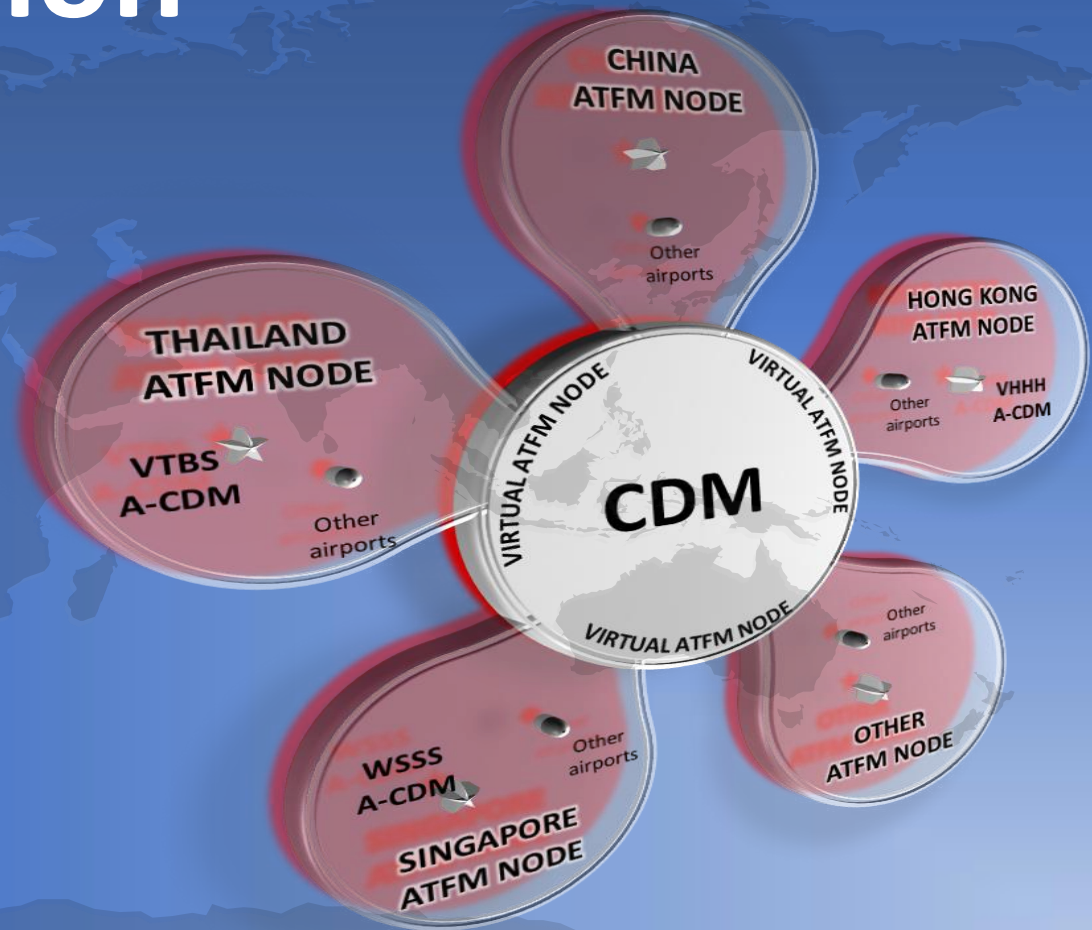
