



International Civil Aviation Organization

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region

AIR TRAFFIC MANAGEMENT AT THE A593/B576 INTERSECTION

(Presented by IATA)

SUMMARY

This paper presents IATA's safety and efficiency concerns over the current air traffic management at the A593/B576 intersection.

1. INTRODUCTION

1.1 Annex 11 requires that "Responsibility for the control of all aircraft operating within a given block of airspace shall be vested in a single air traffic control unit." The A593/ B576 intersection in the Incheon FIR is under the control of two separate air traffic control units and is therefore in violation of the ICAO Standard.

2. DISCUSSION

2.1 Aircraft on B576 proceeding North/South are under the control of Inchoen ACC. Under the current operations the aircraft are allocated FLs 260, 270, 310, 330, 350, or 370 depending on their direction of flight. Aircraft operating east/west on A593 corridor are controlled by Shanghai ACC on the western side and handed over to Fukuoka ACC after passing SADLI eastbound, west of the crossing point NIRAT. Conversely westbound aircraft on A593 are controlled by Fukuoka ACC through the B576 crossing at NIRAT until SADLI. Aircraft on the A593 corridor are allocated FLs 240, 250, 280, 290, 390 or 410 depending on their direction of flight.

2.2 Meeting will note that the levels in the north/south direction on B576 are interwoven with the levels in the east/west direction, adding to its complexity.

2.3 Meeting should also note that only Fukuoka has direct speech circuit with Shanghai and Inchoen ACCs. All traffic on the A593 corridor and between Inchoen and Shanghai are coordinated through Fukuoka ACC.

2.4 While this arrangement has been in place for about 20 years, the traffic has since then increased many fold. At the RVSM TF 25 Meeting it was disclosed that the traffic volume on B576 was 56,600 annually and that on A593 was in the region of 40, 000 annually. The daily average is therefore about 265 movements through the intersection.

2.5 Efficiency is also adversely affected, not only in payload restriction for heavy aircraft departing Shanghai but traffic demand is already exceeding capacity on a traffic flow that is serving one of the fastest growing economies in the world.

2.6 Leaving aside the issue of an emergency descent occurring at or near the intersection, this arrangement, even in normal circumstances is highly irregular. IATA is of the view that this serious non-compliance with ICAO's requirements is a deficiency in both safety and efficiency and needs to be corrected.

3. ACTION BY THE MEETING

3.1 The meeting is requested to note this serious deficiency, and take urgent appropriate action to regularize it, so as to comply with ICAO requirements.

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