

**Twenty Fourth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/24)**

Brisbane, Australia, 11-12 March 2010

Agenda Item 4: Review Open Action Items

**Planning of Establishment and Operation of RNAV5 Route
Between OK/ONC and APITO**

Presented by Civil Aviation Bureau, Japan (JCAB)

SUMMARY

JCAB is planning to establish new RNAV5 route between OK/ONC and APITO, and aiming for regular operation by October 2010, for the purpose of forming efficient traffic flow from metropolitan area to southern China and shortening flight length between Okinawa area and southern China.

1. INTRODUCTION

- 1.1 Concentration of traffic is conspicuous because the airway connected metropolitan area and southern China is only A593 at present.
- 1.2 The aircraft which are willing to fly to southern China from Okinawa area have no choice but to go through airway A593 or detour around Hong Kong area. Establishment of new RNAV route has been required from point of view that saving fuel and reducing CO2 emission is the worldwide necessity.

2. DISCUSSION

- 2.1 JCAB has a plan of redesign of airspace and airways around metropolitan area in order to correspond to increase of traffic from/to Haneda and Narita airport. In addition, JCAB is going to establish more RNAV routes and further efficient ATM into effect for the purpose to increase en-route capacity.
- 2.2 JCAB is planning to establish RNAV5 routes that connect OK/ONC and APITO newly as a part of policy.
- 2.3 To achieve more efficient air traffic control and aircraft operations around APITO, we are now constructing new Oceanic Route Surveillance Radar (ORSR) in Kumejima-island. That ORSR is expected to begin the operation in autumn this year.

- 2.4 After confirmation of stability of radar performance and coverage effectiveness have been completed, we would like to operate the new RNAV5 routes around October this year.
- 2.5 Although, it is indispensable for JCAB to make close coordination with civil aviation bureau of China regarding establishment and operation of new RNAV5 routes via APITO at the meeting which will be held this month in Beijing. The new RNAV5 routes will cross not only A1 and B576 as main international airways, but also the airway between mainland of China and Taiwan, so we need to coordinate with civil aviation bureau of China and Republic of Korea about FLAS.
- 2.6 The result of coordination about FLAS may be a kind of rigid, because the airway between mainland of China and Taiwan, and B576 have high density for aviation.
- 2.7 We will report the target date of establishment and operation of new RNAV5 routes at IPACG32 in Honolulu in May on the basis of result from coordination with mainland of China and Republic of Korea.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note the information in this paper.

Figure, NOT in scale and IMAGE