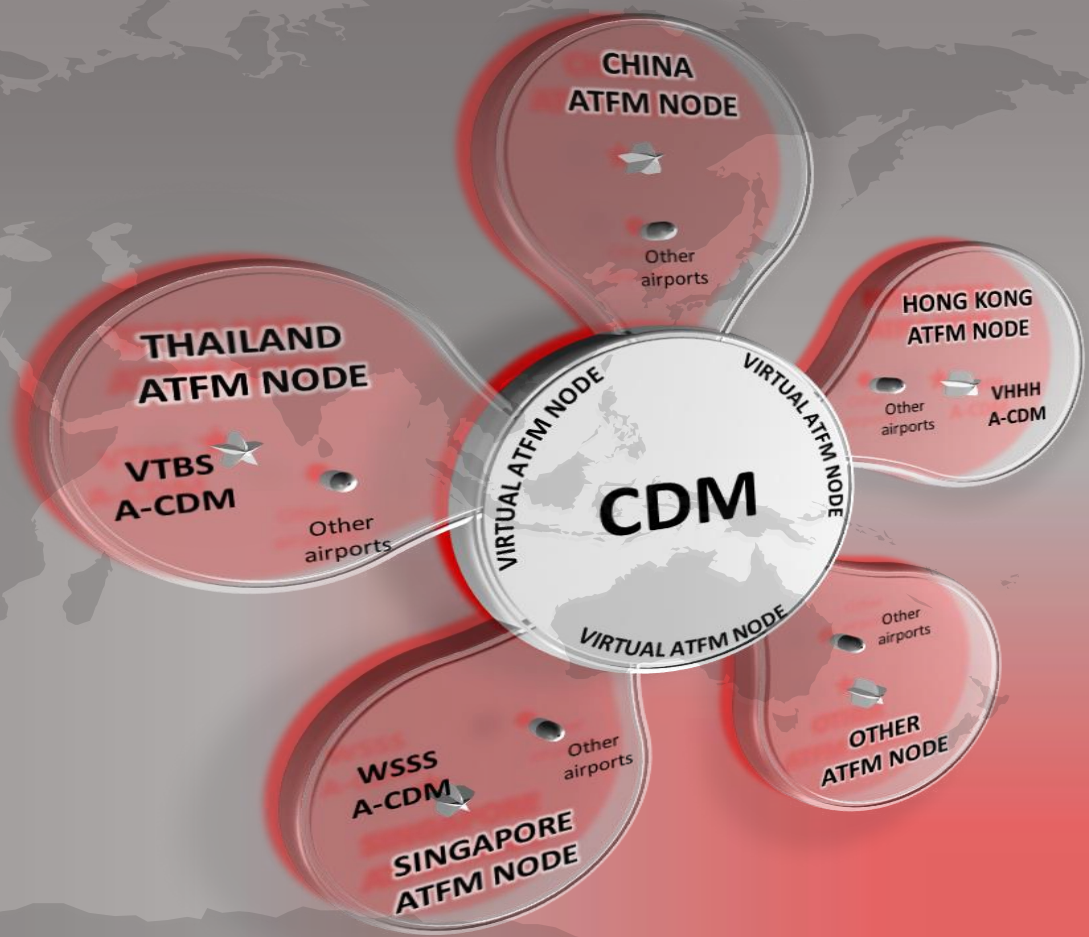


