



**International Civil Aviation Organization**  
**The Third Meeting of South China Sea Major Traffic Flow Review Group**  
**(SCS-MTFRG/3)**  
Bangkok, Thailand, 25-27 February 2016

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Agenda Item 2: Review of the current and planned CNS/ATM capabilities and identifying associated reduced horizontal separation

**OPERATION OF NEW AIR TRAFFIC CONTROL CENTER IN HA NOI FIR**

(Presented by VIET NAM)

**SUMMARY**

This paper presents an overview of the operation of new air traffic control center in Ha Noi FIR.

## 1. INTRODUCTION

1.1 The new air traffic control center in Ha Noi FIR (Ha Noi ATCC) was officially put into operation since 11<sup>th</sup> January 2015 that led to significant changes in air traffic management in Viet Nam.

1.2 The operation of Ha Noi ATCC is in the strategy to upgrade and modernize air traffic management technology, apply new and updated procedures to reduce ATC workload as well as improve quality of ATS provisions. This is also considered one of the most outstanding achievements of Viet Nam Air Traffic Management (VATM) in 2015.

## 2. DISCUSSION

2.1 Ha Noi ATCC was put into operation in 03 phases as follows:

- Phase 1 started from 11<sup>th</sup> January 2015: Ha Noi ATCC was officially put into operation with the new facility and equipment systems.
- Phase 2 started from 28<sup>th</sup> May 2015: With new ATCC, Ha Noi ACC was re-organized to include 3 sectors. This sectorization served to reduce congestion at the previous North sector and South sector.
- Phase 3 started from 07<sup>th</sup> January 2016: After one year of Ha Noi ATCC operation, Ha Noi ACC was kept re-organizing to include 4 sectors. Sector 4 of Ha Noi ACC, in fact, is a portion of Northern part of Sector 1 – Ho Chi Minh ACC which is delegated to Ha Noi ACC by Ho Chi Minh ACC. Moreover, 5 sectors within Ho Chi Minh ACC were also adjusted after delegating a portion of Northern part to Ha Noi ACC to balance traffic density among sectors.

With new facility and equipment systems of ATCC, Ha Noi ACC can support Ho Chi Minh ACC to provide ATC services in contingency situations.

2.2 Ha Noi ATCC is equipped with the modern ATM automation system that has such latest functions as safety monitoring, AMAN/DMAN, flight data processing, air ground data processing, radar and ADS-B surveillance, etc.

2.3 At Ha Noi ATCC Operation Room, there are 11 controlling positions with four positions to control 4 sectors of Ha Noi ACC, one civil – military coordination position, two watch supervisor positions (Ha Noi ACC and Ho Chi Minh ACC), two FDO positions and six stand-by positions for Ha Noi ACC and Ho Chi Minh ACC. The total number of air traffic controllers working in shift at Ha Noi ATCC is 67 persons.

2.4 Together with the operation of Ha Noi ATCC, the radar separation when transferring between Ha Noi ACC and Vientiane ACC is also reduced to 20 NM for those aircraft at the same flight level on the ATS routes A1, A1/R575, A202, B329, R328, R335, R474 and for those aircraft Eastward on the ATS routes A206, B465, B214. The radar separation when transferring between Ha Noi ACC and Sanya ACC on the ATS routes A202/A206/A1 is 30NM.

2.5 After the 3<sup>rd</sup> phase of ATCC operation, air traffic management capability of Ha Noi ACC increases significantly. The following table shows numbers of controlled flights before and after this phase:

Date	Controlled flights in Ha Noi ACC responsibility area		Total flights
	<i>Arriving/Departing flights</i>	<i>Over flights</i>	
6 <sup>th</sup> Jan 2016 (before)	416	382	<b>798</b>
7 <sup>th</sup> Jan 2016 (before)	401	390	<b>791</b>
8 <sup>th</sup> Jan 2016 (after)	538	622	<b>1160</b>
9 <sup>th</sup> Jan 2016 (after)	509	675	<b>1184</b>

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper and the efforts of Viet Nam to balance traffic density among sectors and FIRs as well as improve the quality of ATS provisions with the operation of Ha Noi ATCC.
- b) discuss any relevant matters as appropriate.