

Optimisation of the Capacity of Air Routes L642 and M771

Hong Kong China

ATM/SG/9

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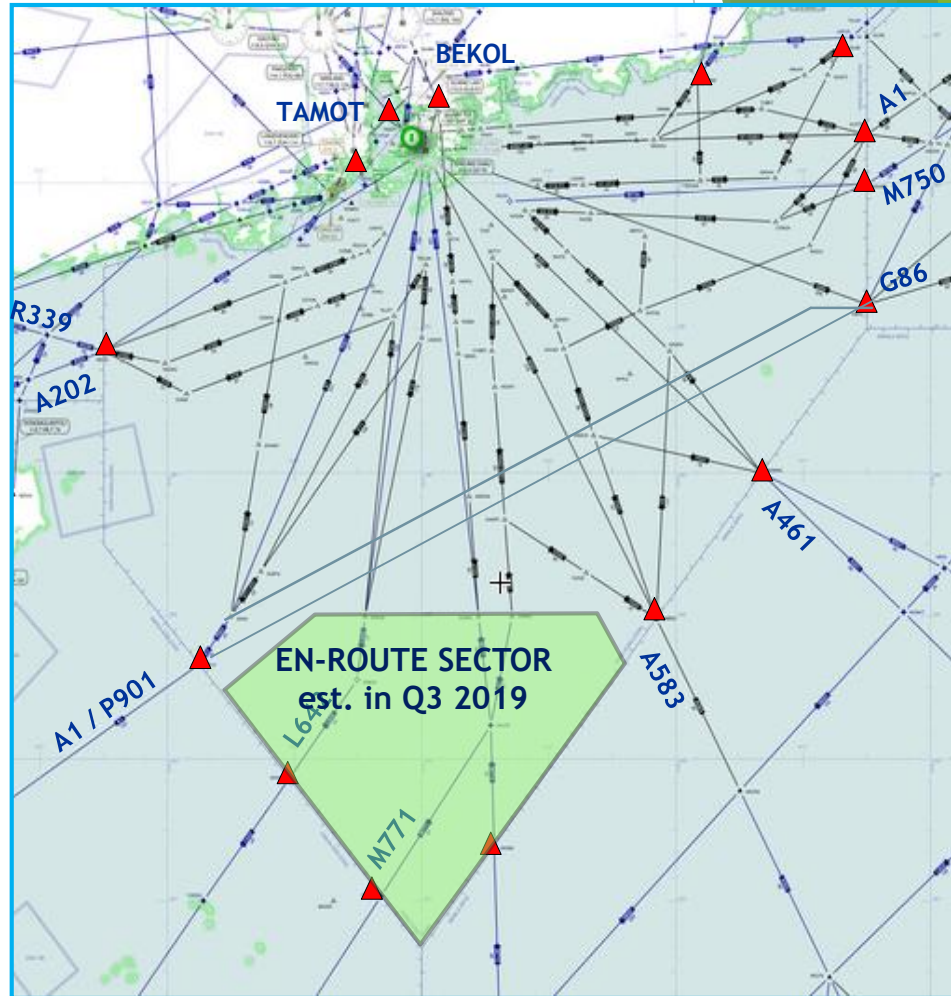


Introduction

- ▶ To optimise the capacity of L642 and M771
- ▶ To gear up for the anticipated strong traffic resurgence and future air traffic growth in the APAC region once the pandemic situation subsides

