



International Civil Aviation Organization
The Second Meeting of South China Sea Major Traffic Flow Review Group
(SCS-MTFRG/2)
 Haikou, China, 22-24 July 2015

Agenda Item 5: Discussion on PBN Routes Development and FLAS/FLOS Optimization

IMPROVING CURRENT ATFM MEASURES DURING LSWD
 (Presented by MALAYSIA)

SUMMARY

This paper presents a proposal for the possibility of setting up an interim measure or methodology to improve the current ATFM that applies during LSWD due to typhoon or other inclement weather in order to provide sufficient information for airlines and operators in making decisions on their flight schedules. This will lead to fuel savings, reduce emissions and provide benefits to all stakeholders while waiting for the implementation of CDM.

1. INTRODUCTION

The South China Sea is a massive airspace within which numerous parallel Area Navigation routes cater to the increasing number of flights. And it is recognized that it is a hub of high-density air traffic flows in the Asia/Pacific Region. With increased capabilities in terms of surveillance and VHF communication, ANSPs within the airspace concerned are moving forward in reducing separation to increase capacity to meet the demand in traffic growth.

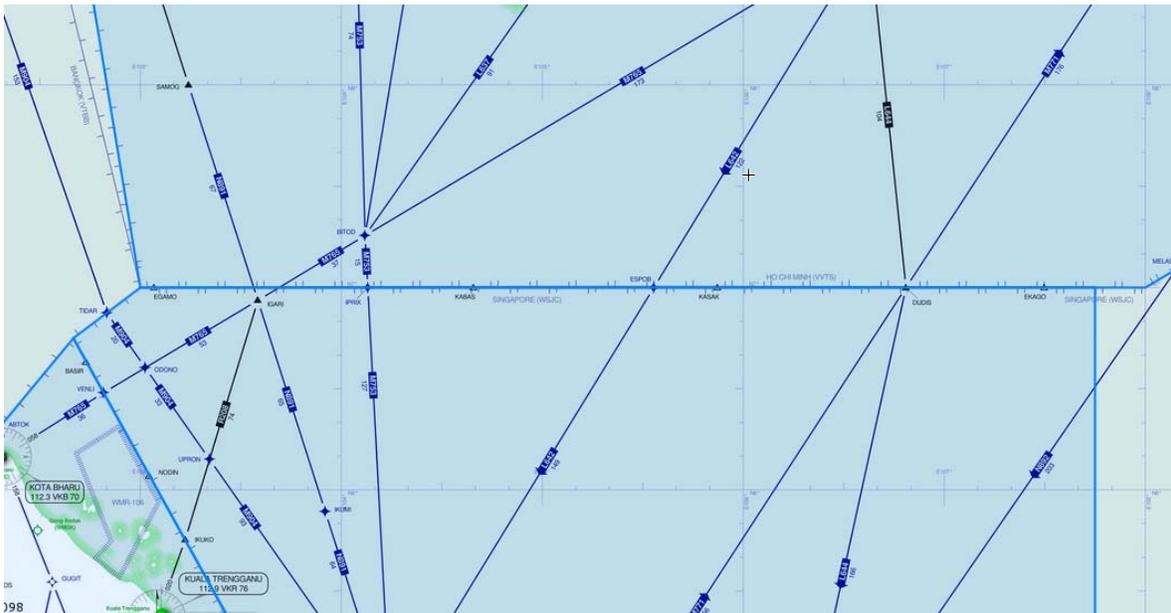
However it is well known that this area is prone to weather such as typhoons which then creates Large Scale –Weather Deviations which subsequently forces some of the ANSPs to close some parallel routes and treat them as single routes and the ANSPs, if circumstances warrant, exercise some form of ATFM with time restrictions at all levels.

Though states and ANSPs are currently on the right path in taking steps in the application of ATFM and Collaborative Decision Making, for instance efforts adopted under the multi Nodal ATFM, these are still on a trial basis only.

2. DISCUSSION

2.1 Currently those ANSPs and states affected apply some ad-hoc ATFM measures to manage the air traffic flow. As the restrictions are on an ad-hoc basis, they are often issued late without enough useful information. Furthermore, this information often does not reach the airlines in time, resulting in boarded passengers sitting in aircraft for long periods. We have recorded delays of between 4 – 6 hours for flights departing from KLIA to Pudong and Shanghai on M771. (An example of an AFTN notification- is depicted in the Figure 1 below).





While all the stakeholders understand the need in implementing the ATFM measures by the ANSPs concerned, the distribution of planned ATFM measures to all stakeholders have not been executed in a timely manner .

2.2 The window for inclement weather such as typhoons can be predicted by meteorological services with reasonable accuracy. Therefore it is crucial that some form of SLOT allocation is introduced, similar to the BOBCAT template where airlines are given the option to request for slots.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- i) note the information contained in this paper; and
- b) discuss the possibility of introducing an interim mechanism for Slot Time Application to improve the current ATFM measures adopted during LSWD.
- c) discuss any relevant matters as appropriate.

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