International Civil Aviation Organization

Third Meeting of the Southeast Asia Route Review Task Force (SEA-RR/TF/3)

Bangkok, Thailand, 24 – 27 August 2010

Agenda Item 6: ATS Route Developments

PROPOSED NEW ATS ROUTE M752

(Presented by Thailand)

SUMMARY

This paper presents a proposal to establish new ATS route, M752 between Bangkok and Singapore FIRs to enhance of traffic flow between Bangkok and Australia. This route is presently listed in the ATS route catalogue, Chapter 5: Part B: Future Route Requirements under SEA3.

1. INTRODUCTION

1.1 The meeting would recall that the Asia/Pacific Region ATS Route Catalogue has been published to facilitate the amendment process and keep track of route implementation and future requirements, and with the objective of providing up-to-date information on route developments, as a supplement to the BANP.

1.2 The meeting would also recall that the Southeast Asia Route Review Task Force (SEA-RR/TF), under its Terms of Reference, was to undertake a review of ATS routes in the South China Sea and relevant surrounding areas.

2. DISCUSSION

Proposal to establish ATS Route M752

2.1 Regarding the Asia/Pacific Region ATS Route Catalogue, it was recognized that ATS route name SEA3 has been proposed by IATA to be established between BUT/N06 56.0E102 51.0/ ENREP to support Bangkok/Australia city pairs. Thailand has taken the necessary steps to coordinate with the various concerned parties to seek agreement for the establishment of this proposed ATS route.

2.2 Part of this coordination process concerned national security matters regarding various reservation areas used for many activities. This has all been taken into account to enhance the airspace for the benefit of aviation. The ATS route designator M752 was selected using the prescribed ICAO procedures for the allocation of route designators. Details of M752 are shown in the Attachment to this working paper. The route is based on RNAV5 capability and will be managed in a radar environment within the Bangkok FIR.

2.3 While harmonization of PBN navigation specification and separation standard is preferred, concerned States may choose to apply another type of RNAV capability according to their policy in portions outside the Bangkok FIR.

Proposed ATS Coordination Procedure

2.4 The meeting will recall that the route structure in SCS is basically based on RNP10 specification and partial RNP4 on some ATS routes. Thailand is considering applying 10 minutes or 80NM MNT longitudinal separation for southbound traffic for continuity of separation and reduced ATS coordination with the adjacent ATS unit(s). This matter will depend on further discussions with States concerned.

2.5 The meeting should note that the application of No-PDC arrangement has been applied in this area. Thailand is aware of the situation and has taken into account of the adjacent ATS route N891 in regard to No-PDC arrangement and coordination procedure. The ATS route M752 and N891 will be treated as a single ATS route since both routes merge at ENREP. Further coordination and agreement is required with other States affected by this change.

Civil/Military Coordination

2.6 The meeting is also informed that portions of the route M752 pass through Thai military airspace. Thailand is working closely with military units in revising the structure of affected military airspace, which would reduce operational constraints of aircraft operating on ATS route M752.

Implementation Considerations

2.7 Thailand is looking forward to finalizing all necessary coordination requirements M752 within the Bangkok FIR by early September 2010. Accordingly, the BANP will be sent to ICAO hopefully by October 2010.

2.8 Recognizing the need for further coordination with other States concerned, an implementation target date in February 2011 should be possible.

3. ACTIONS BY THE MEETING

3.1 The meeting are invited to:

a) Discuss the proposal to implement M752 to assist aircraft operation between Bangkok and Australia, taking into account environmental and operational efficiency gains;

b) Comment and discuss the target implementation date.

