International Civil Aviation Organization

The Third Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/4) and the Twentieth Meeting of the South East Asian ATM Coordination Group (SEACG/21)

Hong Kong China, 24-28 February 2014

Agenda Item 4: Implementation of CNS/ATM Systems

South China Sea Airspace - RNP4

(Presented by IATA)

SUMMARY

This paper presents a request for States to consider declaring the South China Sea *airspace* RNP4 as a step toward eventual RNP2 designation.

This paper relates to –
Strategic Objectives:

C: ***Environmental Protection and Sustainable Development of Air Transport*** *– Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

GPI-4 Alignment of upper airspace classifications
GPI-5 RNAV and RNP (Performance-based navigation)
GPI-6 Air traffic flow management
GPI-7 Dynamic and flexible ATS route management
GPI-8 Collaborative airspace design and management
GPI-9 Situational awareness

1. INTRODUCTION – Current situation

1.1 The airspace and routes of the South China Sea (SCS) are acknowledged as one of the critical flows in the Region.

1.2 With the deployment and implementation of ADS-B in Vietnam, Malaysia, Indonesia, Hong Kong and Singapore, associated VHF communications and existing Radar surveillance coverage the SCS airspace, with the exception of the Manila FIR, now has surveillance coverage.

1.3 This enhanced surveillance and data sharing between States enables the implementation of surveillance based separations and efficiencies.

1.4 At SEACG 20 it was agreed to implement surveillance based separations on L642 and M771 in 2015 when the new Hong Kong ACC was operational and this was included in the SEACG Task List.

1.5 Since SEACG 20 Singapore and Vietnam have implemented 40NM Longitudinal on M771 and L642 and Singapore and Philippines have agreed to 50NM Long permanently on SCS routes M767 and N884 at FL 310 , 320, 350, 360 and FL400 *ref SUPP A002/14.*

1.6 IATA, on behalf of airspace Users, would like to acknowledge and thank the States involved and look forward to further planned enhancements enabled by the new capability.

2. DISCUSSION -

2.1 The APAC Seamless ATM Plan defines airspace categories and the SCS (excepting the Manila FIR) would fall under Category S – "*serviced en-route airspace by direct ATS communications and surveillance"*

2.2 The plan also states, in para 7.9 that "*all ATS routes should be designated with a navigation performance specification to define the operational environment. The ATS route navigation performance specification selected should be harmonized and utilize the least stringent requirement needed to support the intended operation."* Further for Category S airspace the Plan notes that routes should be established with RNAV2, RNP2 or RNAV5 specifications.

2.3 In terms of airspace structure supporting future route planning enhancements and considering:

- APAC Seamless ATM Plan objectives have harmonized Navigation performance specifications;
- the Hong Kong, China Mandate for RNP4 in the Hong Kong FIR in December of this year (2014) *ref AIC 03/12;*
- The current lack of provisions and guidance supporting RNP2;
- Manila airspace capability – we understand that the ADS-C/CPDLC program will be reinvigorated under the CNS/ATM renewal project; and
- The APAC regions' historical preference for a "stepped" approach to operational enhancements –

harmonizing the designation of the SCS airspace is timely, and IATA requests States consideration of designating the South China Sea (Singapore, Ho Chi Minh, China [Sanya], Hong Kong China and Manila FIRs) as RNP4 airspace as a step toward eventual RNP2.

2.4 Within the RNP4 environment it is expected that separations would be based on appropriate surveillance and Direct Controller Pilot Communications (DCPC).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information contained in this paper; and

b) consider the request to declare the SCS airspace RNP4.

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