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AIP SUPPLEMENT

44/08
24TH APRIL

IMPLEMENTATION OF REVISED FLIGHT LEVEL ARRANGEMENTS IN THE WESTERN PACIFIC / SOUTH CHINA SEA AREA

1 Introduction

- 1.1 During 2002, in two stages during February and October respectively, the States of the ICAO Asia / Pacific Region within the Western Pacific / South China Sea (WPAC / SCS) area implemented RVSM operations using a modified single alternate flight level orientation scheme (FLOS), with a complementary flight level allocation scheme (FLAS) for ATC flight level assignment.
- 1.2 To assist expeditious traffic handling, ATC operational arrangements termed 'no pre-departure coordination' (i.e. 'No-PDC') procedures are mutually agreed between affected ATC Area Control Centres (ACCs). Using No-PDC procedures means the initial flight level for departing flights is allocated in accordance with the pre-agreed FLAS without real time flight level coordination being undertaken between adjacent ACCs. After departure, other flight levels may be available subject to prior coordination between ACCs to agree alternative flight levels for assignment.
- 1.3 Subsequent to the commencement of RVSM operations in the WPAC / SCS area, implementation of RVSM has continued in airspaces surrounding the WPAC / SCS area but utilizing a single alternate FLOS in accordance with the Tables of Cruising Levels contained in the Table "RVSM-FEET" of Appendix 3 of ICAO Annex 2 – *Rules of the Air*. This resulted in a need to continuously transition the flight levels of many flights entering and leaving the WPAC / SCS area between the modified single alternate FLOS in the WPAC / SCS area and the single alternate FLOS in surrounding RVSM areas.

2 Implement revised FLOS and FLAS in WPAC / SCS area

- 2.1 In order to minimise flight level transition requirements for flights entering and leaving the WPAC / SCS area, affected States working under the auspices of the ICAO WPAC / SCS RVSM Scrutiny Working Group (WPAC / SCS RSG) will implement revised flight level arrangements for the WPAC / SCS area in association with the 3 July 2008 AIRAC date.

- 2.2 With effect from 0807022100 UTC, simultaneous and permanent implementation of the following flight level arrangements in the WPAC / SCS area will occur:
- a) a single alternate FLOS (i.e. 'east odd flight levels, west even flight levels') in compliance with the Table "RVSM-FEET" of Appendix 3 of ICAO Annex 2 and in accordance with the FLOS in surrounding areas;
 - b) special high capacity arrangements for six unidirectional parallel routes (L642, M771, N892, L625, N884 and M767) that involve managed use of odd and even flight levels in the same direction of flight; and
 - c) an associated FLAS agreed between affected ACCs to facilitate ATC 'No-PDC' operations.
- 2.3 Details of the flight level arrangements to be implemented, including those applicable to Large Scale Weather Deviations (LSWD), have been included in the Appendix to this AIP Supplement.

3 Cancellation

- 3.1.1 This AIP Supplement supersedes the provisions for the affected ATS Routes published in AIP Singapore pages ENR 1.8-1 paragraph 1.1.1 and ENR 1.8-19 / 1.8-20 paragraph 4.2.1 at 0807022100 UTC.
- 3.1.2 This AIP Supplement will be cancelled when the contents have been incorporated into AIP Singapore.

Flight Level Allocation Scheme (FLAS) for Western Pacific / South China Sea Area

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels <i><u>Other levels available with prior approval</u></i>
L642 M771 N892 L625 N884 M767	FL 310, 320, 350, 360, 390, 400
M768	Eastbound (EB) & Westbound (WB) EB – FL 270, 330, 410 WB – FL 300, 380
M753	Northbound (NB) & Southbound (SB) NB – FL 260, 300, 380 SB – FL 270, 330
L644	Southbound (SB) SB - FL 330, 410
N891	Northbound (NB) & Southbound (SB) NB – FL 260, 300, 380 SB – FL 330
M754	Northbound (NB) & Southbound (SB) NB – FL 300, 340, 380 SB – FL 290, 330, 370, 410
M772	Northbound (NB) NB - FL - 300, 380
N875	Eastbound (EB) & Westbound (WB) EB – FL290, 330, 370 WB – FL300, 340, 380
M758 M761 G580 B348	Eastbound (EB) & Westbound (WB) EB – FL270, 290, 330 WB – FL300, 340, 380

FLAS for Large Scale Weather Deviations (LSWD) in Western Pacific / South China Sea area
as applicable by Singapore ACC

Flight Level Allocation (LSWD)	ATS Route and Direction of Flight					
	L642	M771	N892	L625	N884	M767
	SW	NE	SW	NE	NE	SW
410						
400	400		400			400
390		390		390	390	
380						
370						
360	360		360			360
350		350		350	350	
340						
330						
320	320		320			320
310		310		310	310	
300						
290						

KUAH KONG BENG
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