



International Civil Aviation Organization

The 10th Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17th Meeting of South-East Asia ATS Coordination Group (SEACG/17)

Singapore, 24 – 27 May 2010

Agenda Item 11: Any Other Business

Outcome of the third meeting of East Asia ATM Coordination Group (EATMCG/3)

(Presented by Japan)

SUMMARY

The third meeting of the informal East Asia ATM Coordination Group (EATMCG/3) was held at the conference room of Flight Operations, China airlines in Taipei, Taiwan from 14 to 16 December 2009. This paper summarizes the report of the EATMCG/3.

1 Introduction

1.1 The third meeting of the East Asia ATM Coordination Group was held at the conference room of Flight Operations, China airlines in Taipei, Taiwan from 14 to 16 December 2009.

1.2 The meeting was attended by 45 experts of the civil aviation authorities and air traffic service providers from Hong Kong China, Japan, Republic of Korea, Philippines, Taiwan, and the international organization of IFATCA and ATCA Japan. A total of 20 Papers (14 Working papers and 6 Information Papers) were submitted to the meeting.

2 Discussion

2.1 IFATCA provided the meeting with the report of the sixth meeting of the Western Pacific/South China Sea RVSM Scrutiny Group (WPAC/SCS RSG/6, April 2009), the nineteenth meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR SG19, June 2009) and the twentieth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009).

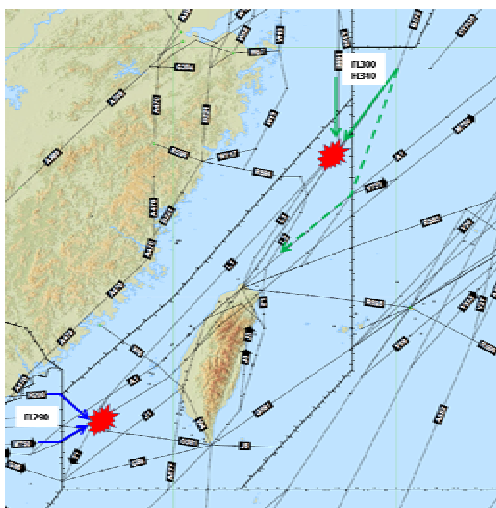
Implementation of Cross Strait routes (B591 and R200) and the impact on neighboring FIRs

2.2 Cross Strait routes have been implemented since 28th July 2009. The implementation of these routes gave big impacts on neighboring FIRs. FL300 and FL340 were not available for the flights entering Taipei FIR from Fukuoka FIR at SALMI on B576 between 2300UTC and 1200UTC. FL290 was not available for the flights entering Taipei FIR from Hong Kong FIR at ENVAR on M750 during the same period.

2.3 Taipei ACC presented the post-status of newly established Cross Strait routes of B591 and R200.

2.4 Japan proposed redesign of B576 as the double track system to lift off FL300 and FL340 restriction. Republic of Korea had to make route change for the traffic which needed to fly at FL300 or FL340. So Republic of Korea requested Taiwan to reconsider the operational procedure for B591 in order to mitigate the impact on Incheon ACC. Hong Kong proposed the application of 5-minute longitudinal separation minimum for flights from Hong Kong to North America via ENVAR M750 instead of current 10-minute minimum in order to keep capacity.

2.5 In response to Japan and Hong Kong's proposals, Taipei ACC promised to study the proposals. In response to Incheon's proposal, Taipei ACC promised to coordinate with Shanghai ACC with regard to the level allocation of B591 as soon as possible.



Improvement of operation on ATS routes B576/A1/M750

2.6 Hong Kong proposed the application of reduced longitudinal separation for B576 when radar hand-off procedure for this route commenced among Incheon, Taipei and Fukuoka FIRs. Taipei ACC presented the current situation on B576 and proposed to make radar hand-off at SALMI (B576). Japan proposed the application of 25NM in-trail intervals for radar hand-off for B576 after installation of the new radar which is planned in July 2010.

