

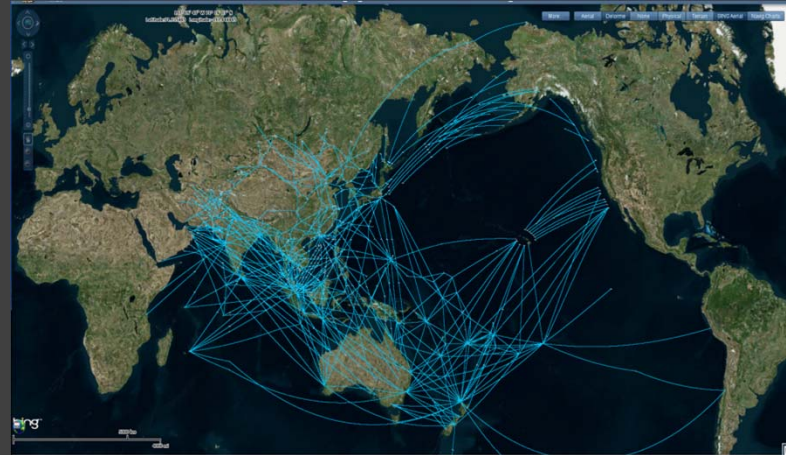


General Situation of ATC Support Capability at South China Sea Area

Start



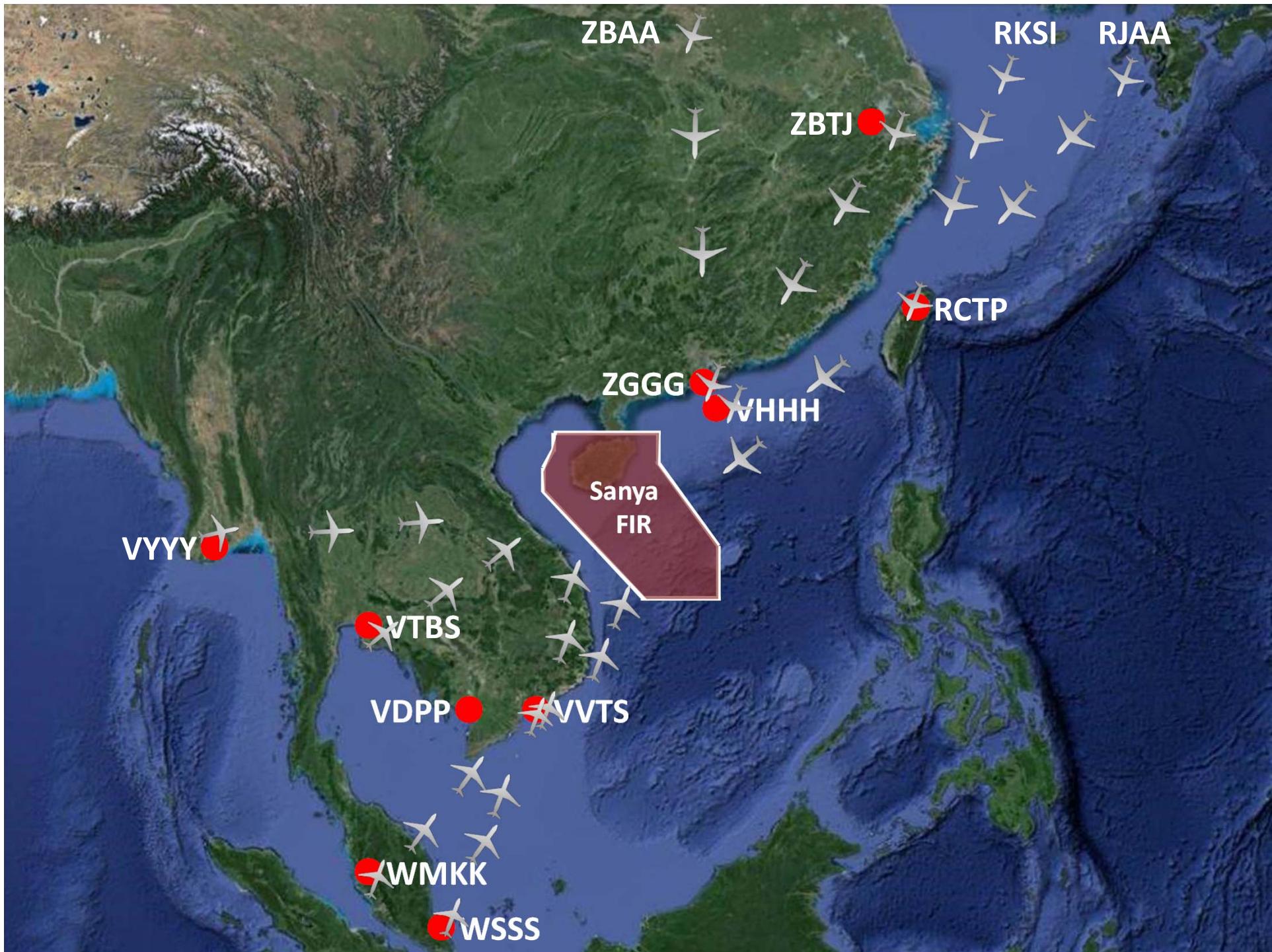
