



*International Civil Aviation Organization*

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

Bangkok, Thailand, 9 – 12 March 2015

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**Agenda Item 5: ATS Route Development**

**AIR TRAFFIC MANAGEMENT ENHANCEMENTS  
OVER THE SOUTH CHINA SEA AREA**

(Presented by Brunei Darussalam, Hong Kong China,  
Indonesia, Malaysia, Philippines and Singapore)

**SUMMARY**

This paper presents an update on the collaborative efforts by Brunei Darussalam, Hong Kong China, Indonesia, Malaysia, Philippines and Singapore to enhance Air Traffic Management (ATM) in the South China Sea area.

**1. INTRODUCTION**

1.1 Air traffic movement in this region has grown at a steady rate for the past decade. Boeing has estimated that air traffic in the Asia Pacific region will continue to grow by 6.7% for the next 20 years.

1.2 Brunei Darussalam, Hong Kong China, Indonesia, Malaysia, Philippines and Singapore recognise the need for States to work closely in order to enhance safety and efficiency for air traffic in the South China Sea area. The States have presented at various regional ATM forums on such initiatives that includes reduction of horizontal separation and addressing air navigation deficiencies.

## 2. DISCUSSION

### Implementation of ATS Route L649

2.1 At the Twentieth Meeting of the South-East Asia ATS Coordination Group (SEACG/20) in Bangkok February 2013, Brunei Darussalam proposed implementing a shorter route for flights operating between Brunei and Hong Kong, to realize significant benefits including reduction of carbon emissions, reduced trip time and fuel burn for operators. ATS route L649 was proposed between BRU VOR and waypoint LAXOR (M772), enabling traffic originating from Brunei to access ATS route M772 and derive the benefits of operating a shorter route to Hong Kong. Please see **Attachment A**. In the proposal for the amendment of the Asia/Pacific Basic Air Navigation Plan (BANP) circulated by ICAO APAC in March 2014 to States for comments, it was proposed that the ATS route L649 would instead serve flights departing from Borneo to Hong Kong and not only flights from Brunei.

2.2 In February 2015, Brunei Darussalam, Hong Kong China, Indonesia, Malaysia, Philippines and Singapore convened a Special ATS Coordination meeting in Singapore to discuss the implementation of ATS route L649. The Special ATS Coordination meeting discussed and looked into all aspects of implementing the proposed new route i.e. flight planning requirements, implementation date and publishing of AIP Supplement.

2.3 The meeting discussed and agreed that the use of ATS route L649/M772 would be subjected to the following conditions;

- The use of ATS routes L649 / M772 for traffic originating from airports in Borneo and landing at Hong Kong (Please see **Table 1**);
- Flight levels 300 and 380 will only be available on L649 / M772 under the existing Flight Level Allocation Scheme (FLAS);
- Longitudinal separation of 15 minutes, or 10 minutes based on Mach Number Technique (MNT), shall be applied on L649 / M772;
- Contingency procedures during Large Scale Weather Deviations (LSWD) and periods of non-availability of HF communications shall apply within Manila FIR. When LSWD occurs within Manila FIR, Manila ATC may suspend the usage of L649 similar to current conditions imposed on M772, with notification via NOTAM.

Departure Aerodrome	Destination Aerodrome	ATS Route
Jakarta <ul style="list-style-type: none"> <li>• Halim Perdanakusuma (WIHH)</li> <li>• Soekarno Hatta (WIII)</li> </ul>	Hong Kong (VHHH) and airports in the People's Republic of China	M772
Kuching (WBGG) Sibu (WBGJ) Bintulu (WBGB)	Hong Kong only	M772
Miri (WBGR) Labuan (WBKL) Brunei (WBSB)	Hong Kong only	L649 / M772

**Table 1: Use of ATS Routes L649 and M772**

2.4 The new route will see a change in Aeronautical information: airspace structures and routes are revised, navigation aids change. It is essential, for both efficiency and safety, that Pilots, Air Traffic Controllers, Air Traffic Flow Managers, Flight Management Systems and Aviation Charts all have the same data set. With a targeted date of implementation of the new route on 23 July 2015, an AIP Supplement will be published on 14 May 2015 at least 56 days in advance of the effective date.

2.5 The implementation of ATS route L649 has brought about improvements in airspace capacity, flight efficiency and environmental benefits in this region.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the collaboration between Brunei Darussalam, Hong Kong China, Indonesia, Malaysia, Philippines and Singapore to enhance air traffic management;
- b) discuss on other areas where similar enhancement would benefit the growing demands of air traffic in this region.

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