



International Civil Aviation Organization

**Combined Fourth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/4) and Twenty-First Meeting of the Southeast Asia ATM Coordination Group (SEACG/21)**

Hong Kong, China, 24 – 28 February 2014

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**Agenda Item 5: ATS Route Development**

**REDESIGNATION OF ATS ROUTES A461 AND A583 TO RNP10**

(Presented by Hong Kong, China)

**SUMMARY**

This paper presents the reconfiguration of conventional ATS routes A461 and A583 to RNP10 routes to relieve the increasing traffic demand of the two routes.

This paper relates to –

**Strategic Objectives:**

*C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

GPI-5 RNAV and RNP (Performance-based navigation)  
GPI-8 Collaborative airspace design and management

**1. INTRODUCTION**

1.1 Hong Kong, China has presented Working Paper, RECONFIGURATION OF ATS ROUTES A461 AND A583, in SEACG/19. The paper listed the suggestions on reconfiguration of the two conventional ATS routes to PBN routes. These suggestions will help manage the flow of traffic between Hong Kong, China and the Philippines in a more orderly manner and most importantly, increase the traffic handling capacity of the two routes. With the significant increase of traffic on the two conventional ATS routes, Hong Kong, China recognized the urgent need to raise the capacity of the two routes at the earliest possible opportunity.

**2. DISCUSSION**

Implementation of RNP10 on A583 and A461

2.1 A583 and A461 are two conventional ATS routes that connect major hubs in China including Beijing, Guangzhou, Shanghai Pudong, Shenzhen and Hong Kong, with the various destinations in the Philippines, Malaysia, Indonesia and Australasia. With the significant growth of air traffic in the region, the two airways have reached their capacity in busy hours.

2.2 The longitudinal separation required on conventional ATS routes, A583 and A461, is ten minutes. Reconfiguration of the ATS routes to RNP10 would increase the capacity of the two airways by over 35%. RNP 10 is in line with the PBN specifications recommended in Category R airspace in the APAC Seamless ATM Plan and is a commonly used route specification in the region.

*It does not require surveillance but only need Direct controller-pilot communications for distance verification requirement of at least every 24 minutes.(para 2.4.2.6.3, Ch5, PANS-ATM)*

2.3 Hong Kong, China is ready for the reconfiguration of ATS routes A583 and A461 to RNP 10.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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