



International Civil Aviation Organization

The Fifth Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/5)

Bangkok, Thailand, 30 March – 3 April 2015

Agenda Item 5: Development of Regional ATFM Framework

COORDINATION PROGRAM WITH THE CDM PARTICIPATING AIRLINES FOR SEVERE WEATHER AVOIDANCE

(Presented by JAPAN)

SUMMARY

This paper presents a description of on-line route coordination for severe weather avoidance program between CDM participating airlines and Air Traffic Management Center (ATMC).

It enables us to implement pre-tactical ATFM by allowing us to predict the traffic volume and the traffic flow in advance.

1. INTRODUCTION

1.1 JCAB has started on-line route coordination program in addition to conventional way as a new CDM product with 6 airlines since August 2006 to execute pre-tactical ATFM and simplify route coordination caused by the severe weather. Currently JCAB expands to 12 airlines, which have concluded CDM arrangements with ATMC and possess ATW^{*1}. We operate the procedures by using FMW^{*2} at ATMC and ATW at airlines.

^{*1}ATW (Air Traffic Management Workstation) is a terminal of ATFM system used in airlines.

^{*2}FMW (Flow Management Workstation) is a terminal used in ATMC.

2. DISCUSSION

Regarding the table of registration routes for avoidance of severe weather

2.1 As a pre-tactical plan, we offer the table mentioned above to the airlines in addition to the recommended routes in AIC. The table includes almost all the domestic city pairs in operation, which are currently 441 city pairs. Each city pair has several avoidance routes; there are 1287 routes in the table at present.

2.2 The officers in charge of flight plan routes in the ATMC make out a draft table in consideration of various changes on AIRAC such as NAVAIDS, ATS routes, etc. In addition, if an airlines requests new route, JCAB will examine it thoroughly and add it into the draft table. Then we suggest and coordinate the draft with related ATC facilities. In recent years, we put some routes for avoidance of volcanic ashes because volcanic activities in Japan have become more active.

2.3 Having coordination with ATC facilities mentioned above, we publish the updated table to airlines and related ATC facilities. Of course, the table is updated into ATFM system properly to enable us to execute on-line coordination.

Requirements and procedures for on-line route coordination

2.4 Airlines must meet some requirements as below to execute on-line route coordination.

- Airlines must be a CDM participating company.
- The aircraft must
 - a) depart from a domestic airport or
 - b) arrive at a domestic airport departing from a foreign airport.
- On-line route coordination must be executed between 0500 and 2200 local time.
- On-line route coordination must be executed 40minutes prior to EOBT.

2.5 Complying those rules,

- (1) Airlines can input the certain number of the route in the table into ATW in accordance with the route they propose.
- (2) Then FMW accepts and approves their request automatically under particular circumstances. In case the request is not approved automatically, we check and confirm it with related ATC facility if necessary.
- (3) Airlines send ATS route change messages after they get the approval from ATMC.
- (4) ATMC confirms a new flight-planned route on FMW whether the ATS message is as the same as the route coordinated on-line.

Benefits of on-line route coordination

2.5 As for ATMC, it's a great advantage to predict the traffic volume and the traffic flow through on-line route coordination. Furthermore, there are some benefits among airlines, ATC facilities and ATMC making decision by using on-line route coordination. We can make ordinary coordination more simply and surely and also we can refer to the past record easily if we need. This procedure is working well as one of the measures for CDM in usual operation.

3. ACTION BY THE MEETING

The meeting is invited to note the information contained in this paper.

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