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UNITING AVIATION

Cross-Border ATFM Mitigation (Presented by ATFM/IR/SWG)

ATFM/SG/10 4-8 May 2020





Back ground

- At ATFM/SG/9 held in Bangkok, Thailand from 22-26 April 2019, the Republic of Korea submitted an IP regarding cross-border ATFM bound for Da Nang, Vietnam.
- IP14 CASE STUDY ON ATFM RESTRICTION
<https://www.icao.int/APAC/Meetings/2019%20ATFMMSG9/IP14%20Case%20Study%20on%20ATFM%20Restriction.pdf>
- The ROK received ATFM measures everyday for the traffic bound for Da Nang, even though there were not many flights, approximately 14 flights from 1000z-1500z.

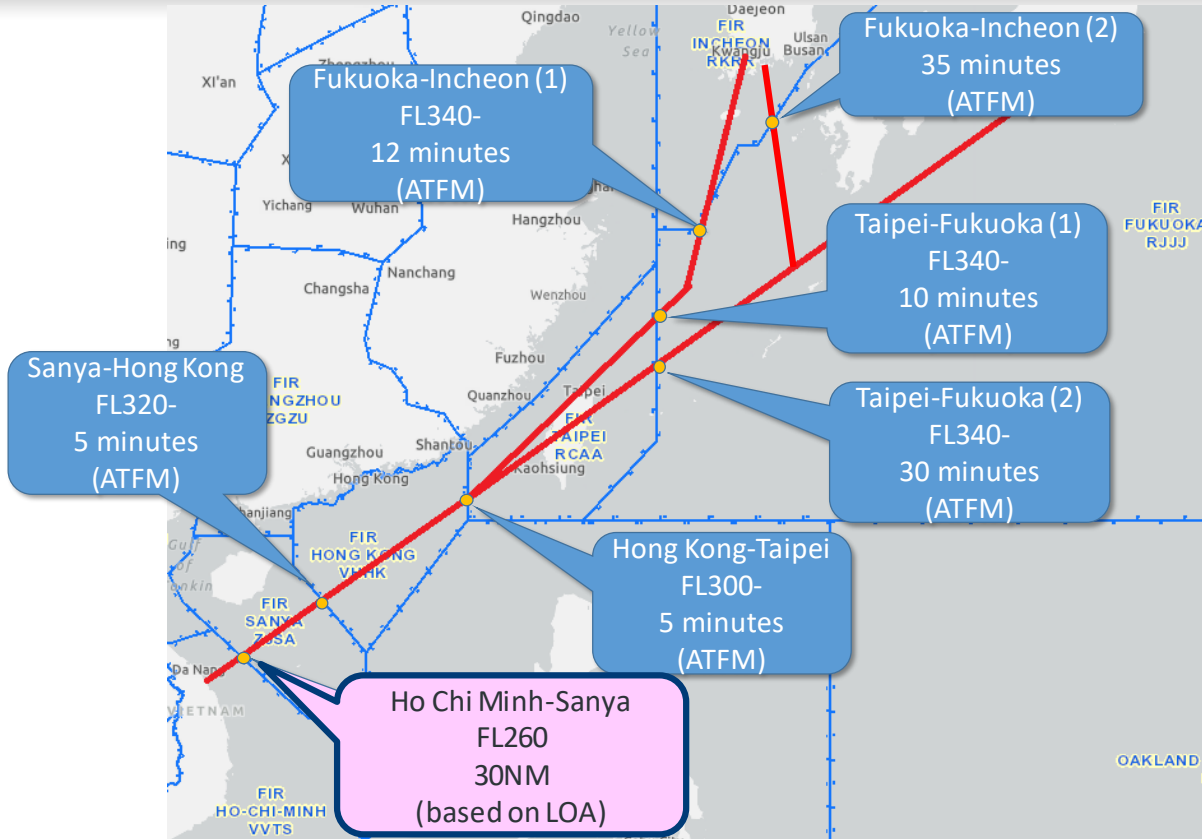
Time(Z)/date	2.1(Fri)	2.2(Sat)	2.3(Sun)	2.4(Mon)	2.5(Tue)	2.6(Wed)	2.7(Thu)
1000~1100	-	1	-	-	-	1	-
1100~1200	3	3	2	3	1	3	3
1200~1300	6	7	6	4	3	5	5
1300~1400	3	4	5	4	5	3	5
1400~1500	-	-	-	-	4	1	1
1500~1600	-	-	1	-	-	-	-
total	13	15	14	11	14	13	14

