



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 7: ATS Route Development

RESTRICTION ON G581

(Presented by Japan)

SUMMARY

This paper provides the information about altitude block at IGURU (G581) which has been imposed since 3rd July 2008 when current flight level allocation scheme was implemented. This restriction is originated from Hong Kong. JCAB thinks a negotiated settlement should be necessary.

1 Introduction

1.1 Current flight level allocation scheme (FLAS) on ATS route G86 was discussed and agreed at the Western Pacific/South China Sea RVSM Scrutiny Group (WPAC/SCS RSG) meeting and the informal East Asia ATM Coordination Group (EATMCG) meeting, and was implemented on 3rd July 2008.

2 Discussion

2.1 Hong Kong had issued NOTAM which said that FL400 is not available to flights entering Hong Kong FIR at KAPLI between 0001UTC and 1600UTC for safety consideration from 3 July 2008. As a result, Taipei has imposed restriction, which was that FL400 is not available at IGURU/G581 to flights overflying Taipei FIR entering Hong Kong FIR at KAPLI between 0001UTC and 1500UTC, on Fukuoka FIR.

2.2 Japan and Taipei have requested to Hong Kong to lift off the restriction at EATMCG/2 meeting held in September 2008. Hong Kong has proposed the application of reducing longitudinal spacing/separation minimum and the re-designation of FLAS levels for flights through KAPLI/G86. The meeting discussed about the possible solutions, however could not reach for the harmonized arrangement.

2.3 After the meeting, Japan and Taipei kept close coordination resulting in the restriction imposed by Taipei being now mitigated to blockage of FL400 from 0400UTC to 0600 and from 1100UTC to 1300UTC.

2.4 Hong Kong recently cancelled the NOTAM and described the limitation on Hong Kong AIP instead. Although Japan is affected by the limitation, Japan has not had any prior coordination with Hong Kong on this issue. Japan thinks that the discussion and agreement among relevant parties would have been necessary before describing on the AIP because we, Japan, Taipei and Hong Kong, are still under coordination for harmonized arrangement.

2.5 While the discussion and coordination for harmonized arrangement is in progress, FL400 limitation at KAPLI should be suspended.

3 Recommendation

3.1 The Meeting is invited to

- a) note the information provided in this paper.
- b) discuss the way of harmonized solution without affecting the capacity.

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