



International Civil Aviation Organization

**Second Meeting of the Southeast Asia Route Review task Force  
(SEA-RR/TF/2)**

Bangkok, Thailand, 22 – 26 March 2010

**Agenda Item 6: ATS Route Development**

**RE-ALIGNMENT OF ATS ROUTE TO MEET RNP 10 REQUIREMENT**

(Presented by Indonesia)

**SUMMARY**

This working paper presents a realignment of A576 which will be redesignated to M635 to meet the requirement as an RNP10 route.

**1. INTRODUCTION**

1.1 Since Indonesia publish the AIP Supp no. 13/2009 Indonesia proposing to change the 8 conventional ATS Routes become RNAV(RNP) 10 routes. The ATS routes included in this change are as follows:

ATS Routes Transformation		FIR
Conventional/Existing	RNAV	
B344	L774	WIIF
B584	M522	WAAF
A464	M774	WIIF, WAAF
G462	M766	WIIF, WAAF
B583	M768	WAAF
A214	N628	WIIF
B335	N633	WIIF
A327	P627	WIIF
B592	P648	WIIF
R456	P756	WIIF

1.2 The meeting is now advised that it is now proposed to change a further ATS route to an RNAV RNP 10 route, namely A576 which will become M635.

**2. DISCUSSION**

2.1 The meeting should note that Indonesia and Singapore have agreed to implement the program on a step by step basis. In this regard, one of the steps is to focus on two of the major routes that operate to/from South-East Asia and Australasia. These two routes are A464 and A576. The current minimum longitudinal separation on these 2 routes is 10 minutes based on the Mach number technique.

2.2 Based on the feedback gathered from operators, the vast majority of the flights flying on these 2 routes already have RNAV10 capabilities.

2.3 The timelines towards reduction of longitudinal separation as mentioned on the IP2 of this meeting are:

- April 2010 - Implementation of RNAV10 route M774 and lowering the upper limit of ATS route A464.
- 3rd Quarter 2010 - Targeted implementation of RNAV10 route M635 and lowering the upper limit of ATS route A576 and implementation of 50 NM lateral separation in Singapore FIR
- 2nd Quarter 2011 - Targeted implementation of 50NM longitudinal separation of 50NM on both M635 and M774.

2.4 Taking into account the implementation of the EMARSSH Route Structure which involved Indonesia and routes to Australia, Indonesia also implemented RNP10 routes within Indonesia airspace. One such RNAV route was L511 which served flights to/from Australia to South East Asia. However L511 has some route segments which are not 50 NM laterally separated with ATS route A576 (between BLI to SUMBU).

### **3. PROPOSE REALIGNMENT**

3.1 In order to implement the redesignation of A576 to become an RNP 10 route M635 as well as continue the usage of L511, Indonesia proposes to realign A576 to the North between BLI – SUMBU to become BLI – RAMPY – AKULA . It will cause a small dog leg on this segment route extending the route by 16 NM.

3.2 Indonesia is fully aware of the additional mileage in order to meet the RNP10 lateral requirement. However this proposal will also support the implementation of RNP4 in between L511 and A576(M635) in the near future.

### **4. ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) note the realignment of A576 which will shortly become RNAV route M635 (see attachment).
- b) discuss and give comment to the realignment of A576(M635).

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