



International Civil Aviation Organization

**The Twenty-Second Meeting of the Southeast Asia ATM Coordination Group
(SEACG/22)**

Bangkok, Thailand, 09-12 March 2014

Agenda Item 2: Review Outcomes of Related Meetings

SCS-MTFRG/1 MEETING OUTCOMES

(Presented by Secretariat)

SUMMARY

This paper presents an overview of the outcomes of the first meeting of South China Sea Major Traffic Flow Review Group, which was held at was held at the Department of Civil Aviation Malaysia Headquarters, Putrajaya, Malaysia, 19-20 January 2015

1. INTRODUCTION

1.1 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, SAIOACG4/SEACG22 combined meeting decided to establish a South China Sea Major Traffic Review Group (SCS MTFRG) consisting of China, Hong Kong China, Malaysia, the Philippines, Singapore, Viet Nam, IATA, IFATCA and the ICAO RSO. The aiming was to review MTF conflicts with specific ATS routes and the overall South China Sea airspace, air route and the suitability of the FLOS to optimise airspace capacity and enhance flight safety in the long term and report outcomes of the review and recommendations to the ATM/SG/2 or SEACG/22 meetings.

1.2 The SCS-MTFRG/1 was attended by 30 participants from 5 States and administrations (Hong Kong-China, Malaysia, Philippines, Singapore, Thailand), and 5 International Organizations (IATA, IFALPA, IFATCA, EU-AATIP, ICAO). The participants were a mix of ATM managers, airspace users and operational officers from the international organizations.

1.3 5 Working Papers (WP) and 6 Information Papers (IP) were presented and deliberated by the meeting. The relevant presentations and documents are available at <http://www.icao.int/APAC/RSO-Beijing>.

2. DISCUSSION

2.1 A total of 6 Decisions and 3 Conclusions were reached by the participants of SCS-MTFRG/1.

2.2 **Decision 1/1-** That, due to the informal nature of the SCS MTFRG, there was no necessity to appoint a chairman for this review group. The participants decided the SCS-MTFRG meeting shall be moderated by the ICAO APAC RSO Secretariat.

2.3 **Decision 1/2-** That, the proposed Terms of Reference appended at Appendix 3 of the meeting report be adopted for the South China Sea Major Traffic Flow Review Group (**Attachment A**).

2.4 **Decision 1/3-** That, based on the fact that all states involved in this review group come under an APAC RMA, namely MAAR, hosted by Thailand and with the concurrence from these states, the December 2013 and 2014 Traffic Sample Data collected by the APAC Regional Office for safety monitoring activities be analyzed by AEROTHAI to identify the Major Traffic Flows in the South China Sea Area, and report the findings to the SCS MTFRG/SEACG.

2.5 **Decision 1/4-** That, recognizing the work done under the EU-AATIP project, and ASEAN's existing facilities and capabilities within the Singapore's ATMRI for Fast-Time Simulation/Airspace Modelling, the SCS MTFRG would like the to request the APAC RSO to coordinate with the ASEAN-ATMRI to assist in conducting simulations based on scenarios developed by this group to identify workloads, feasibilities and impact on the ATM System.

2.6 **Decision 1/5-** That, considering both Hong Kong and Philippines have agreed to upgrade routes A461 and A583 to RNP10, the APAC RSO is to coordinate with Indonesia and Australia to upgrade those portions of these routes for harmonization and practicality.

2.7 **Decision 1/6-** That, the task of reviewing the SCS FLAS/FLOS and make appropriate recommendations to SEACG be deferred until the relevant data had been analysed and MTFs identified, and studied by the meeting

2.8 **Conclusion 1/1-** That Hong Kong and Philippines have agreed to upgrade routes A461 and A583 to RNP10 as an immediate measure, to be followed by further upgrades when Philippines' new CNS/ATM capabilities come on-stream. ICAO APAC RSO would provide technical assistance for implementation where necessary, based upon requests from States.

2.9 **Conclusion 1/2-** That the management of the South China Sea must be a collaboration between states to ensure harmonization and consistent application of common procedures and processes.

2.10 **Conclusion 1/3-** That the MTFRG looks at reduced horizontal separation, extra level allocation and parallel routes to alleviate the constraints along the identified MTFs

2.11 A preliminary data analysis of major traffic flows in the South China Sea area is appended at **Attachment B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

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

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