a) **Plan:** ASIA/PAC, Basic ANP Doc 9673
- b) **Proposed Amendment:** Editorial note: Amendments are arranged to show “deleted text” using strikethrough (~~text to be deleted~~), and “added text” with grey shading (text to be inserted).

ATS

- i) Delete the requirements for G220
- ii) M772
Amend the requirement as follows:

| | |
|-------|-------------------|
| DKI | S0557.9 E10702.3 |
| ATOSO | S0508.9 E10728.0 |
| AMBOX | S0408.0 E10810.0 |
| AKULA | S0307.2 E10857.1 |
| KIBON | S0150.0 E11000.0 |
| OSUKA | S0117.5 E11124.7 |
| ANIPU | N0101.0 E 11123.8 |
| VSB | N0214.9 E11159.8 |
| TAMIB | N0300.9 E11217.4 |
| DARMU | N0401.7 E 11240.6 |
| AGUPO | N0436.1 E11252.3 |
| BOMPO | N0451.1 E112 57.5 |
| ANIRU | N0508.8 E11303.5 |
| ASISU | N0559.1 E11320.8 |
| BIDAG | N0731.0 E11355.7 |
| LAXOR | N0949.6 E11448.5 |
| DODUG | N1156.7 E11444.5 |
| EMPUL | N1359.6 E11440.6 |
| DABGI | N1410.3 E11440.3 |
| MEGOV | N1553.3 E11437.0 |
| IBABI | N1722.4 E11434.2 |
| DULOP | N1814.2 E11432.6 |

iii) L644

Amend the requirement as follows:

| | | |
|---------|---------|----------|
| CONSON | N0843.8 | E10637.9 |
| DUDIS | N0700.0 | E10648.6 |
| MABLI | N0417.3 | E10612.8 |
| OPULA | N0331.9 | E10621.3 |
| ONAPO | N0321.3 | E10623.3 |
| OMLIV | N0255.2 | E10628.2 |
| OMBAR | N0231.3 | E10632.7 |
| OLSAM | N0201.0 | E10638.4 |
| OBLLOT | N0142.9 | E10641.8 |
| OBGET | N0123.1 | E10645.5 |
| KIKOR | S0022.7 | E10705.4 |
| X576 | S0137.0 | E10707.7 |
| DKI VOR | S0557.9 | E10702.3 |

- c) **Originated by:** Indonesia Singapore
Malaysia Viet Nam
Philippines
- d) **Originators reasons for amendment:** To enhance the efficiency and regularity of aircraft operations between Hong Kong, China and Jakarta, Indonesia. Currently there is no direct ATS route between this city pair.
- e) **Intended date of Implementation:** M772 and L644 on 20 January 2005
- f) **Proposal circulated to the following States and Organizations:**
- g) **Secretariat comments:** The establishment of M772 and L644 will improve the operations of aircraft between Hong Kong, China and Jakarta, Indonesia. Implementation will be based on safety assessments of the airspaces concerned and confirmation that the target level of safety of 5×10^{-9} fatal accidents per flight hours has been met for RVSM operations and that safety assessments have been performed by the States concerned for the lateral dimension.

**SPECIAL COORDINATION MEETING HONG KONG/JAKARTA
ACTION PLAN**

IMMEDIATE: Action to be taken immediately after the conclusion of the meeting

MID TERM: Action to be taken within six months

LONG TERM: Action to be taken within one year

| | ACTION ITEM | TIME FRAME | RESPONSIBLE PARTY | STATUS | REMARKS |
|----|--|-------------------|---------------------------------|---------------|---|
| 1. | Traffic Sample Data (TSD) to be collected for RVSM and RNP 10 safety assessments. As well as traffic sample data on the SCS parallel routes, sample data is required for the crossing routes to facilitate analysis of intersecting traffic. | IMMEDIATE | All SEA States, Thailand (MAAR) | OPEN | Raised at SEACG/11. TSD required for July 2004 and submitted to MAAR by 1 September 2004. <u>MAAR Contact details:</u> Email (preferred): maar@aerothai.co.th Fax: 662 287 8155 Address: Monitoring Agency for Asia Region (MAAR) ATS Operations Bureau, AEROTHAI 102 Ngamduplee Tungmahamek, Sathorn Bangkok 10120 Thailand. |