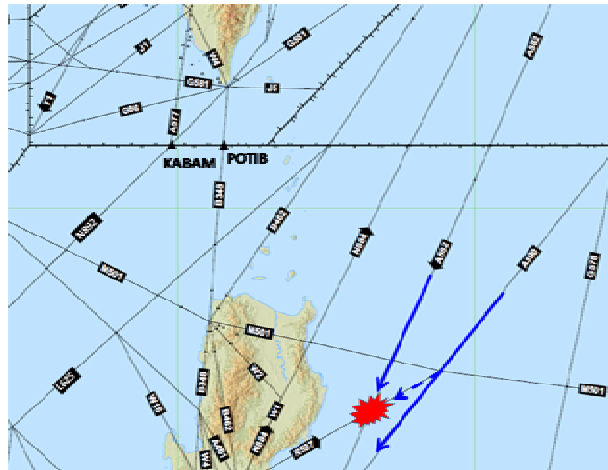
2.7 Currently, 25NM, 5minutes ensuring 25NM and 60NM in-trail interval are applied for radar hand-over between Fukuoka FIR and Taipei FIR. Controllers need to judge from destination or route of flight what interval should be applied. Japan proposed the trial of applying 20NM in-trail intervals for radar hand-over among Hong Kong FIR, Taipei FIR and Fukuoka FIR in order to enhance capacity, reduce controller's workload and support efficient aircraft operation. Hong Kong and Taipei basically agreed with the proposal.

FLAS

2.8 Manila ACC presented status report of FLAS arrangement on POTIB (B348) and KABAM (N892) which was proposed by Taipei ACC at EATMCG/2 meeting and LOA was amended accordingly. FL350 and FL390 would not be assigned by Manila during 0400UTC-0700UTC and 1300UTC-1600UTC daily with specified conditions.

Airway	Flight levels
N892	FL310,320,350,360,390 and 400
B348	For south bound FL300,340 and 380 For north bound FL290 , 310,330,350 ,370,390 and 410 FL290 is available if destination airport is in Taipei FIR. FL350 and 390 should not be assigned during the two window time frames with specified conditions.

2.9 At EATMCG/2 meeting, Naha ACC made several proposals to Manila ACC. Those were to restructure ATS routes A590 and A582 for applying lateral separation, to revise the FLAS for northbound traffic through MEVIN (B462 and L625) to odd FLs and to divert the northeast bound aircraft of ATS route B462 to N884 so as to simplify the traffic flow within Fukuoka FIR. In response to the first proposal, Manila ACC recommended to make R597 northeast bound unidirectional and for southbound flights on A590 proceeded to JOM. For the second proposal, Manila ACC specified the conditions under which the level transition could manage. And for route restructuring of ATS route B462 and N884, there will be need for more study and coordination.



ATFM

2.10 Taipei ACC presented statistics, tactics and examples of flow controls exercised in FIRs of EATMCG members. The total number of flow control exercised by Hong Kong was specified in terms of weather, traffic and so on. This flow control restriction had been relayed to the downstream FIRs and local traffic in Taipei FIR with time restrictions. Several examples were shown in this presentation to explain how Taipei decided the requirement of restrictions under each circumstance, such as nighttime system maintenance, runway closure and Hong Kong flow control.

2.11 Fukuoka ATMC proposed trial for the operational procedures to share the daily capacity notification among Hong Kong, Taipei and Fukuoka ATMC based on the “Daily Capacity Notification scheme” which was submitted to ICAO ATFM Seminar & Workshop held in October 2008 by Hong Kong. Hong Kong and Taiwan both agreed with Fukuoka ATMC to carry out this trial.

RNAV

2.12 Taiwan proposed to re-define M750 as RNAV5 in Hong Kong FIR and Taipei FIR and to evaluate M750 as RNAV5 route without surveillance requirement.

2.13 In response to the proposal, Hong Kong basically agreed with Taipei’s proposal, and Hong Kong would closely cooperate with Taipei in the future. This issue would be further discussed in the future.

Other business

2.14 Naha ACC presented that one of Naha sector would be transferred to Fukuoka ACC in 11th February 2010. The sector covers the area along A1, M750 and B576.

2.15 Fukuoka ACC presented the status of AIDC operation between Japan and Republic of Korea. The operation had been started on 17th September 2009 as trial operation.

3 Recommendation

- a. The Meeting is invited to note the outcome of EATMCG/3.

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