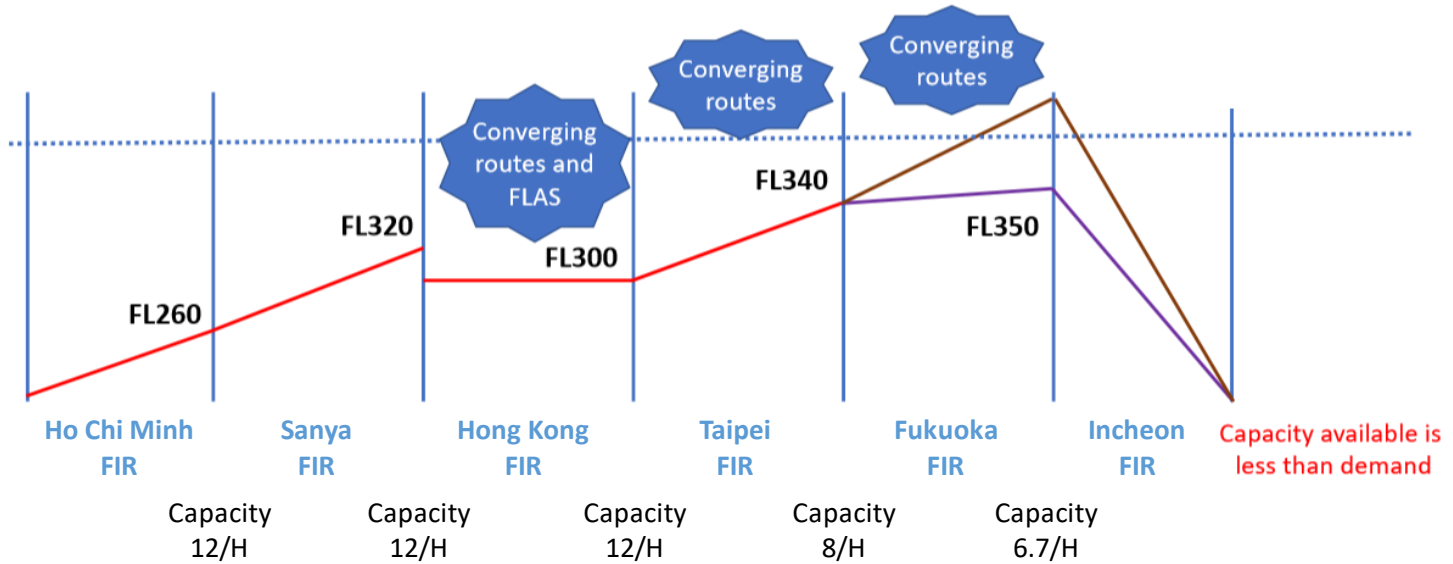
Table 2. Statistical data on the number of flight per hour (based on SOBT)



Back ground

- Thus, the ROK put Ground Delay Program (GDP) and Slot Swapping bound for VVDN (Da Nang) because of the curfew time set by some airports for noise abatement procedure.
- After having several offline meetings with related ANSPs, the situation was confirmed as below.
 - Ho Chi Minh FIR doesn't apply any ATFM measures
 - Sanya FIR applies ATFM measures based on the LOA between Ho Chi Minh FIR and Sanya FIR
 - Conjunction FIRs add measures to meet their own traffic situation and relay to upstream FIR