INTRODUCTION



DISCUSSION





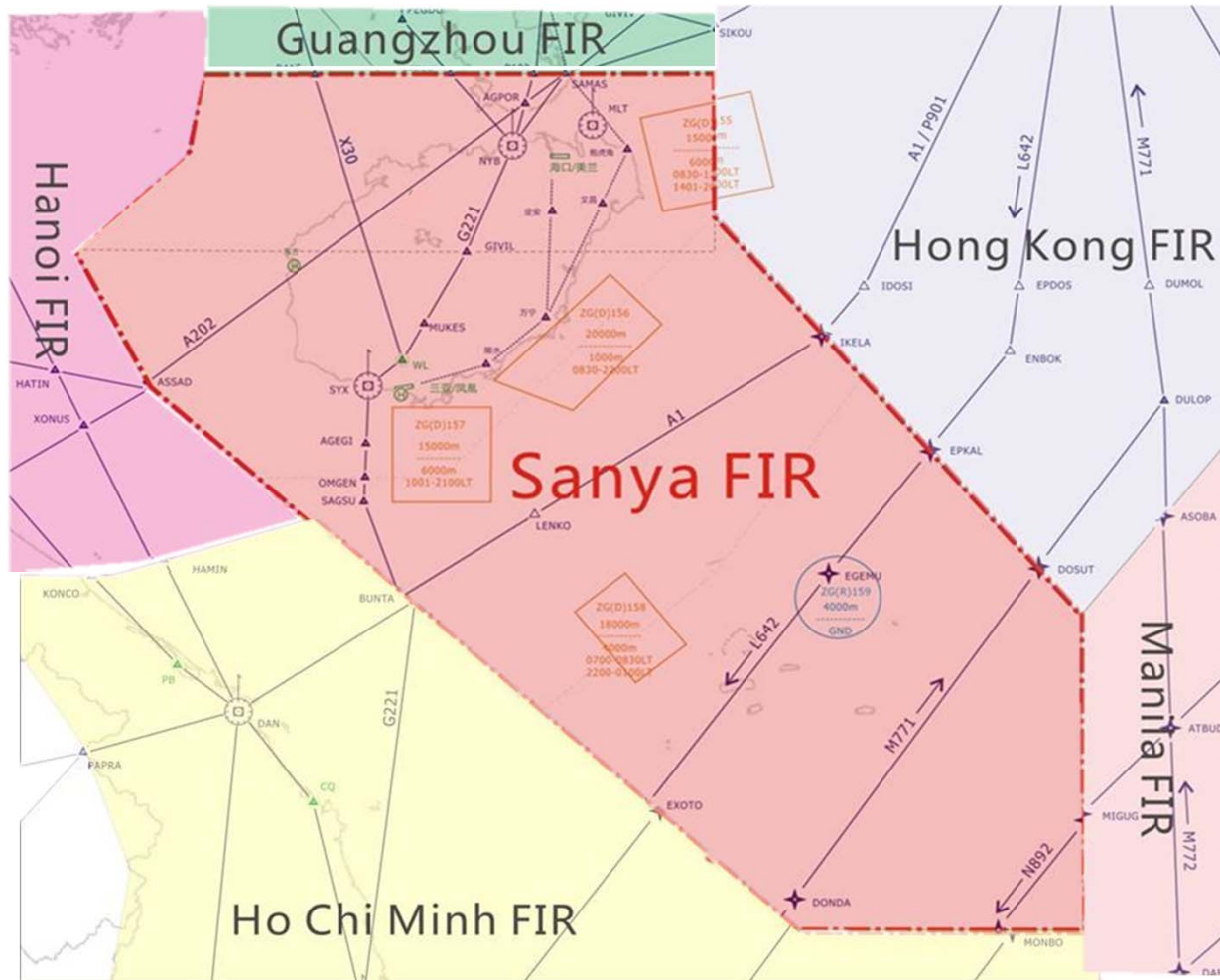




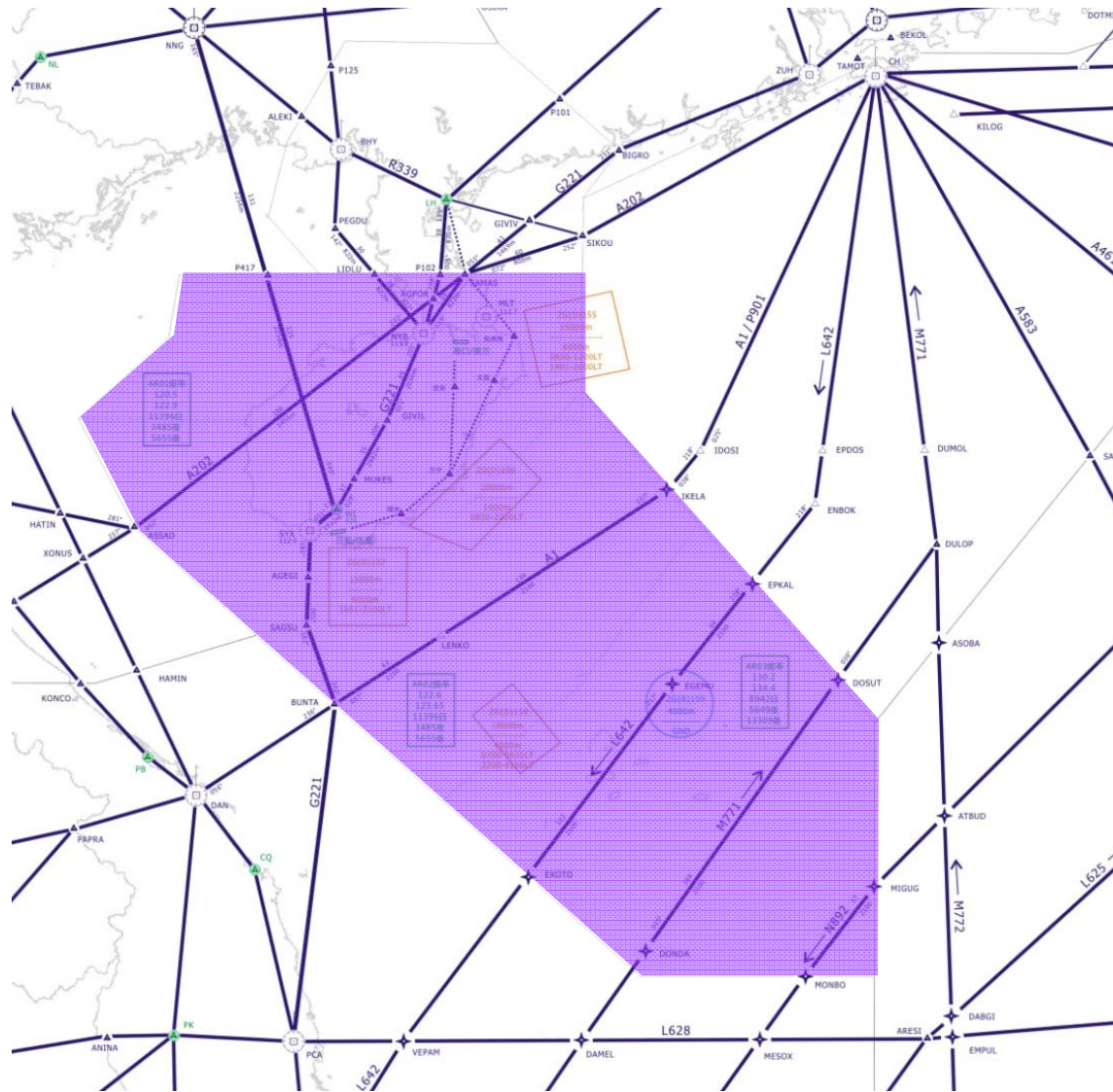
Geographical Position

