



ICAO

International Civil Aviation Organization

**The First Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/1)**

Video Teleconference, 28 March – 01 April 2022

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## Agenda Item 6: ATS Route Developments

### OPTIMISATION OF ATS ROUTES A461 AND A583

(Presented by Hong Kong China and the Philippines)

#### SUMMARY

This paper presents the progress of enhancing the longitudinal spacing requirements on ATS routes A461 and A583 between the Philippines and Hong Kong China.

## 1. INTRODUCTION

1.1 To further improve operational capacity and efficiency on ATS routes A461 and A583, Hong Kong China had worked closely with the Philippines on enhancing the longitudinal spacing on both routes from 50NM to 30NM since the 13<sup>th</sup> Meeting of East Asia Air Traffic Coordination Group (EATCMG/13) (conducted in December 2020).

1.2 The current low volume of air traffic provides a good opportunity for operational trial on reduction of longitudinal spacing to optimise the route capacity and get prepared for the air traffic resurgence by 2024 as per IATA's air traffic forecast.

## 2. DISCUSSION

### Implementation of 30NM Longitudinal Spacing in 3 Phases

2.1 Under the SMS regime, the joint project has been mutually agreed between the two sides for progressive implementation and review in 3 phases. Each phase will inevitably involve essential tasks such as operational procedure evaluation, safety assessment, review and modification of Letter of Agreement between Hong Kong ATCC and Manila ACC, etc.

2.2 Phase 1 is the trial application of 30NM minimum longitudinal spacing for flights operating between Hong Kong and Manila FIRs on ATS route A461 which has been effective since 2 December 2021 until April 2022 tentatively. The reduced longitudinal spacing is applied between RNP4 compliant aircraft based on the following conditions:

- a) At least one aircraft is destined for Manila FIR or Hong Kong FIR;
- b) Aircraft are cruising at or above FL290;
- c) Aircraft are CPDLC equipped (applicable within Manila FIR);
- d) The longitudinal spacing between the two aircraft is constant or increasing.

- 2.3 Phase 1 is in progress and a joint review is planned to be conducted in Q2 2022.
- 2.4 Subject to the satisfactory outcomes of Phase 1, Phase 2 trial operation of 30NM longitudinal spacing will be applied to all RNP4 compliant aircraft on ATS Route A461 including aircraft overflying Hong Kong and Manila FIRs.
- 2.5 Phase 3 will extend the application of 30NM longitudinal spacing to all RNP4 compliant aircraft on ATS route A583.
- 2.6 The three phases are targeted to be completed by Q4 2023 tentatively to prepare for the traffic resumption to pre-COVID level forecasted to take place in 2024.

**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 matters as appropriate.

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