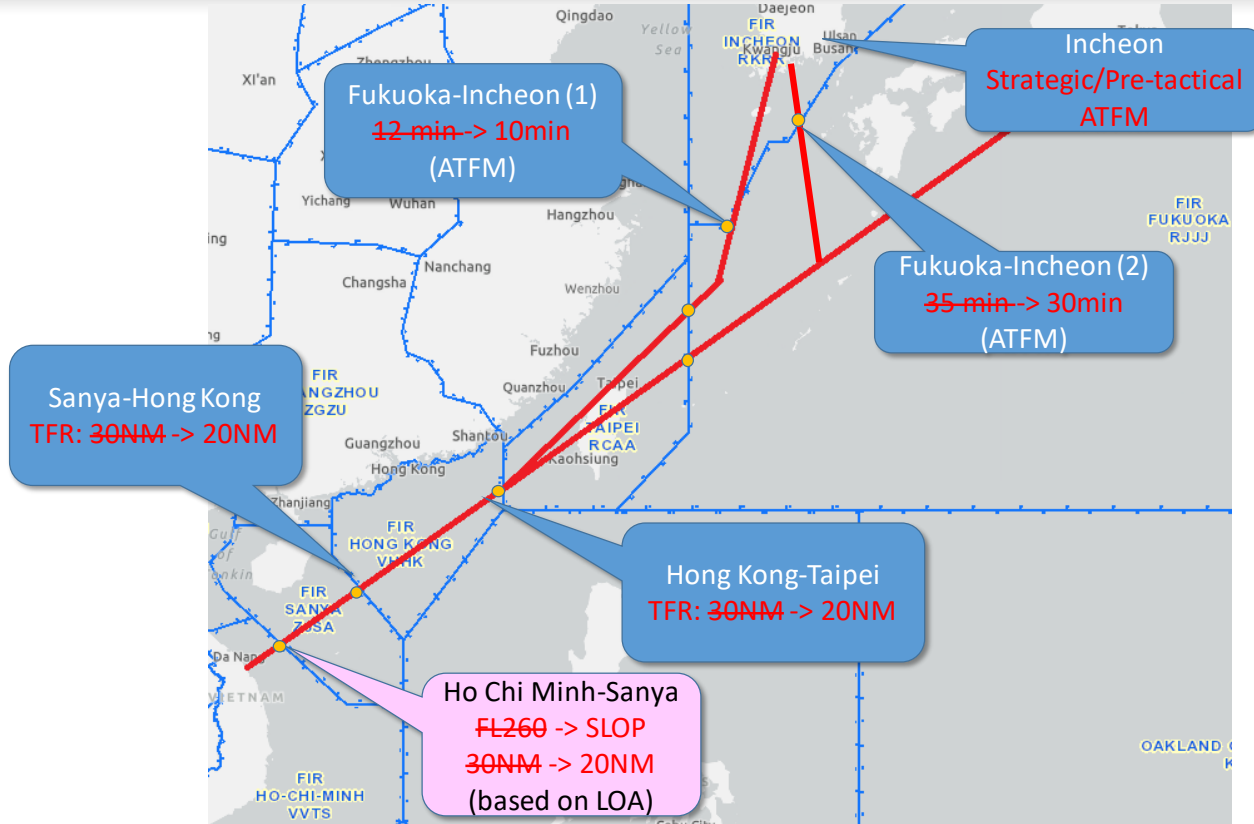


Discussion

- Related States agreed to work together to solve the issue.
 - Review LOA
 - Increase airspace capacity
 - Reduce ATFM measures
 - Introduce Strategic ATFM and Pre-tactical ATFM



FIR	Approach	Previously	Currently	When
Ho Chi Minh FIR Sanya FIR	Increase capacity	FL260 restriction	No longer exists (SLOP remains the same)	Nov 2019
	Increase capacity	30NM transfer	20NM transfer	Mar 2020
Sanya FIR Hong Kong FIR	Increase capacity	30NM transfer	20NM transfer	Mar 2020
Hong Kong FIR Taipei FIR	Increase capacity	30NM transfer	20NM transfer	Mar 2020
Fukuoka FIR	Reduce ATFM measures	(1) 12min FL340- (2) 35min	(1) 10min FL340- (2) 30min	Nov 2019
Incheon FIR	Implement ATFM	AIP publish for ATFM Tactical ATFM (CTOT)	Strategic/Pre-tactical /Tactical ATFM (CTOT, slot swapping, Reroute, etc.)	Mar 2020 (Jun 2019)





Conclusion

- We haven't seen actual traffic flow with new initiatives due to COVID-19 outbreak, but every State's effort must have resolved ATFM delays bound for Da Nang.
- Moreover, as positive side effect, other ATFM measures may be reduced due to air space capacity increase.
- It is important to analyze the traffic flow carefully to check;
 - any negative impact
 - whether adequate ATC workload or not.



