



International Civil Aviation Organization
The First Meeting of South China Sea Major Traffic Flow Review Group
(SCS-MTFRG/1)
Kuala Lumpur, Malaysia, 19-20 January 2015

Agenda Item 2: Review of SEACG/21 Conclusion and Action List of MTFRG Side Meeting during APANPIRG/25

SUMMARY OF DISCUSSION RELATED TO SAIOACG4/SEACG22 DECISION
(Presented by Secretariat)

SUMMARY

This paper presents the summary of discussion from a side meeting at the margins of APANPIRG/25 on 11 September 2014.

1. INTRODUCTION

- 1.1 SAIOACG4/SEACG22 Decision: That, recognizing the need for high capacity major traffic flow routes (MTF) between Southeast Asia and East Asia, and the effect of the current modified single alternate Flight Level Orientation Scheme (FLOS) that caused conflicts with crossing traffic, a group consisting of China, Hong Kong China, Malaysia, the Philippines, Singapore, Viet Nam, IATA, IFATCA and the ICAO RSO be established to review:

- a) *MTF conflicts with ATS routes A461 and A583; and*
- b) *the overall South China Sea airspace, air route and the suitability of the FLOS to optimize airspace capacity and enhance flight safety in the long term; and*
- c) *report outcomes of the review and recommendations to the ATM/SG/2 or SEACG/22 meetings.*

- 1.2 Based on this SAIOACG4/SEACG22 Decision, the RSO facilitated a side meeting on 11 September 2014 during APANPIRG/25 to discuss item: a) *MTF conflicts with ATS routes A461 and A583*, and exchange views on the work scope and follow-up actions. The side meeting was attended by 10 participants from Hong Kong (2), Singapore (1), Philippines (2), ICAO APAC RSO (3), IATA (2).

2. DISCUSSION

- 2.1 MTF conflicts with ATS routes A461 and A583

Hong Kong, China informed that it has optimized the traffic flow on A461 and A583, and published relevant changes in its AIP. The Side Meeting noted this information.

- 2.2 Optimize ATS routes between Hong Kong and Manila

- 2.2.1 The Side Meeting recalled a previous suggestion to realign A583 to reduce the flight distance between Hong Kong, China and the Philippines. IATA requested that any such proposal be subject to a benefits analysis. Hong Kong China commented that, considering the existing A461 and A583 were underutilized, adding more routes

would create more crossing points and hamper safety and efficiency. Hence it was preferable to increase the number of usable levels on the current routes.

2.2.2 A study on the possibility of upgrading A583 and A461 from conventional routes to PBN RNAV10 or RNP4 should be considered as the preferred navigation specification. Philippines informed that CPDLC and ADS-C equipage capability was expected to be ready by end 2014. They were not able to commit a date with regards to operational readiness and will provide feedback in due course. Philippines was requested to provide this information to the RSO.

2.2.3 In terms of implementation of PBN routes, it was suggested that based on current infrastructure, the routes A583 & A461 could be re-designated as PBN routes in phases, i.e. RNAV 10 as Phase One, and RNP 4 as Phase Two once suitable infrastructure was in place and when operators were ready. In that regard, relevant States may consider committing to Phase One at the coming DGCA meeting in November 2014. The RSO offered to provide assistance where required such as a readiness check on operators for RNP 4, to meet this objective.

2.3 Review the suitability of the FLOS

Singapore explained their concerns raised in SEACG meeting this year, and suggested to collect traffic and other fundamental data to further analysis and identify the problem. IATA and relevant States were requested to submit proposals to optimize the current FLOS. The meeting agreed that the review of FLOS would be the long term solution.

2.4 Optimize ATS routes between Bangkok and Manila

Introducing PBN parallel routes between Bangkok and Manila would provide benefits on reducing the conflicts with North East-South West bound MTF in this region. ICAO RSO offered to coordinate with Vietnam and Thailand on the possibility of this implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) update the action list as appropriate; and
- c) discuss any relevant matters.

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ACTION ITEMS

Item	Description	Action by	When
1	Study the possibility on upgrading A583 and A461 to RNAV 10 PBN routes	Hong Kong China, Philippines	By end 2014
2	Conduct a cost/benefit and fleets analysis on the Hong Kong-Manila route	IATA	By end 2014
3	Feedback on CPDLC and ADS-C readiness	Philippines	To be provided by end September 2014
4	Conduct readiness check on operators for RNP 4	RSO	(By end 2014)