PART 1

INTRODUCTION



Airspace and Sectors

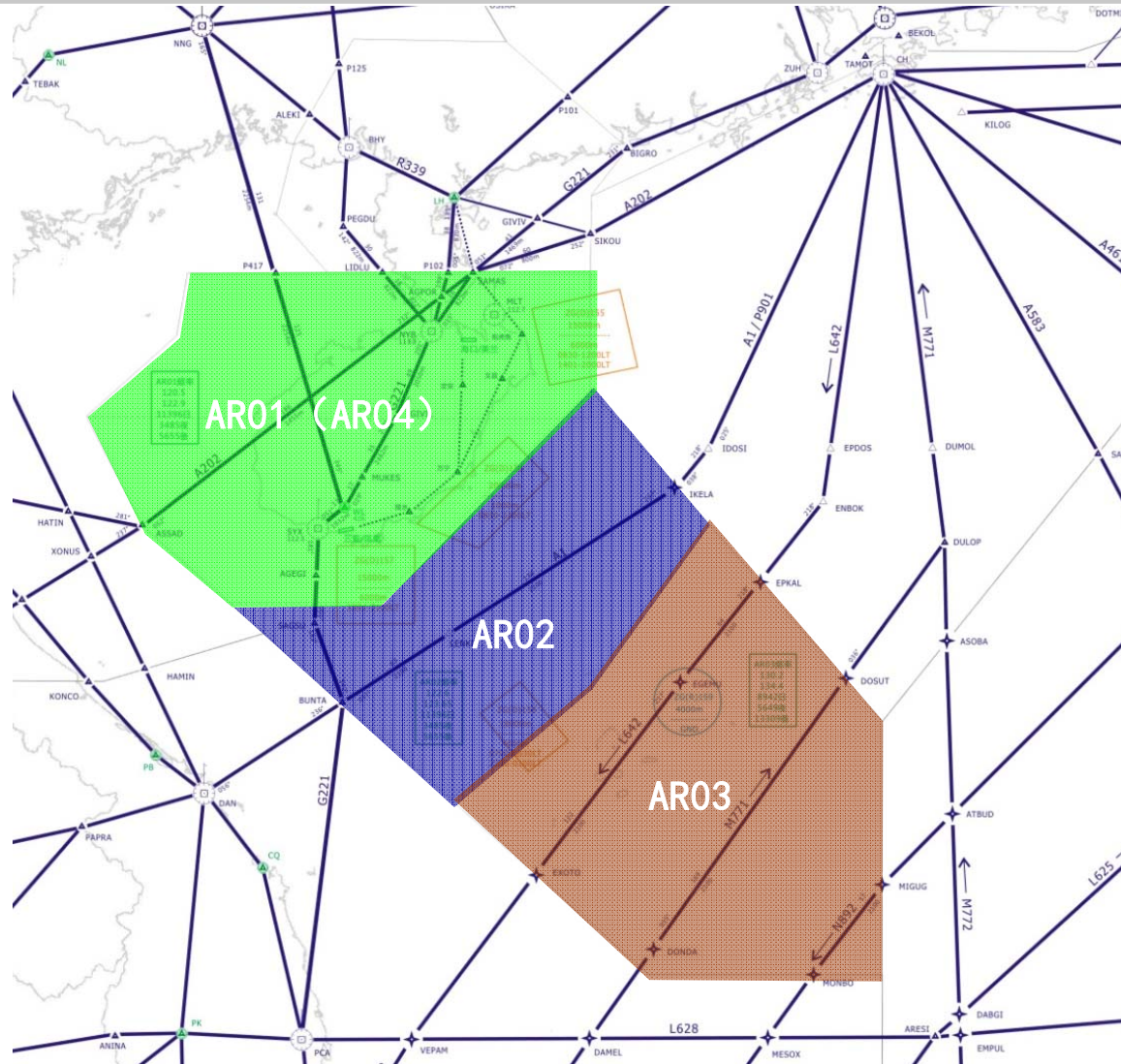




Airspace and Sectors

PART 1

INTRODUCTION

