

*International Civil Aviation Organization***ICAO****The Third Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/3)**Bangkok, 16<sup>th</sup> – 19<sup>th</sup> April 2024**Agenda Item 3: Review of Current Operations and Problem Areas****OPTIMISATION OF ATS ROUTES A461, M501 AND A583**

(Presented by Hong Kong China and the Philippines)

**SUMMARY**

This paper presents the progress of enhancing the minimum longitudinal spacing on ATS routes A461, M501 and A583 between the Philippines and Hong Kong China.

The implementation of 30NM minimum longitudinal spacing on ATS routes A461 and M501 was successfully accomplished in Q1 2023. Further work is ongoing to explore the feasibility of applying 30NM minimum longitudinal spacing between aircraft without CPDLC equipage on the two routes. Meanwhile, Hong Kong China continues to collaborate closely with the Philippines for the trial application of 30NM minimum longitudinal spacing on ATS route A583.

**1. INTRODUCTION**

To further improve operational capacity and efficiency on ATS routes A461, M501 and A583, Hong Kong China has been working closely with the Philippines on enhancing the minimum longitudinal spacing on these routes from 50NM to 30NM since the 13th Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/13) which was conducted in December 2020. The initiative has been well acknowledged by IATA. Under the SMS regime, the joint project has been mutually agreed between the two sides for progressive implementation and review in 3 phases. The enhancement on the longitudinal spacing requirements on ATS routes A461 and M501 was successfully accomplished in Q1 2023, as planned.

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

2.1 Phase 1 and 2 implementation of 30NM minimum longitudinal spacing on A461 and M501 has been accomplished in February 2023. The enhanced spacing is applicable to non-catching up traffic pairs with RNP4-capability and CPDLC equipage at FL290 or above. For catching up pairs, 50NM/10MIN will continue be applied, depending on aircraft destination aerodromes.

2.2 The operation has been smooth since implementation. Not only had the capacity of ATS routes A461 and M501 been significantly increased, there were more aircraft being assigned with optimum cruising levels. This has significantly improved operators' economic performance and reduced

overall carbon footprint, with positive feedback from IATA. Relevant outcomes have been shared with members in various ICAO meetings.

2.3 To reap maximum benefits on the enhanced 30NM longitudinal spacing on A461/M501, Hong Kong China and the Philippines agreed to commence an operational trial to apply 30NM minimum longitudinal spacing between aircraft without CPDLC equipage from February 2024. Depending on the result of the trial, Hong Kong China and the Philippines will continue to explore if other requirements such as RNP4 compliance may also be withdrawn.

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

2.4 With the satisfactory outcomes of Phases 1 and 2, Hong Kong ATCC and Manila ACC have proceeded to the Phase 3 trial of applying 30NM minimum longitudinal spacing between all RNP4-compliant aircraft on ATS Route A583.

2.5 An Addendum to the Letter of Agreement between Hong Kong ATCC and Manila ACC has been signed in March 2024 to kick off this trial operation and the spacing requirement is applicable to non-catching up traffic pairs with RNP4 capabilities, CPDLC and ADS-C equipage at FL330 or above.

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

2.7 The trial is proposed to last for three months before full implementation.

### **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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