



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

ATS ROUTES A461 AND A583 PBN SPECIFICATION IMPLEMENTATION

(Presented by Hong Kong, China)

SUMMARY

The robust growth of air traffic in this region requires corresponding increase of route capacity. This paper proposes to expedite the implementation of PBN specification on ATS routes A461 and A583 so that the increased traffic demand can be managed through the application of reduced longitudinal spacing.

1. INTRODUCTION

1.1 With the continual increase in air movements on both A461 and A583, air traffic are regularly subjected to various forms of restrictions, such as ground and/or air delays, cruising at less optimum levels causing more fuel consumption etc. There is a genuine and urgent need to expedite the re-designation of ATS routes A461 and A583 to become RNP10 routes so that airline operators can benefit from the associated reduction in longitudinal spacing especially during the busy evening hours.

2. DISCUSSION

2.1 A rough comparison of past (2012) and current traffic figures shows that the traffic volume has risen by 50% in just slightly more than 5 years. The increase in traffic has undoubtedly caused more competitions for optimum levels by flights operating on the two routes and as a result more restrictions will have to be imposed to ensure that the limited capacity will be made used of effectively by air operators and there is no wastage to the limited resource. With the implementation of PBN specification, a reduced longitudinal spacing can be applied at waypoints NOMAN and SABNO, so as to increase the route capacity to meet part of the excessive demand.

2.2 In fact, the Philippines authority had previously agreed to the proposal of re-designation of ATS routes A461 and A583 to RNP10 in SEACG/21 to support the reduction of longitudinal spacing to 50 NM and made a suggestion to seek agreements from Indonesia and Australia to align the specifications along the entire route. In SEACG/25, Indonesia presented an information paper reported that Ujung Pandang ACC and Brisbane ACC have already implemented the 50NM reduced longitudinal spacing since the 4th September 2017. It is therefore apparent that conditions have become favourable for this project to move on at a faster pace.

2.3 It is suggested that the re-designation of A461 and A583 to RNP 10 routes between Hong Kong and the Philippines be accorded with priority. In a recent sub-regional meeting, Hong Kong China reiterated that there was a genuine need to expedite the re-designation of A461 and A583 to become RNP10 routes so that airline operators could benefit from the associated reduction in longitudinal spacing and maximize airspace utilization to accommodate more traffic at the optimum flight levels. The idea was welcomed by the Philippines. Given that Hong Kong, China is ready for the change, both parties agreed that the initiative should be accomplished as soon as possible subject to the Philippines' successful transition to their new ATMS which was expected to materialize by mid-August 2018.

2.4 If the reduction of longitudinal spacing could be realised, not only aircraft would benefit from better opportunities to fly more optimum levels, ACCs of other States/Administrations, in particular those upstream and downstream to Hong Kong and Manila could also be benefited as the need for ATFM measures, such as check for start, flow control restrictions on traffic entering Hong Kong FIR joining A461 and A583 during peak periods of operation due to incompatible longitudinal spacing requirements at entry and exit waypoints, is expected to decrease.

2.5 To meet traffic demand in the long run, further upgrade of PBN specification (e.g. to RNP 4) of these two routes should be considered.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the suggestion to the re-designation of routes; and
- c) discuss any relevant matters as appropriate.

.....