



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

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**Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)**

**EATMCG OUTCOMES (EATMCG/6)**

(Presented by Japan)

**SUMMARY**

This paper presents a summary of outcomes from the 6<sup>th</sup> Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/6) which was held from 16-18 January 2013.

This paper relates to:

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

All GPIs

**1. INTRODUCTION**

1.1 The East Asia Air Traffic Management Coordination Group (EATMCG) provides a forum to review current operational issues and coordinate to develop new procedures related to a number of ICAO programmes that will impact the development of ATM in the region. Also, it should be noted that EATMCG is apolitical and can fully address matters that cannot be comprehensively discussed at other regional forums.

1.2 The Sixth Meeting of the East Asia Air Traffic Management Coordination Group (EATMCG/6) was held at ACROSS FUKUOKA, Japan from 16 - 18 January 2013. The meeting was hosted by the Air Traffic Control Association, Japan (ATCA-J) and attended by 26 ATM experts from Hong Kong China, Japan, Republic of Korea and Taiwan together with representatives of ATCA-J. Experts from the Philippines and IFATCA sent their apologies for the meeting.

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## 2. DISCUSSION

2.1 The following is a general summary of the work of EATMCG/6 on topics relevant to the work of the ATM Sub-Group 1(ATM/SG/1) Meeting:

Trial Operation for Sharing Daily Capacity Notification Scheme among Hong Kong, Japan and Taiwan

2.2 Japan proposed Hong Kong several measures to improve the efficiency of the Daily Notification Scheme. Hong Kong noted the proposals and advised that the present notification timing is based on the periodic weather forecast information. They also advised that it is under consideration about increasing the frequency of notification, and developing web based information sharing scheme which enables more operators and ANSPs to share. The implementation of web based scheme is scheduled at around mid 2013 and the date will be informed when it is determined.

Flight Level Restriction on G581

2.3 Japan reported that NOTAM publicising the restriction on the availability of FL400 on G581 was issued by Taipei ACC with extending its effective date to 31 December 2013. There is difference of the effective date in NOTAM which has been issued by Hong Kong with effective until 30 June 2013.

2.4 Hong Kong informed that the restrictions would be removed after completing airspace reorganisation and activating conflict alert equipment. Taiwan advised that removal of the restriction on G581 need to be considered due to several factors affecting the flow on G581. Hong Kong and Taiwan agreed to report the updates of this issue at the next meeting.

Review of the improvement on ATS routes in the East Asia airspace

2.5 Republic of Korea reported that the concentration of the traffic via B576 during certain period of time is badly affecting their operation such as difficulty of identification of targets, call sign confusion. Japan and Taiwan also share the importance of easing the traffic congestion. They proposed and discussed a number of measures to resolve the problems, and agreed to add two action items regarding the reduction of longitudinal separation at transfer control points, and the establishment of CDR.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to note:

- a) the information contained in this paper; and
- b) that EATMCG/7 Meeting is under coordination among related participants to be held in early 2014.

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