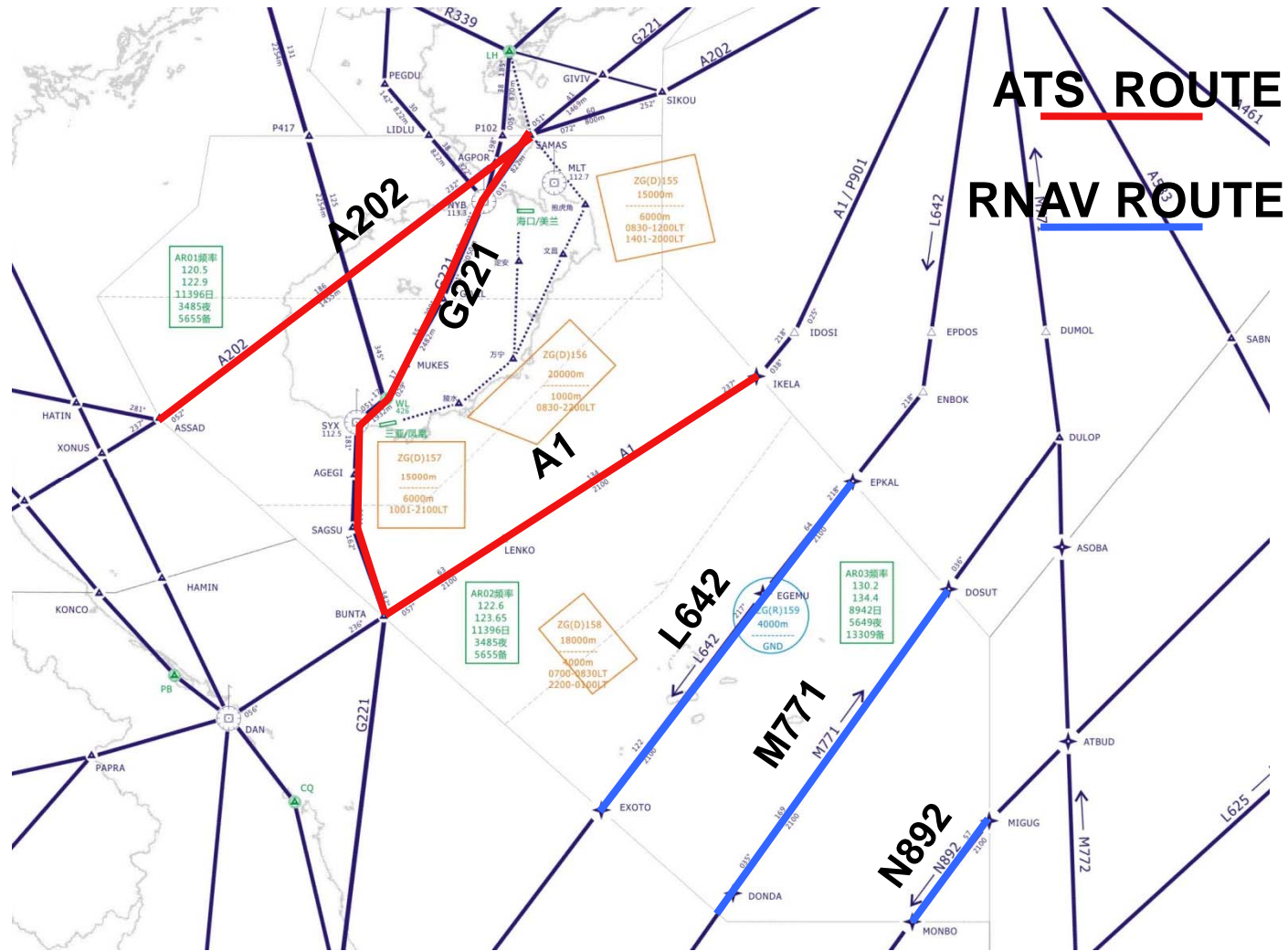


AR02/03

Controlling the flights over the South China Sea Area in accordance with the relevant standards and provisions of ICAO

