



International Civil Aviation Organization

ICAO

Ninth Meeting of the South China Sea Traffic Flow Review Group (SCSTFRG/10)

Video Teleconference, 31 May – 02 June 2022

Agenda Item 2: Review of the Current and Planned CNS/ATM Capabilities and Identifying Associated Reduced Horizontal Separation

**PROGRESS OF AIRSPACE CAPACITY ENHANCEMENT IN MANILA FIR
THROUGH COLLABORATIVE EFFORTS**

(Presented by the Philippines)

SUMMARY

This paper summarizes the recent milestones in airspace capacity enhancements in Manila FIR and the updated plans for future optimizations.

1. INTRODUCTION

During the Ninth Meeting of the South China Sea Traffic Flow Review Group held last year in June 2021, the Philippines presented several collaborative activities and plans related to capacity enhancements. Some of these initiatives were already implemented as scheduled while some plans have to be deferred for some time due to unavoidable constraints. Now with the pandemic situation improving steadily, the CAAP will endeavor to pursue with the implementation of the capacity enhancement plans for the benefit of all airspace users.

2. DISCUSSION

Capacity enhancement of routes between Manila and Hong Kong

2.1 Manila and Hong Kong successfully implemented the first phase of optimization on ATS route A461 in April 2022 after more than four months of trial operations. This first phase of progressive capacity enhancement permits the application of 30NM longitudinal spacing between RNP4-compliant aircraft pairs with at least one aircraft in the pair destined for Manila FIR or Hong Kong FIR.

2.2 The second phase is planned for Q4 of 2022 which will permit the application of 30NM longitudinal spacing between all RNP-4 compliant aircraft pairs irrespective of destination. In addition to the previous agreement, Phase 2 will also include ATS route M501 in the application of 30NM longitudinal spacing at the TCP NOMAN.

2.3 The third phase, which is planned for Q4 of 2023, is the application of 30NM longitudinal spacing on ATS route A583 between all RNP4-compliant aircraft pairs.

Implementation of RNP4 on ATS routes N884 and M767 between Manila and Singapore

2.4 The RNP4 was officially implemented on these routes in April 2022 after the completion of the three-month operational trial. The provision for 30NM longitudinal and lateral separation between suitably equipped aircraft on these routes has enabled significant capacity, efficiency, and safety improvements.

Resumption of optimization plan for ATS routes N892 and L625

2.5 In December 2019, Manila ACC has already prepared most of the requirements for the optimization of N892 and L625. The crucial element of this plan is the establishment of a new sector in the SCS airspace in Manila FIR. The needed hardware was already put in place, system software was already configured and working, and safety assessments were already completed for the supposed implementation in Q1 2020. But due to the constraints caused by the pandemic, the implementation was initially deferred to Q3 2021 and then later rescheduled again for Q2 2023 subject to collaboration and approval of adjacent ACCs. Here is the revised summary of the optimization plan:

- Q3 2022 -- Retraining of Manila ACC ATC officers for the new sector.
- Q4 2022 – Operation of new Manila ACC sector.
- Q1 2023 -- Trial implementation of 50NM longitudinal spacing on N892/L625
- Q2 2023 – Full implementation.

Optimization of ATS route M646 between Manila and Taipei

2.6 In Q3 2021, Manila ACC was notified by Taipei through the exchange of correspondence that it is still unprepared for the implementation of 30NM longitudinal spacing on ATS route M646 due to operational issues. In response to this, an alternative proposal was already sent to Taipei just recently for review and approval. The new proposal limits the application of 30NM longitudinal spacing only to aircraft pairs destined for either Manila FIR or Taipei FIR.

Other optimization plans in the SCS airspace with Manila FIR

2.7 Other plans that are under consideration by Manila ACC for future implementation (Q3 2023 and beyond) are summarized in the table below.

ATS Route	FIR	Minimum horizontal separation
M646	Kota Kinabalu	30NM longitudinal
A341	Kota Kinabalu	30NM longitudinal
B472	Ujung Pandang	30NM longitudinal
A461	Ujung Pandang	30NM longitudinal
G578	Ujung Pandang	30NM longitudinal
B473	Ujung Pandang	50NM longitudinal
B462	Ujung Pandang	50NM longitudinal
M772	Singapore	50NM longitudinal

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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