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International Civil Aviation Organization

**Twelfth Meeting of the Air Traffic Management Sub-Group
(ATM/SG/12) of APANPIRG**

Bangkok, Thailand, 23 – 27 September 2024

Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)

PROGRESS UPDATE ON CAPACITY OPTIMISATION OF AIR ROUTES L642 AND M771

(Presented by Hong Kong China)

SUMMARY

This paper presents a progress update on the enhancement of longitudinal spacing on air routes L642 and M771 to follow up one of the action items agreed as Priority Area 2 in the region. Reference SAIOSEACG/2 and SCSTFRG/11 conducted in 2023, all concerned States/Administrations, i.e. China, Singapore, Vietnam and Hong Kong China expressed full support in implementing 20NM longitudinal spacing on L642 and M771. During SAIOSEACG/3 in April this year, the trial operation proposed by Hong Kong China for this initiative was agreed upon as a result. The trial operation was successfully launched on 7 May 2024 as scheduled.

1. INTRODUCTION

1.1 Hong Kong China has been playing an active role in optimising air route capacity in the APAC region, including major trunk routes L642 and M771. Through close collaboration with all concerned States/Administrations in the region, efforts have been made to enhance longitudinal spacing between aircraft operating along L642 and M771 from 50NM to 20NM. A consensus was reached during SAIOSEACG/3 to initiate a trial operation applying 20NM minimum longitudinal spacing on L642 and M771, which successfully commenced as planned on 7 May 2024.

2. DISCUSSION

2.1 The agreement during SAIOSEACG/3 stipulated that 20NM minimum longitudinal spacing would be applied on L642 and M771 from 0200 to 1200 UTC daily during the trial period, subject to the following conditions:

- a) Aircraft cruising at or above FL290;
- b) Aircraft equipped with serviceable ADS-B; and
- c) Longitudinal spacing between two aircraft are constant or increasing.

2.2 It was also agreed that aircraft without serviceable ADS-B operating on routes L642 and M771 shall cruise at FL280 or below, unless prior approval was obtained from the relevant receiving ATCC/ACC.

2.3 The trial will continue in order to gather more operational experiences, especially in the inclement weather season, before leading to a full implementation subject to the agreement of all concerned States/Administrations in due course.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) share their experience of applying 20NM longitudinal spacing on L642/M771; and
- c) discuss any relevant matters as appropriate.

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