

International Civil Aviation Organization

The Combined Meetings of the Fifth FANS Implementation Team – Bay of Bengal (FIT-BOB/5), the Second FANS Implementation Team – South East Asia (FIT-SEA/2), the First Air Traffic Flow Management Task Force (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April 2005

Agenda Item 6: Air Traffic Flow Management Plan and Implementation

EXTRACT FROM THE RVSM/TF/25 REPORT IN RELATION TO LEVEL ASSIGNMENT

(Presented by the Secretariat)

SUMMARY

This paper brings to the attention of the ATFM/TF the non standard flight level allocation practises in use in the northern Pacific to maximise the efficiency of traffic flows.

1 INTRODUCTION

1.1 The combined Sixth RVSM Seminar and Twenty Fifth Meeting of the ICAO RVSM Implementation Task Force (RVSM/TF/25) was held in Incheon, Republic of Korea, from 21-25 March 2005. During the meeting, Japan provided a report of the level allocation practices, including usage of non standard levels, adopted in the northern Pacific in order to increase the efficiency of this airspace.

1,2 The RVSM/TF/25 meeting considered that these practices should be brought to the attention of Bay of Bengal States as they may be of relevance in alleviating some of the airspace capacity problems experienced in the Bay of Bengal during the night time peak period traffic flows from Asia to Europe.

2 DISCUSSION

2.1 The following text has been extracted from paragraphs 2.11 & 2.12 of the report of the RVSM/TF/25 meeting:

RVSM operations in the Pacific oceanic airspace

Japan presented a detailed briefing on how RVSM had been implemented and operated in the Tokyo FIR oceanic airspace and the adjacent Anchorage and Oakland FIRs, and the coordination arrangements in place with the United States to apply a flexible and tactical use of flight level allocation to optimize the traffic flows and provide maximum benefits to operators. The flight level orientation scheme (FLOS) used in the Tokyo FIR was based on the single alternate (SA), but by agreement through LOAs and coordination arrangements with the adjacent Anchorage and Oakland ACCs, all flight levels could be assigned. For example, on the major route systems of the NOPAC (Japan/Anchorage) and the PACOTS (Japan/Hawaii), a variety of level assignment configurations were being used including use of non-standard levels to take advantage of favourable wind conditions, timings of the direction of traffic flows and user requirements. The meeting congratulated JCAB and the Tokyo ACC for the excellent manner in which it applied tactical solutions to level assignment, thereby achieving maximum benefit to operators, at the same time contributing to significant fuel savings and environmental benefits.

In light of the above, the meeting considered that a similar approach to level assignment should be taken into account by States in the Bay of Bengal area where similar traffic flow patterns were being experienced during the night time westbound peak period. Adopting a more flexible approach and making use of non-standard levels would go a long way to improving the traffic flow problems. The Secretary would bring this to the attention of the next meeting of the Bay of Bengal ATS Coordination Group (BBACG).

3 ACTION BY THE MEETING

- 3.1 The meeting is invited to:
 - a) note the arrangements for flight level allocation that are currently utilized by Air Navigation Services Providers in the northern Pacific;
 - b) discuss the applicability of similar arrangements in the Bay of Bengal to address specific traffic peaks; and
 - c) include the proposals in the Task List of the ATFM/TF for further consideration.

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