

**ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**

The supplementary procedures in force are given in their entirety; "differences" are printed in capital letters.

**1. Assignment of cruising level to FIR flights within controlled airspace**

Unless otherwise authorized by the area Air Traffic Services Units cruising levels to be assigned to IFR flight within controlled airspace will be as given in the table in Appendix 3 to Annex 2.

**2. Reporting of position and air-to-ground watch**

All aircraft on VFR flights and aircraft on IFR flights outside controlled airspace, must maintain a watch on a radio station furnishing communications for the Bangkok Area Control Centre and file that station information as to their position unless not equipped with suitable two-way radio communications or unless otherwise authorized. The last position reported before passing from Bangkok Flight Information Region to an adjacent Flight Information Region must also be addressed to the Air Traffic Services Unit providing Flight Information Service or Air Traffic Control Service within the Flight Information Region the aircraft is entering.

**3. Alerting and search and rescue services**

The procedures for "Alerting Service" detailed in the PAN-RAC (Doc 4444/RAC 501) Part VII, paragraph 2 are applicable to:

- a) flights operated more than 100 NM from the shore line; and
- b) all flights with the exception of such local flights as may be exempted by Air Traffic Control.

*Note: For the purpose of sub-para v (b), a local flight is a flight wholly conducted in the immediate vicinity of an aerodrome. Provision must be made in the detailed plan for the conduct of search and rescue to provide, to the extent possible, servicing and refuelling facilities to aircraft, vessels, and vehicles made available for search and rescue operations for other States upon request.*

**4. Flight Information Service**

In so far as practicable Air Traffic Services units responsible for the provision of Flight Information Service over water areas must include, at the pilot's request, any available information regarding surface vessels such as radio call signs, positions, true track, speed etc. Responsibility for Flight Information Service passes from Centre to Centre at the time the aircraft crosses the Flight Information Region boundary. When adequate point-to-point communications do not exist with adjacent Flight Information Regions, Flight Information Service will be provided as far as practicable by the Centre to an aircraft leaving Bangkok FIR until reliable communication contact has been established with the Centre whose Flight Information Region it is entering

**5. Air Traffic Service coordination**

Coordination procedures are in accordance with Regional Supplementary Procedures, supported by detailed local Letters of Agreement.

**6. Liaison with operating agencies**

All instructions to aircraft from Air Traffic Services units, excluding aerodrome and approach control instructions, are transmitted by a communication network designated by the government. Instructions to aircraft from aerodrome and approach control Air Traffic Services units are routed through a government owned radio network. All area control service information or instructions issued to aircraft are made available to an operator or this designated representative as agreed between the operator and the Air Traffic Services units concerned.

**7. Air Traffic Service Messages**

Flight plan messages are transmitted to the appropriate Air Traffic Services units and communication stations immediately after the flight plan is filed. The flight plan will be combined with the departure message only if it is reasonably certain that it will reach the addressees in good time, in which case it is transmitted immediately after the departure of the aircraft. For a flight through an intermediate stop the flight plan message originated by the Air Traffic Services unit at the aerodrome of initial departure is considered as a single message, i.e. the number of addressees which may be requested by the operator is limited to two in addition to the one at the aerodrome of aircraft departure and to the one at each aerodrome of intended landing.

When the departure of an aircraft is delayed for more than 10% of the scheduled flight time, but in no case less than 30 minutes after the proposed time of departure contained in the flight plan, ATC will originate a delay message addressed to all recipients of the flight plan message. When a flight plan has been filed through intermediate stop, a departure message will be sent, on the departure of the aircraft from each intermediate stop, to the Air Traffic Services unit of next intended point of landing and to all interested area control or flight information centres. NUMBER OF PERSONS ON BOARD AND FUEL ARE NOT GIVEN IN THE FLIGHT PLAN.

When aeronautical communications are available and when an arrival report is received by an ATC Unit serving the aerodrome of destination, an arrival message will be transmitted to the point of departure. Arrival reports may be filed at points where the absence of communication facilities precludes the transmission of arrival messages. It should be noted, however, that Bangkok ACC does not transmit arrival messages except in accordance with paragraph 10.2 Part 1, Doc 7030 - "Regional Supplementary Procedures".

## 8. Altimeter setting procedures applicable to Air Traffic Services

Based on current and anticipated atmospheric pressure distribution, Bangkok ACC coordinates where required the lowest flight level to be used.

## 9. Weather deviation procedures for use in Bangkok FIR

### 9.1 General

9.1.1 The following procedures are intended to provide guidance in accordance to ICAO Regional Supplementary Procedures (Doc 7030) the pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

9.1.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and in the meantime the aircraft shall broadcast its position (including the ATS route designator or the track code, as appropriate) and intentions, on frequency 121.5 MHz at suitable intervals until ATC clearance is received.

9.1.3 The pilots shall advise ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

### 9.2 Obtaining priority from ATC when weather deviation is required.

9.2.1 When the pilot initiates communications with ATC, rapid response may be obtained by stating that weather deviation is required to indicate that priority is desired on the frequency and for ATC response.

9.2.2 The pilot also retains the option of initiating the communication using the urgency call PAN-PAN 3 times to alert. All listening parties of a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

### 9.3 Action to be taken when pilot-controller-communications are established

9.3.1 Pilot identifies the necessity to deviate from track.

9.3.2 Pilot notifies ATC and requests clearance to deviate from track, advising where possible the extent of the deviation expected.