7

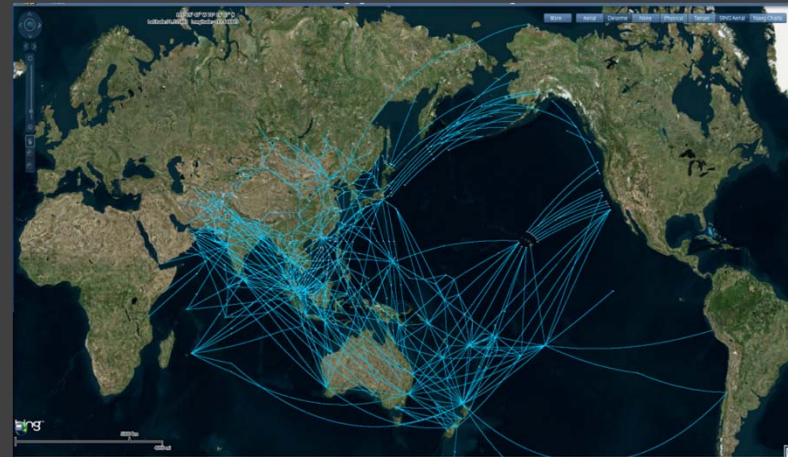
ROUTES



Start



INTRODUCTION



DISCUSSION

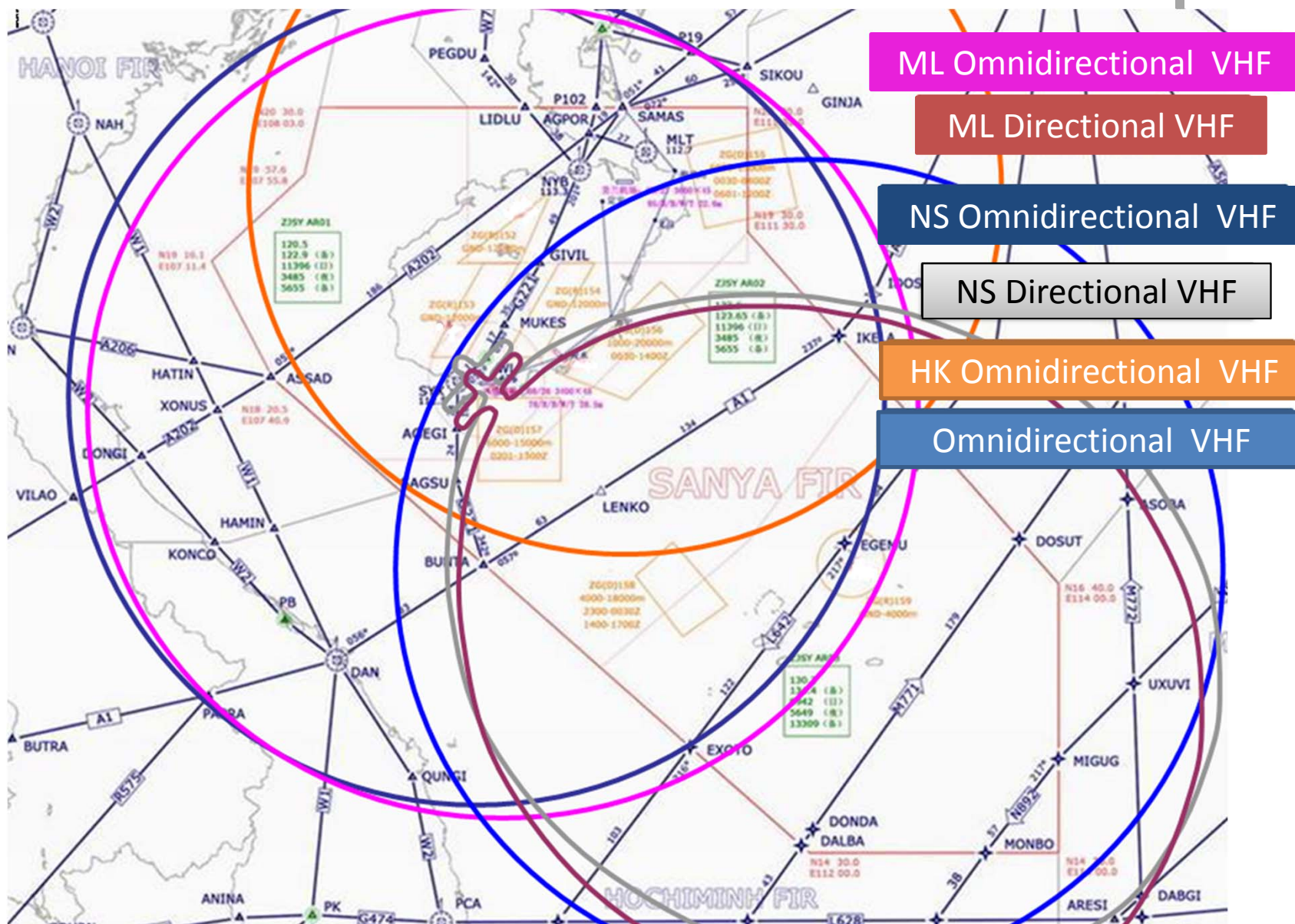


Communication Equipment



PART 2

DISCUSSION



Transmission Mode

Omnidirectional, Directional Equipment



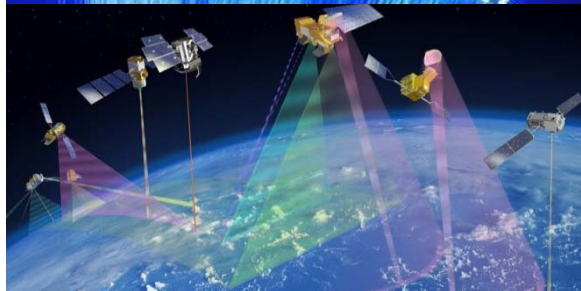
1



VHF signal



Fiber optic



Satellite



ATC system

HF

Also equipped high-frequency radio equipment

Coordinate with adjacent control unit



2

1

Primary: "hotline" and satellite line

2

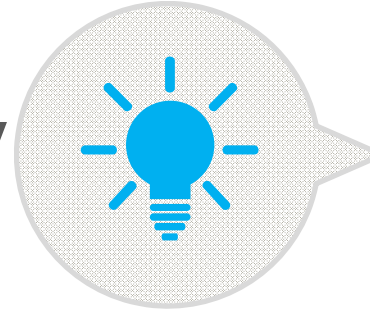