# APAC Cross-Border Multi-Nodal ATFM Collaboration *Progress Update*

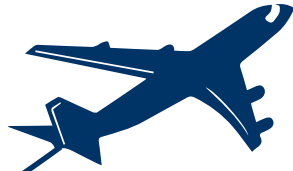


ATFM/SG/10  
4 – 8 May 2020

# Progress Updates



# Where We Are



**>100**

**Rounds of distributed  
ATFM programs  
activated**

**18**

**Project meetings**

**11**

**ANSPs participating  
in the project**

**4+**

**Years since the start  
of operational trial  
(2015 – Today)**



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# 2019 (+Q1-2020) Observations

	Initiating ATFMU				
	Bangkok	Hong Kong	Phnom Penh	Sanya	Singapore
Impacted Flights	39,386	51	954	30,035	1,108
# of ATFM Days	399	3	47	451	25
Total Assigned ATFM Delay (mins)	349,538	1,606	4,830	111,835	18,867
Average Assigned ATFM Delay (mins/ft)	8.87	31.49	5.06	3.72	17.03

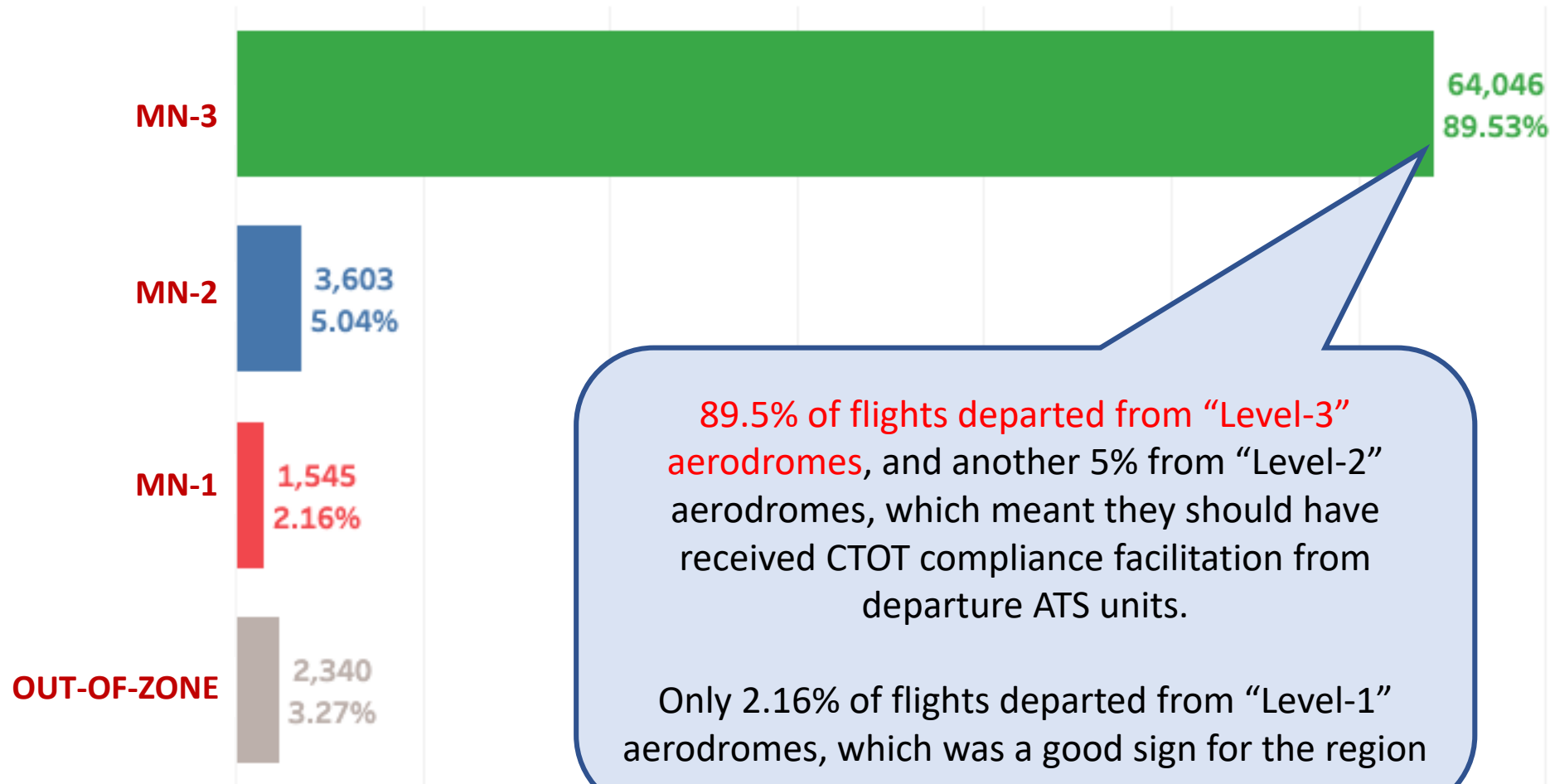


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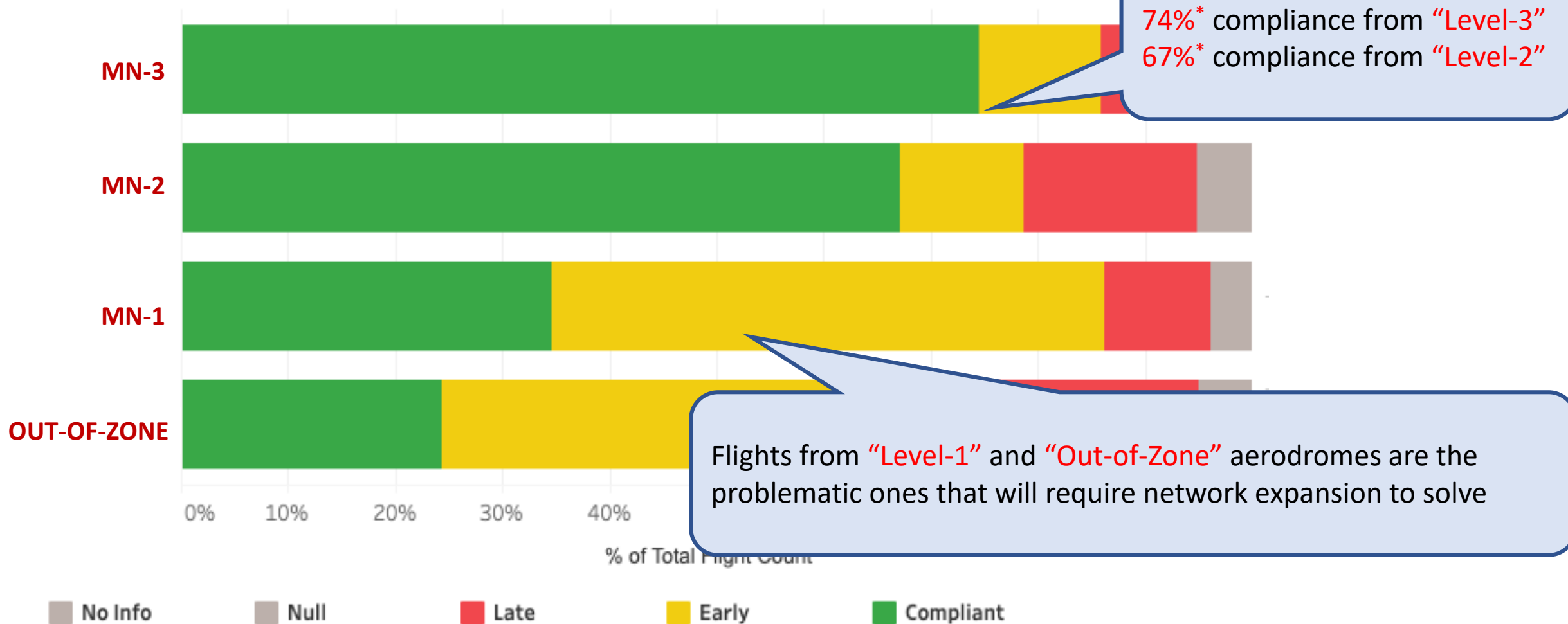
# 2019 (+Q1-2020) Observations

Flight Count by ADEP Levels (Initiating ATFMU: All)



# 2019 (+Q1-2020) Observations

Compliance Rate by Departure Groups



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# MN Network Post-Operational Analysis Results

Interactive Dashboard

<http://bit.ly/mn-network-poa>



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# Common Operating Procedure Revision

4.28 A revision of CTOT should also take into consideration the operational restrictions airspace users and airport operators are subjected to. To mitigate disruptions from insufficient reaction time for the processing of revised CTOT, stakeholders should lodge CTOT revision request as soon as practicable. In issuing a revised CTOT, Initiating ATFMU should ensure that the revised CTOT is not too early as to render stakeholders unable to react to it. **Table 9** specifies conditions for the revised CTOT.