9.3.3 ATC takes one of the following actions:

9.3.3.1 If there is no conflicting traffic in the lateral dimension, ATC issue clearance to deviate from track;

9.3.3.2 If there is conflicting traffic in the lateral dimension, ATC separates aircraft by established vertical separation (2 000 feet above FL 290, 1 000 feet below FL 290) and issues clearance to deviate from track;

9.3.3.3 If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

9.3.3.3.1 Advise the pilot that standard vertical separation cannot be applied;

9.3.3.3.2 Provide essential traffic information for all affected aircraft; and

9.3.3.3.3 If possible suggest a course of action, ATC may suggest that the pilot climb or descend to a contingency altitude (1 000 feet above or below that assigned if operating above FL 290, 500 feet above or below that assigned if operating at or below FL 290)

#### **Note: suggested phraseology**

*Standard separation not available deviate at pilot's discretion suggest climb to FL 340 parallel traffic 50 miles north at FL 350 report deviation complete.*

9.3.4 Pilot will take the following actions:

9.3.4.1 Comply with ATC clearance issued; or

9.3.4.2 Follow the ATC advisory altitude along with the procedures detailed in paragraph 4; or

9.3.4.3 Execute the procedures detailed in paragraph 4 below. The pilot shall immediately inform ATC of intentions and ATC will issue essential traffic information to all affected aircraft.

### 9.4 Actions to be taken when pilot-controller communications are not established or revised ATC clearance is not available

9.4.1 If contact cannot be established or revised ATC clearance or advisory is not available and deviation from track is required to avoid weather, the pilot shall take following actions:

9.4.1.1 If possible, deviate away from an organized track or route system;

9.4.1.2 Broadcast aircraft position and intentions on frequency 121.5 MHz at suitable intervals stating: flight identification (operator call sign),

flight level, track code or ATS route designator, and extent of deviation expected;

9.4.1.3 Watch for conflicting traffic both visually and by reference to TCAS (if equipped);

9.4.1.4 Turn on aircraft exterior lights;

9.4.1.5 When the aircraft is approximately 10 NM from track, start a descent to and maintain;

9.4.1.6 If conflicting traffic is identified during the deviation, climb or descend to establish vertical separation from conflicting aircraft;

9.4.1.7 When returning to track, be at assigned flight level or altitude, when the aircraft is within approximately 10 NM of centre line.

9.4.1.8 If contact is not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact is established, continue to keep ATC advised of intentions and obtain essential traffic information.

## 10. Weather deviation procedures for oceanic controlled airspace in Bangkok FIR

### 10.1 General

10.1.1 The following procedures are intended to provide guidance for deviations around thunderstorms in the oceanic airspace. All possible circumstances cannot be covered, the pilot's judgment shall ultimately determine the sequence of actions taken. ATC shall render all possible assistance.

10.1.2 If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the aircraft shall follow the procedures detailed in paragraph 4 below.

10.1.3 The pilots shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

### 10.2 Obtaining priority from ATC when weather deviation is required.

10.2.1 When the pilot initiates communications with ATC, rapid response may be obtained by station "weather deviation required" to indicate that priority is desired on the frequency and for ATC response.

### 10.3 Actions to be taken when controller-controller communications are established

10.3.1 The pilot notifies ATC and requests clearance to deviate from track, advising, where possible, the extent of the deviation expected.

10.3.2 ATC takes one of the following actions:

10.3.2.1 If there is no conflicting traffic in the horizontal plane, ATC will issue clearance to deviate from track; or

10.3.2.2 If there is conflicting traffic in the horizontal plane, ATC separates aircraft by establishing appropriate separation; or

10.3.2.3 If there is conflicting traffic in the horizontal plane and ATC is unable to establish appropriate separation, ATC shall:

10.3.2.3.1 Advise the pilot of inability to issue clearance for required deviation;

10.3.2.3.2 Advise the pilot of confliction traffic; and

10.3.2.3.3 Request the pilot's intentions.

#### Sample phraseology:

"UNABLE (requested deviation), TRAFFIC IS (call sign, position, level, direction), ADVISE INTENTIONS"

10.3.3 The pilot will take the following actions:

10.3.3.1 Advise ATC of intentions; and

10.3.3.1.1 Comply with the ATC clearance issued; or

10.3.3.1.2 Execute the procedures in paragraph 4 below; and

10.3.3.2 If necessary, establish voice communication with ATC to expedite dialogue on the situation.

### 10.4 Actions to be taken when a revised ATC clearance can not be obtained.

10.4.1 The provisions of this section apply to situations where the pilot has the need to exercise the authority of a pilot-in-command under the provisions of Annex 2, 2.3.1.

10.4.2 If revised ATC clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following

actions:

10.4.2.1 Watch for conflicting traffic both visually and by reference to ACAS/TCAS;

10.4.2.2 Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

10.4.2.3 For deviations of less than 10 NM aircraft should remain at a level assigned by ATC; and

10.4.2.4 For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

Route centre line Track	Deviations > 10 NM	Level change
EAST 000-179 MAG	LEFT RIGHT	DESCEND 90 M(300 FT) CLIMB 90 M (300 FT)
WEST 180-359 MAG	LEFT RIGHT	DESCEND 90 M(300 FT) CLIMB 90 M (300 FT)

**Note:** *If, as result of action taken under the provisions of 4.2 4.2.2 and 4.2.3 above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

10.4.2.5 When returning to track, be at assigned flight level, when the aircraft is within approximately 10 NM of centre line; and

10.4.2.6 If contact is not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact is established, continue to keep ATC advised of intentions and obtain essential traffic information.