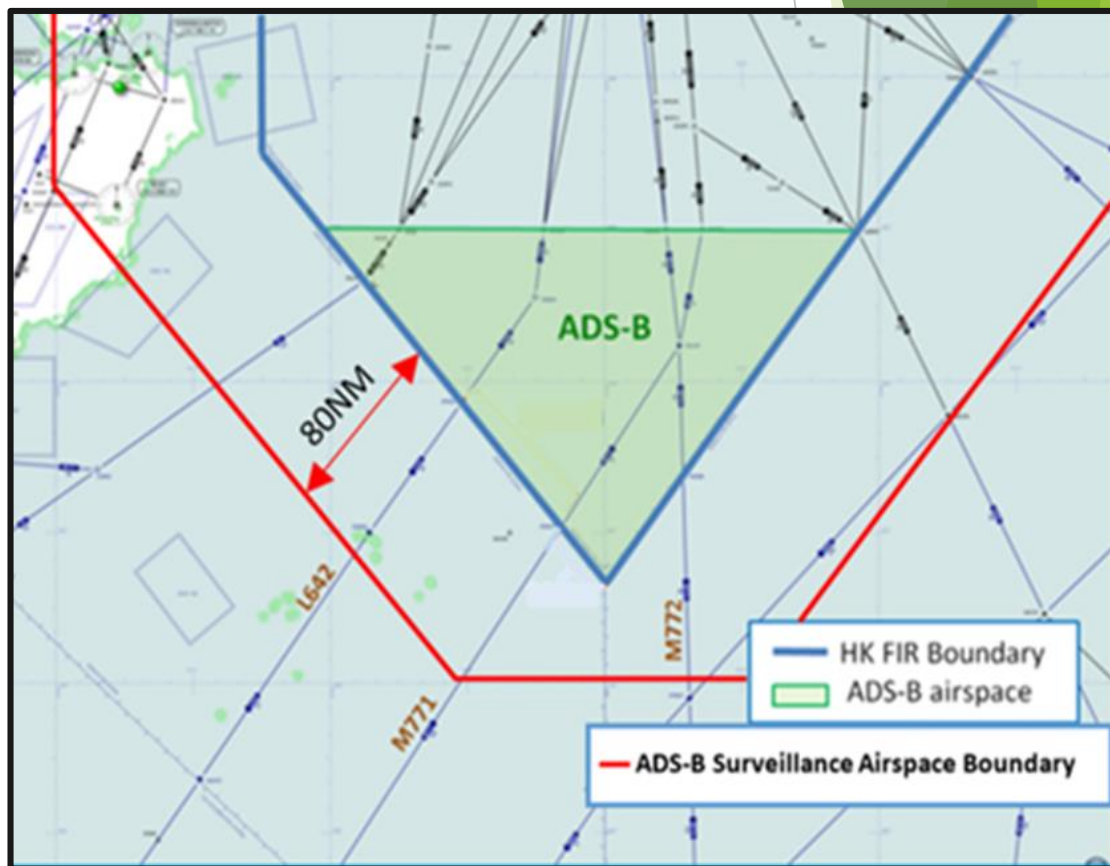
READY TO OPTIMISE THE CAPACITY OF L642 & M771

- ▶ Established an additional En-Route ATC sector for L642 and M771 in 2019
- ▶ To enhance the ATC operational efficiency and flexibility of these two route segments



READY TO OPTIMISE THE CAPACITY OF L642 & M771

- Further enhanced the surveillance coverage by ground-based ADS-B up to 80NM south of HKFIR



Surveillance Coverage of
ATS routes L642 and M771

Proposal to optimise capacity on L642 and M771

- Enhancement of longitudinal spacing from 50NM to 20NM on L642 and M771
 - Better level utilisation in turn will improve operators' fuel efficiency and reduce the overall carbon footprint
- In line with ICAO Asia/Pacific Seamless ANS Plan V3.0
 - “Category S” airspace: Recommended longitudinal spacing: 5NM to 20NM

Key to success

Agreement and cooperation
amongst ATC units along
Major Trunk Route L642 and M771

Action by the meeting

The meeting is invited to:

- ▶ Note the information contained in this paper;
- ▶ Agree on the initiative of enhancing longitudinal spacing of L642 and M771 to 20NM;
- ▶ Have air traffic control authorities (i.e. Mainland China, Vietnam and Hong Kong China) to assign Points of Contact (POC) to proceed for further discussion on the proposal;
- ▶ Encourage States/Administrations to optimise capacity of other major air routes; and
- ▶ Discuss any relevant matters as appropriate.