



*International Civil Aviation Organization*

**ICAO**

**Eleventh Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/11)**

Video Teleconference, 02 – 06 August 2021

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**Agenda Item 4: Review of Current CDM/ATFM Operations and Problem Areas**

**HANDLING OF NON-SCHEDULED AND GENERAL AVIATION FLIGHTS**

(Presented by Philippines)

**SUMMARY**

This paper presents an update of ATFM operations regarding the handling of non-scheduled and general aviation flights at the current pandemic.

**1. INTRODUCTION**

1.1 Non-scheduled and general aviation flights were prohibited between 0400 and 1100UTC daily. Their operations were only limited to two (2) cycles per hour from 2200 to 0359UTC, implementing Joint Memorandum Circular No. 2016-02. This was to ensure that all slotted scheduled flights were given priority.

1.2 During the current pandemic, when the traffic volume decreased, non-scheduled and general aviation flights were allowed anytime as long as restrictions, other factors affecting the flights and no excess on the declared capacity were taken into consideration.

**2. DISCUSSION**

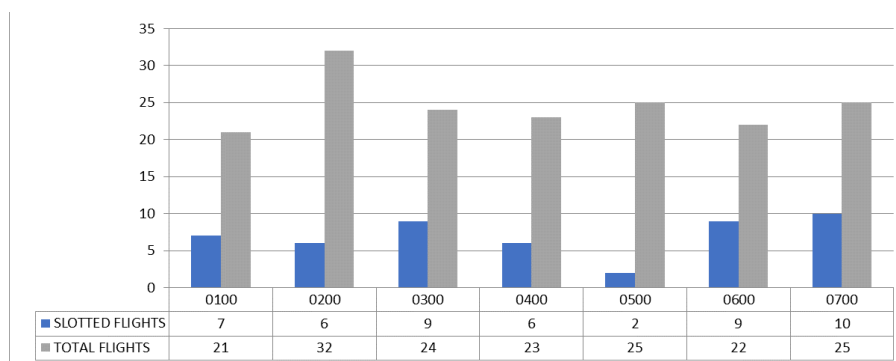
Slotting of Non-Scheduled and General Aviation Flights

2.1 Manila Airport as a coordinated airport caters to slotted scheduled flights (domestic & international). Manila ATFMU was tasked by ATS to process requested slots of non-scheduled and general aviation flights. These requested slots could either be departure or arrival slots and domestic or international.

2.2 Aircraft operators shall send Runway Slot Request Form indicating the call sign, requested date & time, ADEP, ADES, type of flight & passengers on board. Demands were determined from the data obtained at the Airport Coordination Australia (ACA) approved slots, CANSO-METRON Horizon and local airlines' daily flight schedule updates. Manila ATFMU then assigns approved slots which should be indicated in Item No. 18 of the FPL. Monthly spreadsheets are made to record data for the approved slots which can be readily seen by concerned facilities.

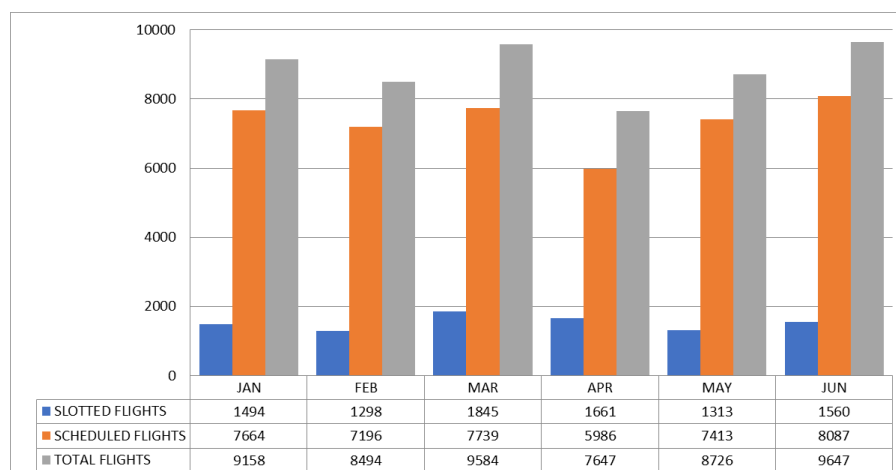
2.3 During the second quarter, an increase in the traffic volume between 0400 and 0600UTC was observed. On the later part of May 2021, NOTAM was issued prohibiting the arrivals of non-scheduled and general aviation flights between these periods.

Traffic Statistics in Manila Airport for 08 June 2021



2.4 The total flights in the graph were the number of operated departure and arrival flights in Manila Airport for 08 June 2021 between 0100 and 0700UTC. The declared capacity of 35 traffic (combination of departure and arrival traffic) per hour were considered when slotting.

Traffic Statistics in Manila Airport from January to June 2021



2.5 The graph shows that the slotted flights by Manila ATFMU (non-scheduled and general aviation flights) composed an average of 17.3% of the total flights in Manila Airport from January to June of 2021.

2.6 Management of the traffic volume of operating non-scheduled and general aviation flights were decongested and traffic surge was avoided.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.