



*International Civil Aviation Organization*

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

Hong Kong, China, 24 – 28 February 2014

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**Agenda Item 5: ATS Route Development**

**RATIONALIZATION OF OVERFLIGHT ROUTES WITHIN THE HONG KONG FIR**

(Presented by Hong Kong, China)

**SUMMARY**

This paper presents the ATM plan to be implemented by Hong Kong, China to rationalize some overflight route segments in Hong Kong FIR to reduce conflict points in the congested airspace to ensure flight safety.

**1. INTRODUCTION**

1.1 With an average of 10% annual growth of overflights in the Hong Kong FIR since 2010, the resultant exponential increase in traffic conflicts from the complex crossing tracks gave rise to safety concerns as well as impediments to the arrival and departure routes to and from Hong Kong. There was an urgent need to reduce the number of conflict points and the complexity of air traffic in Hong Kong FIR for the safe handling of the high level of traffic in the airspace. This working paper describes the plan to be implemented by Hong Kong, China to achieve the required conflict mitigation.

**2. DISCUSSION**

2.1 Currently, overflights from Manila FIR through Hong Kong FIR to Guangzhou FIR can route via A583 SABNO to DOTMI A470 and also A461 NOMAN to BEKOL A461/G471. The two tracks result in flights crossing at similar levels in a congested airspace sector that relies on a high degree of attention from air traffic controllers and their timely intervention to resolve separation conflicts. To address this air traffic complexity and level conflicts in the Hong Kong FIR, Hong Kong, China will rationalize the overflight tracks that those from Manila FIR to BEKOL A461/G471 are to route via A583 SABNO and those exit via DOTMI A470 to enter Hong Kong FIR via A461 NOMAN. The crossing route segments SABNO – DOTMI and NOMAN - BEKOL are to be withdrawn.

2.2 A study on overflying traffic that transited Hong Kong via A583 SABNO and A461 NOMAN between 17 and 23 January 2014 was made to assess the impact that may have on operations. Taking 25 January 2014 as an example, if the route rationalization were implemented, out of a total of 138 flights operated northbound through NOMAN and SABNO, 14 would have to reroute under the new ATM plan and reduced at least 14 level crossing conflicts.

2.3 The re-routing as described above will be implemented as soon as possible taking into account the requirements of the AIRAC cycle.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the safety enhancement from changes in the affected routes via NOMAN and SABNO; and
- b) assist in the implementation of the enhancement ATM plan as necessary.

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