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| | ACTION ITEM | TIME FRAME | RESPONSIBLE PARTY | STATUS | REMARKS |
|----|---|-------------------|---|---------------|---|
| 2. | Preparation and distribution of Traffic Sample Data (TSD) template | IMMEDIATE | Thailand (MAAR) | OPEN | <p>Raised at SEACG/11.</p> <p>MAAR and Regional Office to revise the TSD template to include RVSM and RNP requirements and make template available to States.</p> <p>maar@aerothai.co.th</p> |
| 3. | ASIA/PAC BANP Amendment for deletion of G220 and establishment of L644 and M772 to be progressed | IMMEDIATE | Hong Kong, China Indonesia, Malaysia, Philippines, Singapore, Viet Nam, Regional Office | OPEN | <p>Draft proposal prepared raised at the SCM HKG/JKT (August 2004)</p> <p>Regional Office to circulate the proposal as soon as practicable</p> |
| 4. | AIP Supplement for implementation of L644 and M775 to be finalized | IMMEDIATE | Indonesia, Malaysia, Philippines, Singapore, Viet Nam, Regional Office | OPEN | <p>SCM-HKG/JKT prepared a model AIP SUP for use by States concerned.</p> <p>AIP SUP to be finalized by 9 Sept 2004</p> <p>AIP SUP to be issued on 16 Sept 2004.</p> <p>M775 to be implemented on 25 Nov 2004 and L644 in Jan 2005, subject to safety assessments being completed and safety levels met.</p> |
| 5. | Requirements for lateral safety assessment of M772 and L644 to be determined | IMMEDIATE | Regional Office | OPEN | <p>SCM-HKG/JKT requested the Regional Office to consult with ICAO HQ and appropriate safety authorities and States and MAAR to be informed.</p> |

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| | ACTION ITEM | TIME FRAME | RESPONSIBLE PARTY | STATUS | REMARKS |
|----|--|-------------------|---|---------------|--|
| 6. | States to undertake lateral safety assessment for implementation of M772 and L644 | IMMEDIATE | Hong Kong, China Indonesia, Malaysia, Philippines, Singapore, Viet Nam, | OPEN | SCM-HKG/JKT raised the requirement for safety assessment to be completed by 1 November for M772 implementation on 25 Nov 2004 |
| 7. | RVSM safety assessment for the South China Sea routes including M772 and L644 to be carried out | IMMEDIATE | Thailand (MAAR) | OPEN | SCM-HKG/JKT confirmed requirement to conduct RVSM safety assessment for SCS routes as soon as practicable as required by the RVSM/TF. Original safety assessment used traffic data on the old route system. Verification that the TLS is achieved required for the Go/No-Go decision to be made by 1 Nov 2004 to implement M772. |
| 8. | Letters of Agreement to be finalized and signed for implementation of M775 on 25 November 2004 and L644 in January 2005 | MID-TERM | China Hong Kong, China Indonesia, Malaysia, Philippines, Singapore, Viet Nam, | OPEN | At SCM-HGK/JKT adraft LOA prepared by Viet Nam for Singapore was reviewed. Other States to prepare LOAs for the adjacent ACCs taking into account the Viet Nam/Singapore LOA. LOAs to be signed by 1 Nov 2004 for implementation of M772. |
| 9. | Trigger NOTAM for implementation of M772 to be issued | IMMEDIATE | Indonesia, Malaysia, Philippines, Singapore | OPEN | SCM-HKG/JKT agreed to issue a Trigger NOTAM on 15 Nov 2004 for implementation of M772 on 25 Nov 2004. |

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| | ACTION ITEM | TIME FRAME | RESPONSIBLE PARTY | STATUS | REMARKS |
|-----|--|-------------------|---|---------------|--|
| 10. | NOTAM to be prepared for implementation of L644 in January 2005 | MID-TERM | Viet Nam Singapore Indonesia | OPEN | Details of route requirements included in AIP SUP to be issued on 16 Sept 2004. |
| 11. | Regional Office to coordinate with China on weather deviation procedures and finalization of LOA with the Philippines | IMMEDIATE | Regional Office | OPEN | SCM-HKG/JKT agreed that weather deviation procedures were required to address deviation without prior coordination from M772 into the Sanya AOR and China to be informed and agreement sought. |
| 12. | Establishment of safety monitoring agency for SCS area to undertake the lateral safety assessment | MID TERM | Thailand (MAAR) | OPEN | Raised at SEACG/11. Thailand (MAAR) to coordinate arrangements with Airservices Australia and report results to RASMAG/2 (Oct 2004). |
| 13. | Go/No-Go decision for implementation of M772 to be made by 1 November 2004 | IMMEDIATE | Hong Kong, China Indonesia, Malaysia, Philippines, Singapore, Viet Nam | OPEN | SCM-HKG/JKT agreed that the Go/No-Go decision needed to be supported by the safety assessments confirming the safety level had been met. Go/No-Go decision to be made by 1 Nov 2004. |

— END —