International Civil Aviation Organization

The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/2)

Video Teleconference, 20th – 24th March 2023

Agenda Item 3: Review of Current Operations and Problem Areas

OPTIMISATION OF AIR ROUTES A461, M501 AND A583

(Presented by Hong Kong China and the Philippines)

SUMMARY

This paper presents the progress of enhancing the longitudinal spacing requirements along air routes A461, M501 and A583 within Manila FIR and Hong Kong FIR. Enhancement of the longitudinal spacing requirements on air routes A461 and M501 has been successfully accomplished, and Hong Kong China will continue working closely with the Philippines to reduce the spacing required on air route A583.

1. INTRODUCTION

To further improve operational capacity and efficiency on air routes A461, M501 and A583, Hong Kong China has been working closely with the Philippines on enhancing the longitudinal spacing on these routes from 50NM to 30NM since the 13th Meeting of East Asia Air Traffic Coordination Group (EATCMG/13) (conducted in December 2020). Under the SMS regime, the joint project has been mutually agreed upon between the two sides for progressive implementation and review in 3 phases.

2. DISCUSSION

Phases 1 and 2: Implementation of 30NM Longitudinal Spacing on A461 and M501

2.1 Phase 1 implementation of 30NM longitudinal spacing on A461 became fully effective in April 2022. The spacing was applying on non-catching up traffic pairs with RNP4-compliant and CPDLC equipage at FL290 or above, with at least one aircraft landing in aerodromes within Manila FIR or Hong Kong FIR.

2.2 Phase 2 implementation of the 30NM spacing was also accomplished in February 2023 after a favorable outcome of Phase 1, and the enhancement includes:

a. Extending the application of 30NM longitudinal spacing to air route M501;

b. Extending the application of 30NM to all non-catching up traffic pairs with RNP4- compliant and CPDLC equipage at FL290 or above, regardless their destination aerodromes.

2.3 For catching up pairs, 50NM/10MIN will be applied, depending on aircraft destination aerodromes.

2.4 The operation has been smooth throughout the implementation period. Not only has the capacity of air routes A461 and M501 significantly increased, but also more aircraft have become able to operate at optimum cruising levels, resulting in improvement of operators' economic performance and reduction of overall carbon footprint.

Phase 3: Implementation of 30NM Longitudinal Separation on A583

2.5 With the satisfactory implementation of Phases 1 and 2, the enhancement is proceeding to Phase 3 to focus on the feasibility of applying 30NM longitudinal separation to all RNP4-compliant aircraft on air route A583.

2.6 To achieve 30NM longitudinal separation on air route A583 over the oceanic airspace, Hong Kong China will continue to work closely with the Philippines to study the requirements of aircraft equipage such as CPDLC.

2.7 Phase 3 is 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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