

H O N G
K O N G
A T C – P I L O T
S Y M P O S I U M



民航處
CIVIL AVIATION
DEPARTMENT



29 SEP 2017 AUDITORIUM, CAD HEADQUARTERS



Departure Procedures

Flow for a departure aircraft

#1

Pilot obtain clearance via PDC or by voice

#2

Pilot calls "Ready"

#4

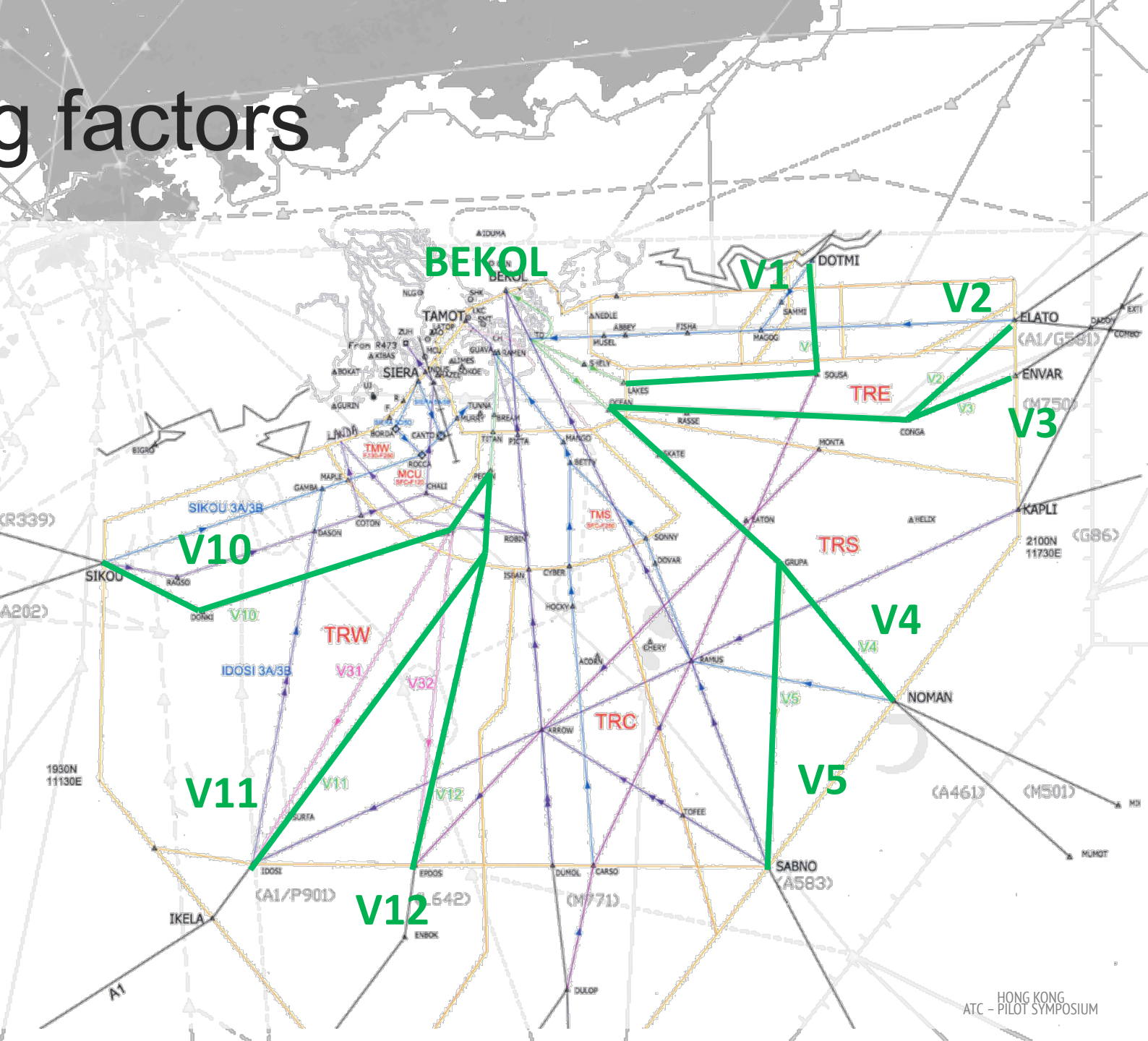
Clearance Delivery instruct pilots to contact Ground

#3

???