Backup: direct-dial phone

3

Others: alternative ways

Advanced Technology

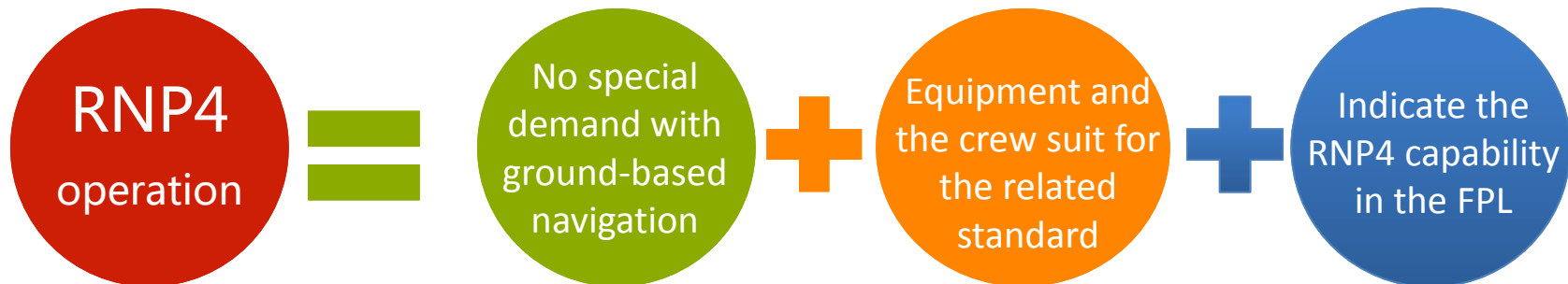
Base on RNP10, positive development of RNP4



3

30NM longitudinal transfer separation has been used on route A1 . Meanwhile, 50NM separation based on RNP10 has been implemented on the routes of L642 and M771

A study on the possibility of upgrading A1 from conventional routes to RNP4 has been considered as the preferred navigation. A parallel RNP4 route would be set to the south of route A1 with 30NM lateral distance.

