International Civil Aviation Organization

Third Meeting of the Southeast Asia Route Review Task Force (SEA-RR/TF/3)

Bangkok, Thailand, 24 – 27 August 2010

Agenda Item 6: ATS Route Development

CHANGING ATS ROUTES TO RNAV

(Presented by the Secretariat)

SUMMARY

This working paper is designed to investigate the possibility of changing some ATS routes to RNAV classification within the area under consideration to increase efficiencies and traffic handling.

1. INTRODUCTION

1.1 The meeting is invited to note that most new routes which have been incorporated into the present route structure have been designated as RNAV classification.

1.2 It would therefore seem appropriate to look at the current route structure and identify where some of the well known and often used ATS routes could also be suitable to change to RNAV.

1.3 There may also be some classified Domestic routes which could also be suitable to be upgraded to RNAV routes.

2. DISCUSSION

2.1 The meeting is advised that, as we strive to increase efficiencies in the handling of international air traffic in this Asia and pacific region, the route classification is significantly important to permit aircraft with RNAV capability to be longitudinally spaced closer together which in turn can allow operational benefits to providers and users of the ATS service with consequential costs and environmental savings.

2.2 Most aircraft flying on these routes have the necessary equipment on board and are, or could be certified for RNAV operations. Some of the present routes, especially routes which are being used for long-haul operations would qualify for RNAV and gain consequential improvements in operational performance.

2.3 Notwithstanding traditional nostalgia, two routes which come to mind are A202 and A1. It is considered that both of these routes should be changed to RNAV to fit in with all other trunk routes surrounding them. There are many other routes to the east of the main northeast/southwest traffic flow which would also benefit from this initiative.

2.4 The meeting is invited to observe that, by changing to RNAV classification, a likely benefit which is possible is the reduction of longitudinal spacing between two in-trail aircraft at the same level to 50NM. This would require Direct Controller-Pilot Communications (DCPC) or Controller- Pilot Data Link Communications (CPDLC), during the period where aircraft were being controlled using this separation standard.

3. ACTION BY THE MEETING

3.1 The meeting is invited to use the SWG model of this meeting and:

a) identify ATS international and domestic routes which could be renamed as RNAV routes in order to gain operational benefits as well as give a harmonized approach to the SEA route structure;

b) identify States involved in each particular route classification change; and,

c) in cooperation with States and IATA, produce a strategic plan with timelines to implement the agreed changes.

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