

ICAO APAC ATFM/SG/10

Progress of Interoperability
between Hong Kong China
and Japan

4-8 May 2020





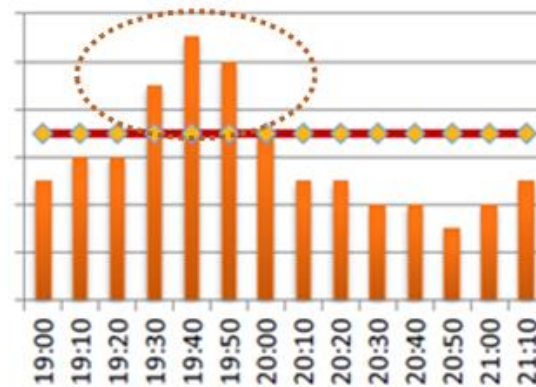
Introduction

Operational Trial of Ground Delay Programme
between Hong Kong China and Japan



Background

- Ever increasing demand for flights between Hong Kong China and Japan
- Hong Kong International Airport (VHHH) is operating at very high capacity
- Growing demand/capacity imbalance even a slight disruption due to weather



Ways to further increase capacity of VHHH

- A 3rd runway is under construction
- Implementation of Enhanced Wake Turbulence Separation (EWTS)
- The use of CTOT during GDP instead of traditional MINIT to avoid network inefficiencies and wastage



Trials

Paper Trials since 2019

Operational Trials are coming...



Paper Trials

- Japan ATMC compared the EDCT derived from the MINIT issued by Hong Kong ATFMU with the CTOT calculated by the Hong Kong ATFM system
- Compatible to MINIT
- Results were satisfactory



Operational Issues to be evaluated and resolved

- Additional workload of ATMC officers
- Handling of departing ACFT from airports with curfew
- Request for slot swapping with Hong Kong ATFMU
- Post Operation Analysis (POA)



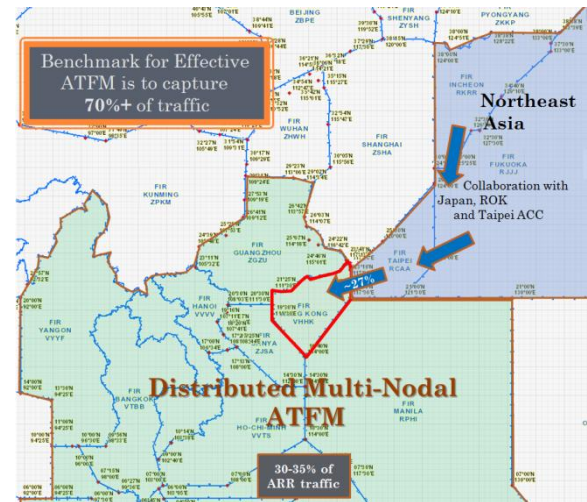
Operational Trials

- **Phase 1** – No Delay CTOT (i.e. $CTOT = EOBT + STT$)
- **Phase 2** – Genuine CTOT when VHHH / HK FIR has a Demand/Capacity imbalance



Benefits

- Major step to extend the regional cross border ATFM Concept of Operations to Northeast Asia
- Increased predictability and efficiency
- Reduced workload of enroute FIRs
- More effective ATFM



Tentative Timeline

- Signing of MOU – Q2 2020
- Commencement of Operation Trial – Q3 2020



Comments are welcome!

Thank you.

