



ICAO

International Civil Aviation Organization

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/10)

Video Teleconference, 31 May – 02 June 2022

**Agenda Item 4: Discussion on PBN Routes Development and FLAS/FLOS Optimization**

**FLAS Restrictions on P629**

(Presented by IATA)

**SUMMARY**

This paper presents a proposal to amend or remove unnecessary FLAS restrictions from flight planning westbound flights on P629 in Bangkok FIR (VTBB).

**1. INTRODUCTION**

1.1 Airline feedback has reported that there are current FLAS restrictions westbound on P629 within Bangkok FIR that may unnecessarily limit a flight's options for flight levels that provide fuel and environmental efficiencies, and do not appear to align with the restrictions (or absence of restrictions) in neighbouring FIRs.

**2. DISCUSSION**

2.1 Thailand AIP (02Dec21) ENR 1.8, para 10.7 published the following:

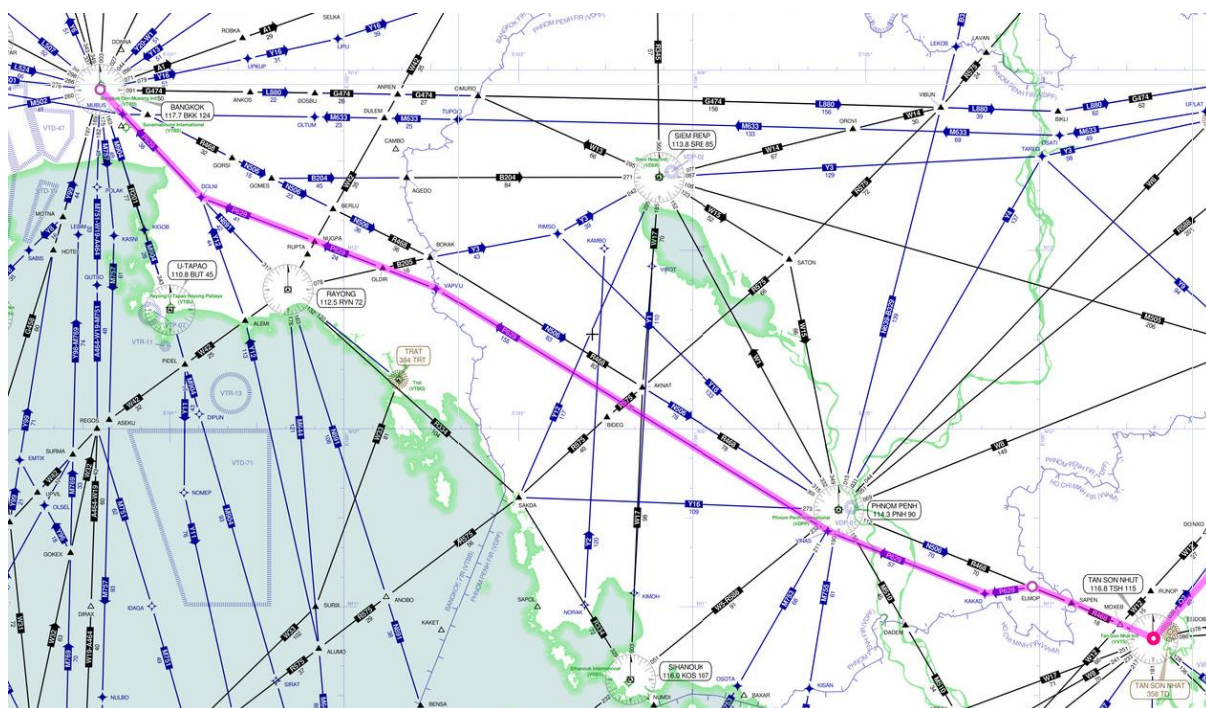
**10.7 Flight Level Allocation Scheme (FLAS) For South China Sea Area**

10.7.1 The following flight levels on the routes listed below can be used without pre-departure clearances from the downstream ATS units (no-PDC levels):

ATS Route	No-Pre-Departure Coordination (No-PDC) Flight Levels Other levels available with prior approval
L880 / L628 (EB) L628 / M633 (WB)	EB – FL330, FL370, FL410 WB – FL280, FL340
N891	SB – FL330 NB – FL260, FL300, FL380
A1	EB – FL290, FL330, FL370, FL390, FL410 WB – FL280, FL300, FL340, FL380, FL400
N506 / M768 (EB) M768 / P629 (WB)	EB – FL270, FL330, FL410 WB – FL300, FL380
A202	EB – FL290, FL330, FL370, FL390, FL410 WB – FL280, FL300, FL340, FL380, FL400

2.2 For the route TSH R468 ELMOP P629 BKK:

- 2.2.1 Vietnam's (Ho Chi Minh FIR – VVHM) published "no-PDC" levels for AWY R468 are L320/FL340/FL360/FL380/FL400;
- 2.2.2 Cambodia (Phnom Penh FIR – VDPP) has no limitations;
- 2.2.3 However, Thailand imposes FL300 and FL380 limitation westbound which doesn't appear to be in sync with the flow and is solely in Bangkok FIR and where the route terminates.



(Diagram extracted from <https://skyvector.com/>)

2.3 If an aircraft is operationally unable to climb to FL380 the only other flight plannable option westbound is a descent to FL300 which is very inefficient and not preferred for cruise.

2.4 The following are the potential impacts based on an example B777 flight SGN-DXB:

2.4.1 If required to follow the FLAS the flight can unnecessarily produce at least 1500kg of extra CO<sub>2</sub>;

2.4.2 If allowed to maintain the cruise flight level (e.g. FL340/360) the flight still produces 450Kg of CO<sub>2</sub> as the aircraft would have been fuelled for the expectation of the lower level.

2.5 Given that the preceding FIR has no restrictions and the FIR prior to that has several more options for flight levels, we are seeking that the meeting agrees that Thailand may amend or remove the limited options for flight planning westbound on P629 within Bangkok FIR (VTBB) to provide more choices for flight levels and promote fuel and environment efficiencies.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and,
- c) agree that Thailand may amend or remove the limited options for flight planning westbound on P629 within Bangkok FIR (VTBB).

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