



民航處
CIVIL AVIATION
DEPARTMENT

WP13 Experience on integration of A-CDM and ATFM in HKIA

Hong Kong China

Background

- HKIA is A-CDM airport since Nov 2018
- A-CDM and ATFM system were working on their own
- TSAT unstable/inaccurate at times
- Seeking enhancement on the operational efficiency from both systems

A-CDM & ATFM Integration for HKIA

MS2 CTOT Allocation

CTOT (if any) from HK 90 mins prior to EOBT

BEFORE RECTIFICATION



MS9 TOBT Update

AO recalculates TOBT from CLDT associated with the CTOT (manual)

MS11 Boarding Starts

Most AO start boarding at around 25-35 mins before TOBT aim to make the TSAT

MS12 Aircraft Ready

PIC calls ready, internal CTOT issued due to Enroute restriction triggers a re-calculation of TTOT & hence TSAT (manual)

MS10 TSAT Issue

Default TSAT from TOBT



A-CDM & ATFM Integration for HKIA

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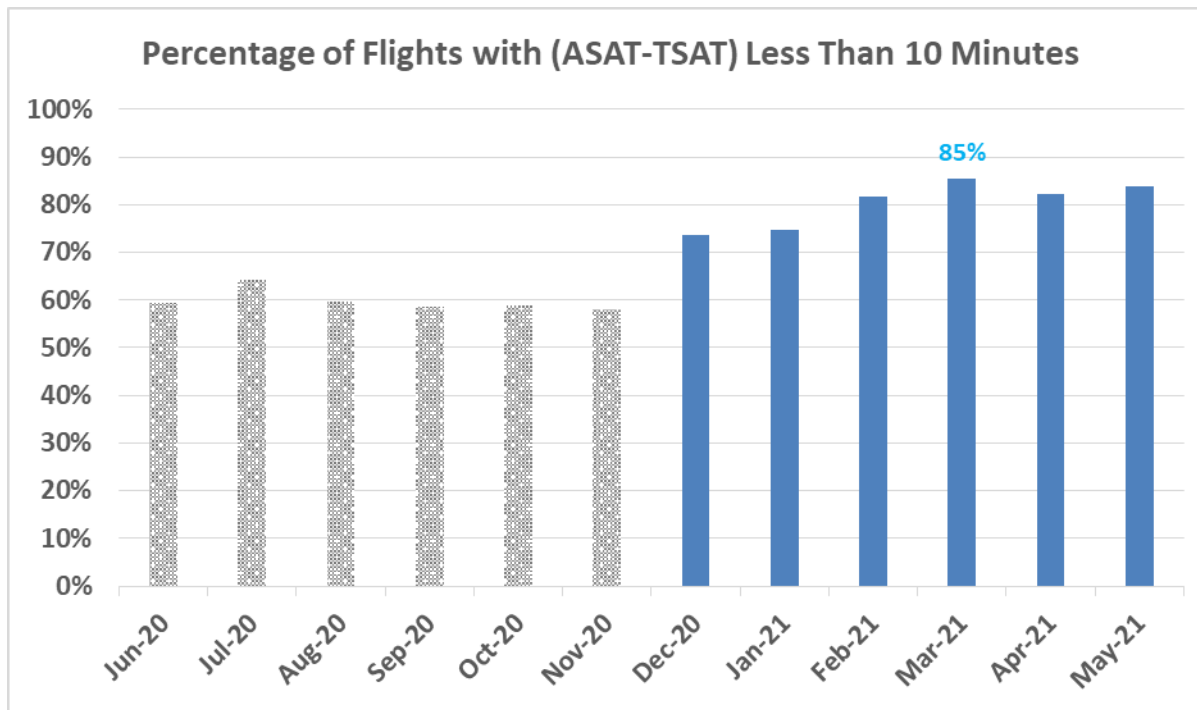
TSAT will be issued at least TOBT-25 mins. Calculated from TTOT which takes internal CTOT due to Enroute restrictions and external CTOT into consideration (manual)

MS12 Aircraft Ready

PIC calls ready for push back



Difference of ASAT & TSAT



Down the road

- Automatic data exchange between A-CDM and ATFM system
- Provide an accurate TSAT at 40-50 mins before TOBT
 - ❖ AO has to provide an accurate TOBT (even before the plane landed)
 - ❖ AO can make a business decision to let passengers board or not
- Increase route capacity

Action by the meeting

- note the information contained in this paper;
- encourage members to join the initiative with Hong Kong China with a view to further reducing longitudinal spacing at FIR boundary and hence increasing the route capacity;
- encourage members to share their experience and lessons learnt from similar integration activities; and
- discuss any relevant matters as appropriate.