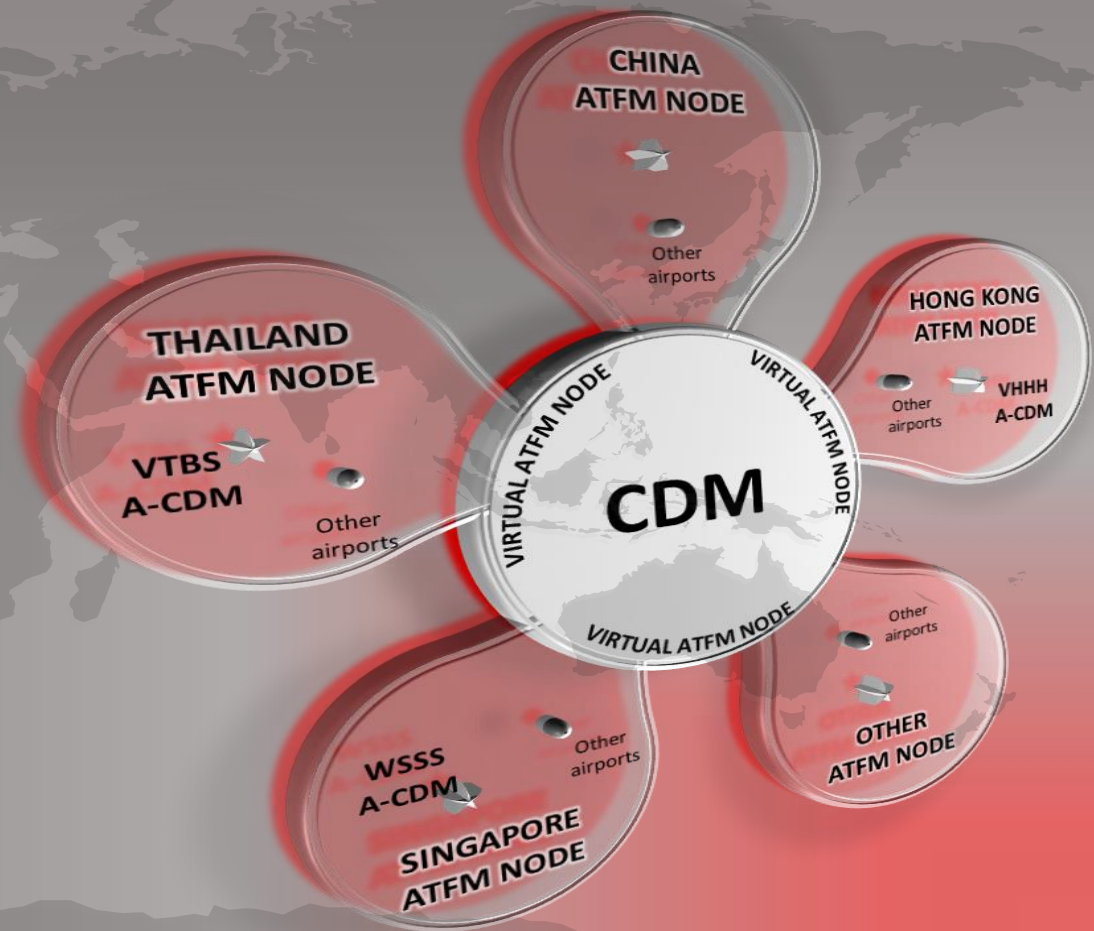
Changes Initiated by	Earliest Revised CTOT Allowable	
	Revised CTOT is <b>EARLIER</b>	Revised CTOT is <b>LATER</b>
<i>Airspace User</i>	Current time + [max STT* + Buffer] <b>New CTOT &gt; Current time + 30 minutes</b>	N/A
<i>Initiating ATFMU</i>	Current time + [reaction time] <b>New CTOT &gt; Current time + 45 minutes</b>	

Table 9 - Lead Time Requirement for CTOT Revision Processing

\*Max STT refers to maximum standard taxi-out time used in CTOT calculation among the airports in the network: for current operations, the maximum STT is 20 minutes



# *New Developments*



# ATFM and COVID-19 Pandemic

## Why:

- COVID-19 pandemic is ongoing, but eventually will subside and traffic will recover
- Multi-Nodal network has close collaboration through bi-weekly web-conferences

## What:

- ✓ Bi-Weekly web-conferences as information exchange forum
- ✓ Summary of situations from the conferences can be shared in the network



# Re-Naming of the Project

## Asia-Pacific (APAC) Cross-Border Multi-Nodal ATFM Collaboration (AMNAC)

Nomenclatures	Significance
<b>Asia-Pacific (APAC)</b>	Identifying with the region this group is operating in
<b>Cross-Border</b>	Signifying the area of ATFM operation this group is focusing on
<b>Multi-Nodal ATFM</b>	Signifying the mode of ATFM operation that has been adopted
<b>Collaboration</b>	Stressing the necessity and importance of active participation and cooperation by member States/Administration



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# Other Working Papers

- ❑ Progress of the Technical Subgroup
- ❑ ATFM Post-Operations Analysis Recommended Framework
- ❑ Updates and Challenges in Progressing in the ICAO ATFM-IR/SWG



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# Action by the Meeting

- Note the information contained in this paper
- Note the revised Common Operating Procedure (COP)
- Discuss the role of ATFM and regional collaboration during and after COVID-19 pandemic
- Note the proposal for the new project's name of **Asia-Pacific Cross-Border Multi-Nodal ATFM Collaboration (AMNAC)**
- Encourage States/Administrations to continue their support and participation



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# Thank You!

