

Mainland, Hong Kong and Macao hold 2024 high-level air traffic management meeting in Zhuhai

The Secretary of the Party Committee of the Air Traffic Management Bureau (ATMB) of the Civil Aviation Administration of China (CAAC), Mr Wen Xuezheng; the Director-General of Civil Aviation of Hong Kong, Mr Victor Liu; and the President of the Civil Aviation Authority of the Macao Special Administrative Region, Mr Pun Wa-kin, attended the Mainland, Hong Kong and Macao 2024 high-level air traffic management meeting in Zhuhai today (June 4).

The senior management of the three parties reviewed the overall progress and work plan of the Airspace Management Technical Sub-group and the Air Traffic Flow Management (ATFM) Technical Sub-group, including work progress and achievements of airspace optimisation matters, and the ATFM in the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). They exchanged views on the feasibility study of the application of advanced navigation capabilities, and shared experiences on measures to consistently enhance the efficiency of the ATFM in the GBA.

With regard to airspace optimisation and air traffic management enhancement, the Tripartite Working Group (TWG) reached consensus on the planning needs of peripheral air routes upon deliberation of a host of optimisation measures, including the establishment of new air routes and the transfer of control points, joint construction of an airspace simulation model and assessments of airspace enhancement plans. The TWG also carried out a feasibility study on the application of advanced air navigation technologies to explore the feasibility of developing a more flexible air traffic management mode by utilising more precise navigation performances of modern aircraft, with an aim to maximise the utilisation of GBA airspace resources. The TWG will, on a continual basis, enhance and strengthen the trilateral co-ordination and operation mechanism in order to jointly build a safe, efficient and sustainable air transport system in the GBA. The Civil Aviation Department (CAD) also updated its counterparts on the latest progress of the Three-runway System (3RS) of Hong Kong International Airport (HKIA), including the design of flight procedures and air routes, and the latest air traffic control technologies to support the 3RS operations.

For the ATFM, the TWG primarily focused on the development of contingency arrangements to regulate air traffic flow in the GBA, with a view to reducing the airborne holding time and thereby minimising aircraft fuel burning and its consequential impact on the environment, as well as enhancing the sustainability of the aviation industry. The TWG also shared experiences in enhancing its operation and ATFM co-ordination under the situation of severe thunderstorms and extreme weather conditions in the GBA.

Mr Liu said that the TWG has made promising progress in various aspects.

It is implementing planned air traffic management enhancement initiatives in phases while those implemented measures have achieved fruitful results. With the support of the ATMB of the CAAC, the CAD will continue to take forward air traffic management optimisation measures and the 3RS developments in accordance with the directions of the National 14th Five-Year Plan and the Outline Development Plan for the GBA to further strengthen and enhance Hong Kong's status as an international aviation hub, as well as to achieve the target runway capacity of 102 flights per hour using the 3RS of HKIA.