The contributing factors

- SIDs
 - BEKOL/ATENA
 - V1 (DOTMI/LOGAN)
 - V2-V3 (OCEAN/RASSE)
 - V4-V5 (OCEAN/SKATE)
 - V10 (PECAN/TITAN)
 - V11-V12 (PECAN/TITAN)
- Departure Flows
- LSWD



The contributing factors

- SID's
- BEKOL/ATENA
- V1 (DOTM/LOGAN)
- V2-V3 (OCEAN/RASSE)
- V4-V5 (OCEAN/SKATE)
- V10 (PECAN/TITAN)
- V11-V12 (PECAN/TITAN)

- Departure Flows
- LSWD

- Eastbound to TW/KR/JP/N America
- Lots of cruising levels available
- Lower chances of flow restrictions

The contributing factors

- SIDs
 - BEKOL/ATENA
 - V1 (DOTM/LOGAN)
 - V2-V3 (OCEAN/RASSE)
 - V4-V5 (OCEAN/SKATE)
 - V10 (PECAN/TITAN)
 - V11-V12 (PECAN/TITAN)

- Departure Flows
- LSWD

- SE bound to the Philippines/SE Asia/Aus/NZ
- 10mins+ between aircraft for same cruising level
- Levels occupied by overflying traffic
- The Australia/NZ traffic rush

The contributing factors

- SIDs
 - BEKOL/ATENA
 - V1 (DOTM/LOGAN)
 - V2-V3 (OCEAN/RASSE)
 - V4-V5 (OCEAN/SKATE)
 - V10 (PECAN/TITAN)
 - V11-V12 (PECAN/TITAN)

- Departure Flows
- LSWD

- W bound to SE Asia or further
- Occasional flow restrictions
- Cruising levels are constrained by destination or routing beyond SIKOU
- Levels are limited especially for heavy weight flights
- Levels occupied by overflying traffic

The contributing factors

- SIDs
 - BEKOL/ATENA
 - V1 (DOTM/LOGAN)
 - V2-V3 (OCEAN/RASSE)
 - V4-V5 (OCEAN/SKATE)
 - V10 (PECAN/TITAN)
 - V11-V12 (PECAN/TITAN)

- Departure Flows
- LSWD

- SW bound to SE Asia
- Lots of cruising levels available (EPKAL)
- Lower chances of flow restrictions
- Levels occupied by overflying traffic

The contributing factors

- SIDs
- BEKOL/ATENA
- V1 (DOTM/LOGAN)
- V2-V3 (OCEAN/RASSE)
- V4-V5 (OCEAN/SKATE)
- V10 (PECAN/TITAN)
- V11-V12 (PECAN/TITAN)

- Departure Flows
- LSWD

Weather (deviation) in ENR/DEP airspace or ad-hoc airspace congestions/restrictions

- V1-V5 +2/+3
- PECAN +4
- BK +5
- Dep +3

or a combination of any of the flow controls

The contributing factors

- SIDs

BEKOL/ATENA

V1 (DOTM/LOGAN)

V2-V3 (OCEAN/RASSE)

V4-V5 (OCEAN/SKATE)

V10 (PECAN/TITAN)

V11-V12 (PECAN/TITAN)

- Departure Flows

- LSWD

- Large Scale Weather Deviation

- L642

- V4 (NOMAN) / V5 (SABNO)



BEKOL · DOTMI

The Menu

BEKOL flow control



1. ZBAA +20
2. ZBTJ check for release
3. Routing via A461 B208 overflying China +10

BEKOL flow control

Check for release for traffic:

1. Landing ZBTJ
2. Routing via A461 LDG & OVF ZYSH FIR (Shenyang)
3. Routing via A461 B208
4. A461 – OBLIK if unable to meet level requirements at OBLIK

DOTMI flow control

Level Restrictions different from Letters of Agreement

Flow control:

1. ZSAM/ZSQZ treat as one 10mins
2. ZSQZ 60 mins
3. ZSHC 15mins
4. ZSSS 40mins
5. ZSWX/ZSNJ/ZSCG treat as one 30mins

DOTMI flow control

Version 12 at 0833z

Flow control:

1. ZSAM/ZSQZ/ZSFZ treat as one 10mins
2. ZSQZ 60 mins
3. ZSHC 15mins
4. ZSSS 40mins
5. ZSPD 30mins
6. ZSWX/ZSNJ/ZSCG treat as one 30mins

Behind the scenes of 129.9

When pilot calls "ready"

Coordinate with en-route sectors/adjacent ACCs

No time restrictions / time slots

Behind the scenes of 129.9

No time restrictions

Time slots

Coordinate with Ground to check if time slots is achievable

Inform pilots about their time slots

Start all over again

Switch to Ground when appropriate

Behind the scenes of 129.9

Extensive delays

- flow control keep changing
- further delays from traffic in the front of the queue may compound to those at the back

Departure sequence



- Time slots (if applicable)
- Split SIDs
- Aircraft type
- Comply with departure flow (if applicable)

Objective: Maximize RUNWAY CAPACITY

What's my delay

- Flow control from adjacent ACCs
- Other traffic occupying the same cruising level
- Aircraft type
- Weather
- Backlog
- Ad-hoc airspace constraints
- Apron congestion



Q&A