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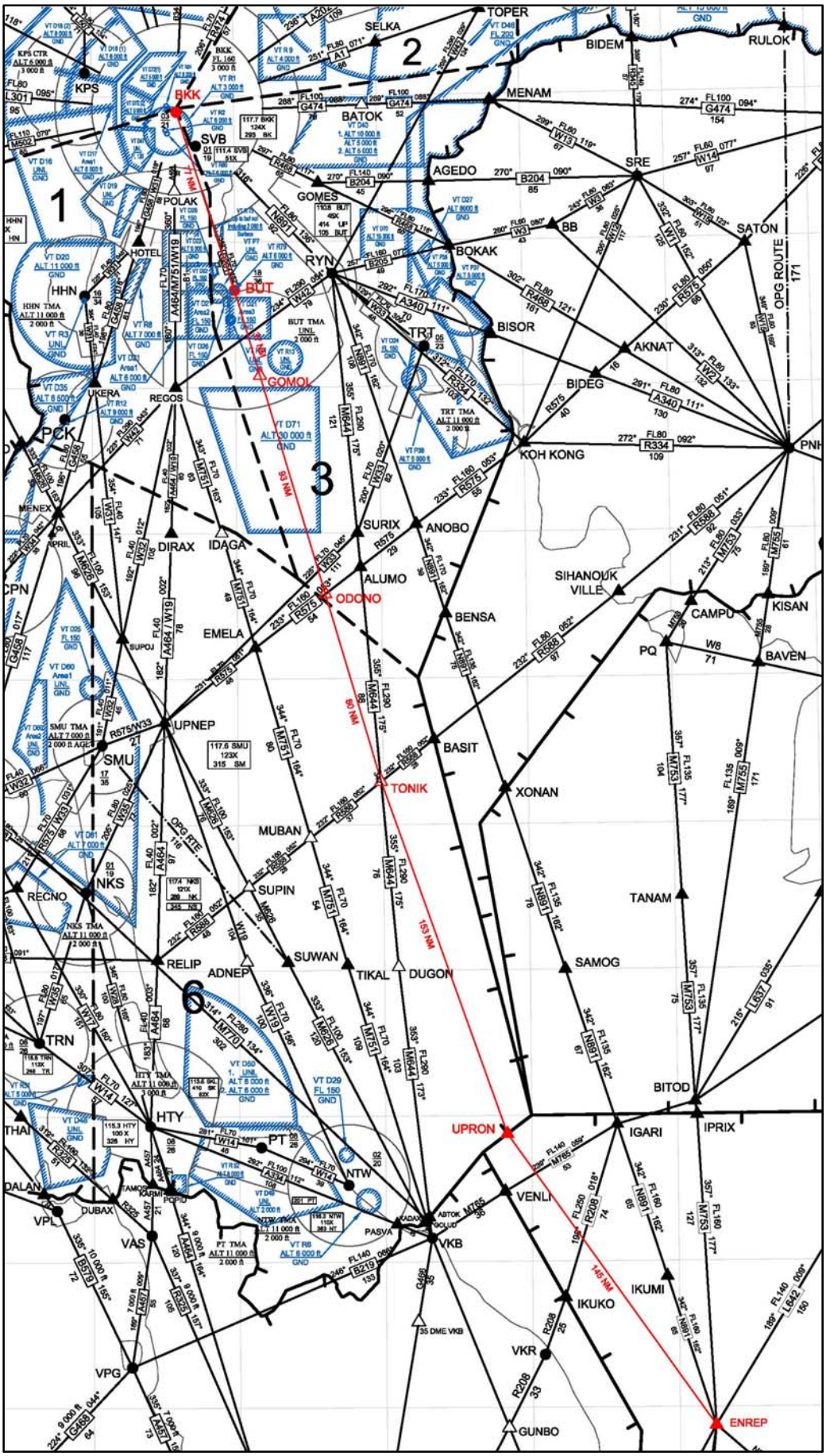
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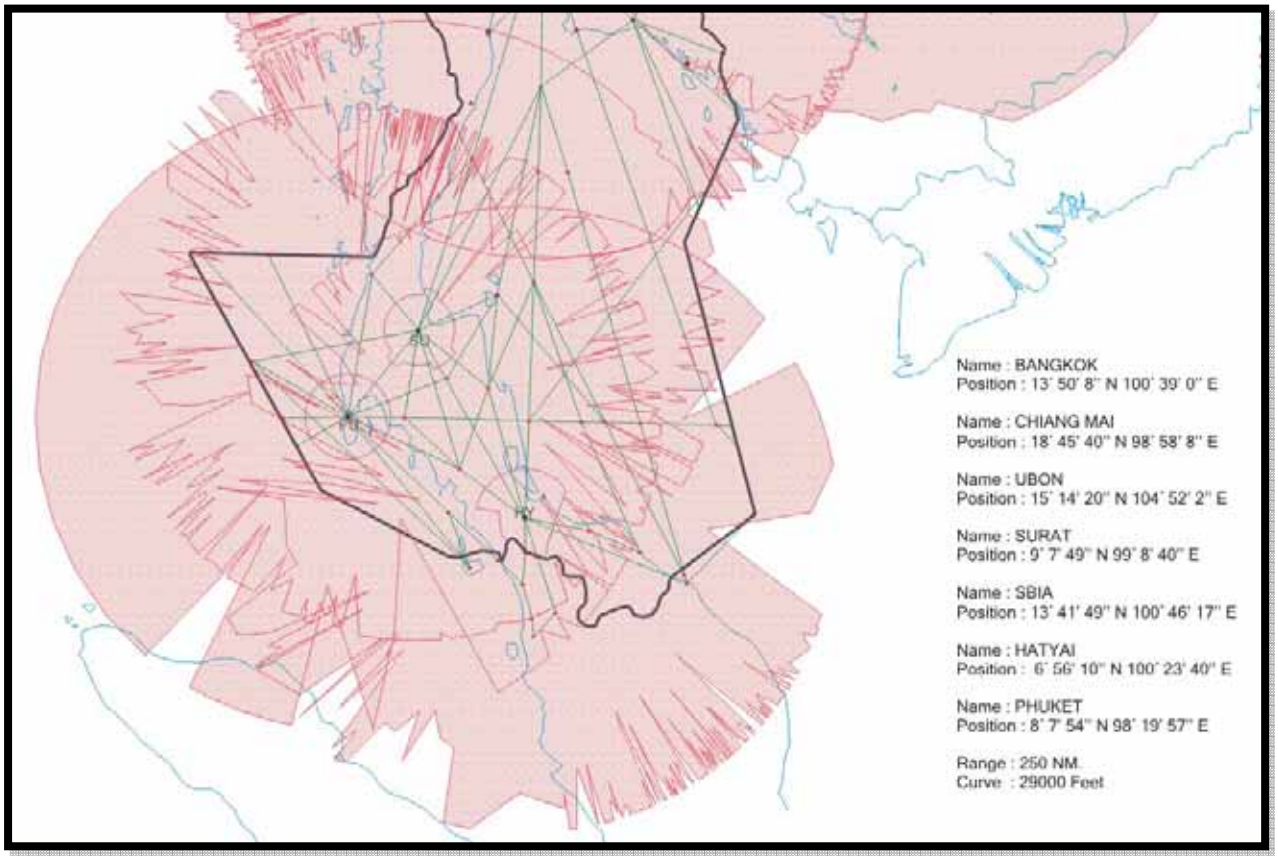
Name : BANGKOK
Position : 13° 50' 8" N 100° 39' 0" E
Name : CHIANG MAI
Position : 18° 45' 40" N 98° 58' 8" E
Name : UBON
Position : 15° 14' 20" N 104° 52' 2" E
Name : SURAT
Position : 9° 7' 49" N 99° 8' 40" E
Name : SBIA
Position : 13° 41' 49" N 100° 46' 17" E
Name : HATYAI
Position : 6° 56' 10" N 100° 23' 40" E
Name : PHUKET
Position : 8° 7' 54" N 98° 19' 57" E
Range : 250 NM
Curve : 29000 Feet

Route designator Name of significant points Coordinates (WGS-84)	Track MAG(GEO) VOR RDL DIST (COP)	Upper limits Lower limits Minimum fight altitude Airspace classification (Refer to ENR 1.4-1)	Lateral limits NM	Direction of Cruising levels		Remarks Controlling units Frequency
				Odd	Even	
M752 (RNAV 5) ▲ BANGKOK VOR/DME (BKK) 135336.8N 1003546.3E	162 342 77 NM	FL460 FL65 FL70 Class A (FL290 and above)		↓		Excluding VTP7, VTR11, VTD71
▲ U-TAPHAO DVOR/DME (BUT) 124006.3N 1005948.0E	164 344 37 NM	FL460 FL145 FL150 Class A (FL290 and above)				
Δ GOMOL 120456.93N 1011011.13E	164 344 93 NM					
Δ ODONO 103450.16N 1013639.87E	164 344 80 NM		12			
Δ TONIK 091736.12N 1015906.78E	161 341 153 NM	FL460 FL245 FL250 Class A (FL290 and above)				
▲ UPRON 065230.15N 1024959.82E	145 325 145 NM				↑	
▲ ENREP 045223N 1041442E						