



**International Civil Aviation Organization**  
**The Second Meeting of South China Sea Major Traffic Flow Review Group**  
(SCS-MTFRG/2)  
Haikou, China, 22-24 July 2015

**Agenda Item 5: Discussion on PBN Routes Development and FLAS/FLOS Optimization**

**SUPPLEMENTARY No PDC FLIGHT LEVELS FOR NORTH-SOUTH AXIS  
IN VIET NAM'S AREA OF RESPONSIBILITY**  
(Presented by Viet Nam)

**SUMMARY**

This paper provides information to propose more No-PDC flight levels for North-South axis in Viet Nam's area OF responsibility.

**1. INTRODUCTION**

- 1.1 The Modified Single Alternate Flight Level Orientation System (FLOS) was devised by the South China Sea RVSM Implementation Task Force in 2002 and the Modified FLOS was developed into a Flight Level Allocation Scheme (FLAS). The Modified FLOS and FLAS were reviewed in 2007 by the South China Sea RVSM Scrutiny Group and the FLAS has been revised for primary and crossing routes, but the modified FLOS concept still remained unchanged up to now.
- 1.2 The current flight level assignments are as follows:

<b>Fligh level assignment</b>	
<b>North – South</b>	<b>East - West</b>
FL 320, FL360	<b>A202</b> FL280, FL300, FL340, FL380, FL 400 FL290, FL330, FL370, FL390, FL410
FL310, FL350	<b>A1</b> FL260, 280, 300, 340, 380, 400 FL250, 290, 330, 370, 390, 410

- 1.3 Flight operations along the North-South axis of Viet Nam (W1 and W2) has increased significantly in recent years. According to statistics, for the first 6 months of 2015 (from 01/01/2015 to 30/06/2015), there were 117,696 flights flown on the North-South axis. Therefore, traffic movements for the year 2015 will show an increase of about 5 times when compared with 2002.
- 1.4 In addition to that, this North-South axis is also heavily crossed by busy ATS routes such as A202, A1 on an East West axis. According to statistics from 01/01/2015 to 30/06/2015, there were 40,706 flights on A1 and 33,197 flights on A202. This phenomenal growth in traffic is a leading cause on the limitation of flight levels on W1 and W2. This is not only the challenge for ANSPs, but also for the carriers concerned.

**2. DISCUSSION**

- 2.1 In view of the phenomenal growth in traffic, CAA of Viet Nam would like to propose to the Meeting to consider the North-South axis of Viet Nam as one of the Major Traffic Flows and these ATS routes should be allocated more reasonable flight levels. The North-South domestic traffic from Viet Nam do use reasonable levels such as FL 310/350 (Northbound) and 320/360 (Southbound). However, due to the tremendous growth in traffic, flights are now being allocated FL290 and FL 280 when operating on the routes. This uneconomical level allocation leads to a loss on average of about 3000kgs of fuel per hour.
- 2.2 Viet Nam would like to propose more No PDC flight levels for ATS routes W1 and W2, as follows:
  - a) FL 390 for North bound traffic.
  - b) FL 400 for South bound traffic.

### **3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
  - a) Note the information contained in this paper; and
  - b) Discuss any relevant matter as appropriate.