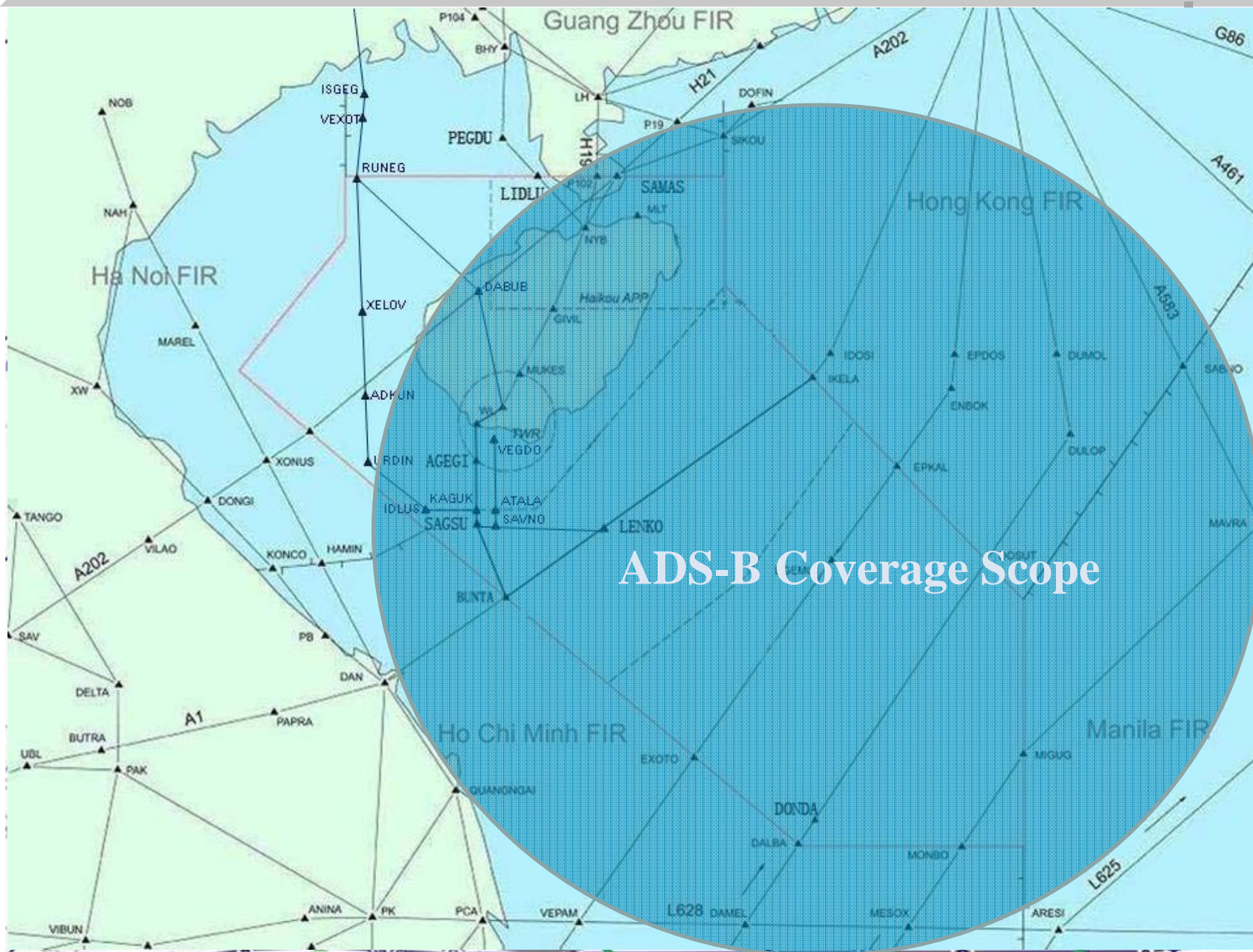


Surveillance Equipment



PART 2

DISCUSSION



Surveillance Equipment



1

Multi-Radar Signal Fusion

- Multiplex secondary radar and/or ADS-B signals integrated in the automatic system
- Display the feedback of flight dynamic information on each display of control position ;
- The standby automatic system has the same configuration of radar signal inputs.

2

More ADS-B Equipages

- Five ADS-B base stations would be deployed in Sanya FIR including four ongoing projects and the other one which has already been used;
- Old base station which has been used has already connected to the automatic system and covered the routes L642 and M771;
- ADS-B signals would be covering the overall Sanya FIR in the future



1. Personnel

83

Personnel in Sanya ACC

65

Licensed Controllers

The requirements of controller's capability to work alone need a longer training period of time.

Therefore, a single controller has to pass a series of examinations to be a sophisticated one.

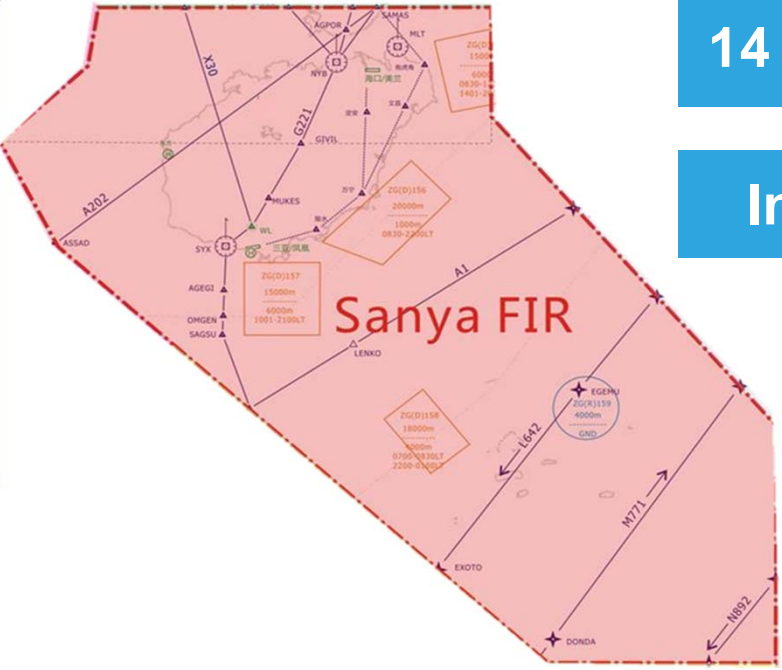
ATM capability



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2. Positions



14 positions

Provide high quality ATC Service

Including

Controller and Assistant

Oceanic Low-level position

SAR and Supervisor position

Flow management position

ATM capability



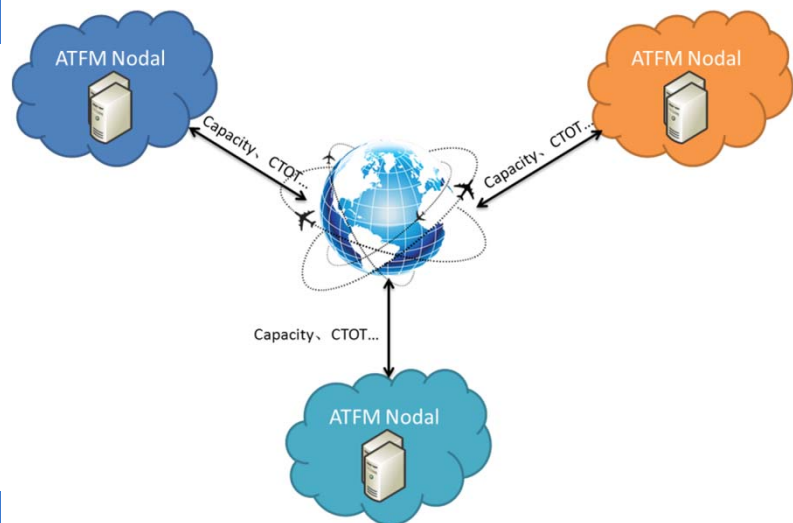
PART 2

DISCUSSION

3. ATFM



- Ensure an optimum flow of air traffic to or through areas during times when demand exceeds, or is expected to exceed, available capacity of the ATC system.



