



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

REALIGNMENT OF A1 AND P901

(Presented by China)

SUMMARY

The working paper presents the realignment of A1/P901, including the new route segment in Sanya AOR, the requirements of the protected area, the adjustment of the danger areas and the operation requirement of the new route. The countries and international organization concerned are invited to discuss these issues.

1. INTRODUCTION

1.1 A1 is one of the most important trunk routes in South China Sea area. P901 is working as an alternate route for A1. As the influence of the four danger areas nearby, neither A1 nor P901 can operate 24 hours per day; airlines have to choose between the two routes according to the active time of these danger areas.

1.2 To meet the A1/P901 24 hour's operation requirements from Airlines and the adjacent countries, China adjusted the active time of ZGD155 and ZGD156 to increase the operation time on A1 to 10.5 hours per day and the whole routes system to 24 hours per day on Jan.20, 2005. This action improved the operation and air traffic flow on these routes.

2. REALIGNMENT OF A1/P901

2.1 After the SEACG/12 meeting and in the spirit of mutual cooperation, China took urgent actions to carry out an in-depth study of the route structure and liaise with states and organizations concerned with a view to streamlining the route alignment in the area concerned particularly to study the feasibility of the realignment of A1/P901 to avoid aircraft shift between A1 and P901, so airlines and ATC units can benefit from the route restructure.

2.2 Having completed the process, China has developed a restructure plan by establishing a new route segment in Sanya AOR: BUNTA (Transfer of control point between Sanya ACC and Hanoi ACC)-IKELA (Transfer of control point between Sanya ACC and Hong Kong ACC). The routes segments of A1: BUNTA-CAVOI-DAGON and the P901: ITBAM- IPROP- IGNIS- IKELA will be deleted.

2.3 The protected area of the new route is as following: 13nm either side of the centerline for BUNTA-N172457 E1101800 and 27nm either side of the centerline for N172457 E1101800-IKELA.

In the implementation of such new segment, China will need to adjust the danger ZGD155, 156 and 158 to ensure the integrity of the protected area of the new route. As signal of the ground navigation aids cannot cover N172457 E1101800-IKELA, the aircraft intending to operate on this segment ought to meet the RNP10 requirements, or it only can operate at or below FL280 unless prior approval for other flight levels has been obtained from ATC.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- (a) note the proposed route structure plan;
- (b) discuss the implementation process of the new route.

