



ICAO

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)

OPTIMISATION OF ATS ROUTES A461, M501 AND A583

(Presented by Hong Kong China and the Philippines)

SUMMARY

This paper presents the outcome of enhancing the minimum longitudinal spacing on ATS routes A461, M501 and A583 between the Philippines and Hong Kong China. The implementation of the 30NM minimum longitudinal spacing on ATS routes A461 and M501 was accomplished in Q1 2023. And the application of the 30NM minimum longitudinal spacing on ATS route A583 was successfully implemented in September 2024.

1. INTRODUCTION

1.1 To improve operational capacity and efficiency on ATS routes A461, M501 and A583, Hong Kong China has been working closely with the Philippines to enhance the minimum longitudinal spacing on these routes from 50NM to 30NM as agreed in the 13th Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/13) conducted in December 2020. Under the SMS regime, it was agreed between the two sides to adopt a progressive approach and implementation in three phases.

2. DISCUSSION

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

2.1 Phase 1 and 2 implementation of the 30NM minimum longitudinal spacing on A461 and M501 was completed in February 2023. The enhanced spacing applies to traffic pairs with RNP4 capability at FL290 or above when the longitudinal spacing is constant or increasing. If the succeeding aircraft is faster than the preceding aircraft, 50NM/10MIN will be applied, depending on aircraft destination aerodromes.

2.2 Operation has been smooth since implementation. Not only has the capacity of ATS routes A461 and M501 significantly increased, but there have also been more aircraft assigned with optimum cruising levels. This has notably improved operators' economic performance and reduced the overall carbon footprint. Relevant outcomes have been shared in various ICAO APAC meetings.

Phase 3: Implementation of 30NM Minimum Longitudinal Spacing on A583

2.3 With the satisfactory outcomes of Phases 1 and 2, Hong Kong ATCC and Manila ACC proceeded to the Phase 3 implementation for applying the 30NM minimum longitudinal spacing on ATS Route A583. The enhanced spacing applies to traffic pairs with RNP4 capability, CPDLC and

ADS-C equipage at FL290 or above when the longitudinal spacing is constant or increasing. If the succeeding aircraft is faster than the preceding aircraft, 50NM/10MIN will be applied, depending on aircraft destination aerodromes.

2.4 A new Letter of Agreement between Hong Kong ATCC and Manila ACC was signed in September 2024 to officially incorporate these enhancements into the Agreement.

2.5 Hong Kong China will continue to collaborate with the Philippines to enhance operational capacity and efficiency between the two flight information regions.

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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