Conclusion

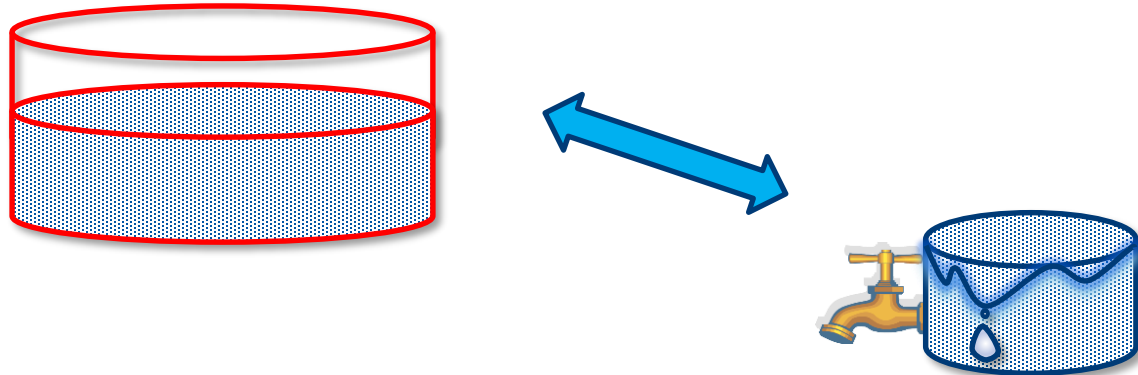
- To deal with cross-border ATFM, all the related ANSPs (and CAAs) need to work together.



Conclusion

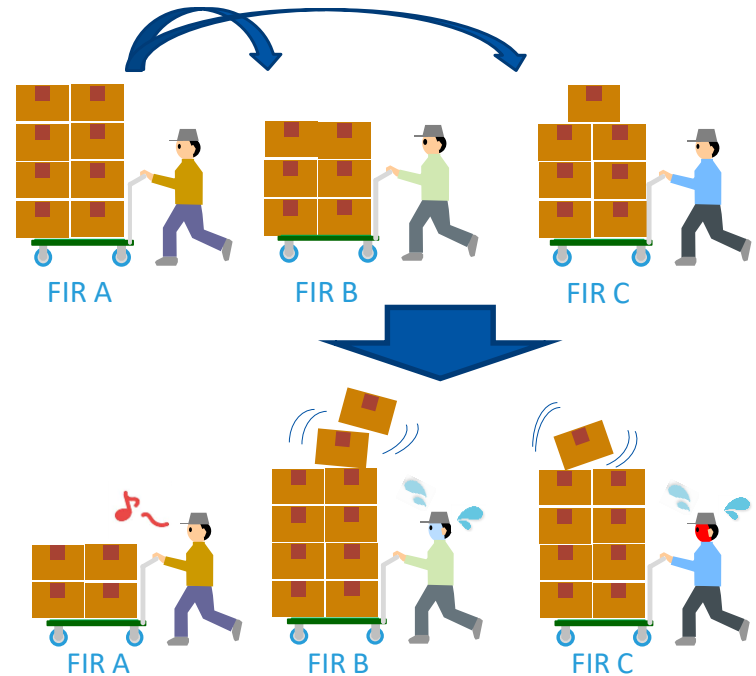
- We need to realize that increased capacity is the primary and central method for managing increasing demand.

(ref. ASIA/PACIFIC FRAMEWORK FOR COLLABORATIVE ATFM Version 3.0 5.23)



Conclusion

- It is important to have a common understanding that putting excessive ATFM measures makes adjacent FIR's ATC workload increase drastically.





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