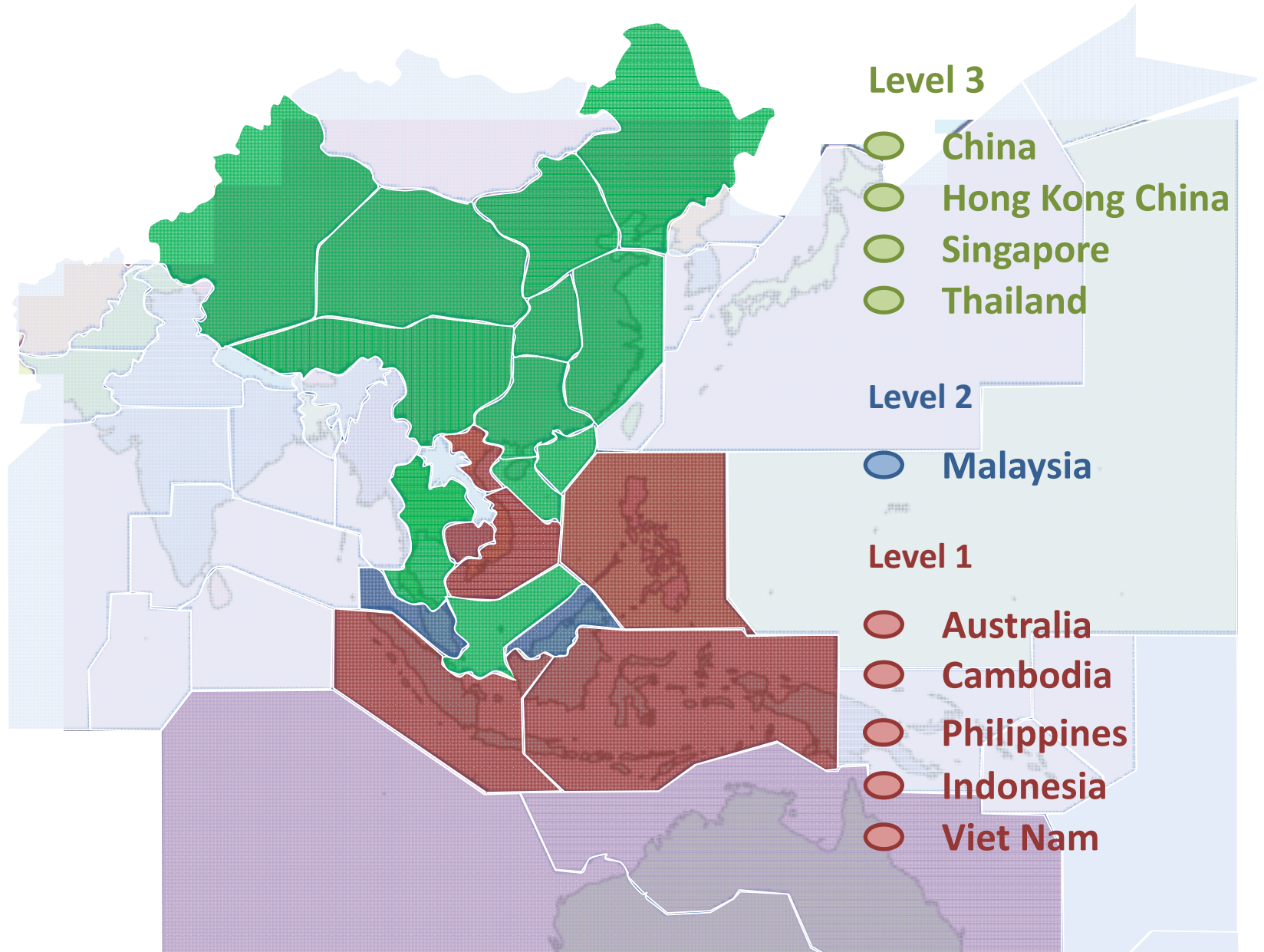
- Sanya FIR launched the "collaborative flight delivery management" system.
- As the main approach of ATFM/CDM to contribute to the safety, efficiency, cost effectiveness, and environmental sustainability of an ATM system.



ATFM Ops Trial Network Capability Map

PART
2

DISCUSSION

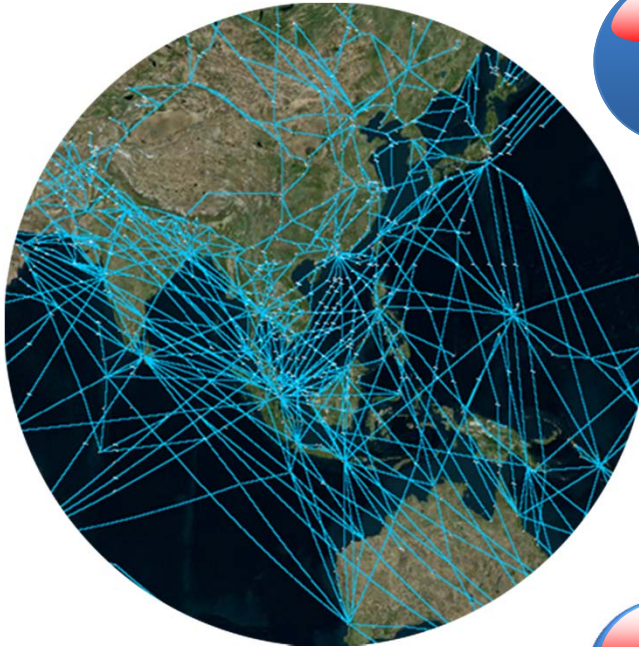


Harmonized working group



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ATMB CAAC along with states around South China Sea Area worked together



Develop guidance on building up capability for readiness to actively participate



Commencement of the Cross Border ATFM Operational Trial



Civil Aviation Administration of China



<http://www.atmb.net.cn/>



webmaster@atmb.net.cn



861-0898-65751408



No.12 Dongsanhuanzhong Road,
Chaoyang District, Beijing, China



THANKS