



ICAO

*International Civil Aviation Organization*

**Twelfth Meeting of the Asia/Pacific Air Traffic Flow  
Management Steering Group (ATFM/SG/12)**

Video Teleconference, 13 – 16 September 2022

---

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

### **Progress Updates on ATFM Collaboration among EATMCG members using Multi-Nodal ATFM Concept of Operations**

(Presented by Hong Kong China, Japan, Philippines, Republic of Korea)

#### **SUMMARY**

This paper presents the progress updates of ATFM Collaboration among EATMCG members using Multi-Nodal ATFM Concept of Operations (CONOPS) and seek support from the ICAO and APAC members concerned to interconnect East Asia with South East Asia in promoting ATFM collaboration.

## **1. INTRODUCTION**

- 1.1 East Asia Air Traffic Management Coordination Group (EATMCG) meetings have been held annually since 2007 and many ATM operational issues in East-Asia have been resolved through constructive discussions and mutual understanding during the meetings.
- 1.2 Since 2021, Hong Kong China and Republic of Korea have initiated a series of Ground Delay Programme (GDP) operational trials with other EATMCG members on a monthly basis to continuously validate the CONOPS and to develop internal handling procedures, in collaboration with the Asia/Pacific Cross Border Multi nodal ATFM Collaboration (AMNAC) initiative. Since the initiation, many operational and technical issues have been resolved. It is a major step forward to extend the coverage of the ATFM network to East Asia in the APAC region so as to realize regional interoperability and to improve the overall network efficiency.

## **2. DISCUSSION**

- 2.1 General updates
  - 2.1.1 Operationally, the group went through all phases of ATFM from planning the dates of GDP trials a month ahead (Strategic Planning), sharing the list of scheduled flights involved in the GDP trials before the programme (Pre-tactical), coordinating for new slots during the programme (Tactical) to evaluating the performance of the GDP within a week after the programme (Post-Operations Analysis).
  - 2.1.2 Regarding ATFM information exchange, the group currently utilizes email as the primary mean of Calculated Take-off Time (CTOT) distribution/revision. Hong Kong China has been in support of the idea of using Slot Allocation Message (SAM) via AFTN with the group members for consideration. SAM would allow ATFM information exchange

automatically and electronically before the System Wide Information Management (SWIM) network is available and even across the regions.

- 2.1.3 A web conference is normally held during the GDP trials for easy coordination which were generally smooth but time consuming. Alternatively, the use of SAM via AFTN in revising or cancelling CTOT could further minimize the need of coordination and reduce ATFM unit personnel workload.

## 2.2 Progress update of Hong Kong China

- 2.2.1 Hong Kong China, being an AMNAC Core Team member, is at an ideal location to act as a bridge to proactively coordinate with members of AMNAC network and other EATMCG members in validating the concept and procedures.

- 2.2.2 From August 2021 to July 2022, 16 GDP trials were initiated by Hong Kong China.

- 2.2.3 During the GDP trials, Hong Kong China issued no delay CTOTs (i.e. CTOT = EOBT + STT) to all AMNAC and EATMCG members.

- 2.2.4 Upon conducting a joint review among relevant ANSP units concerned, it was noted that there were no issues in the CTOT notification and coordination process between Hong Kong China and other members in the GDP trials.

- 2.2.5 There were a total of 325 flights captured in the GDP trials from Aug 2021 to July 2022 among the EATMCG members. The overall compliance rate was about 82%.

## 2.3 Progress update of Japan

- 2.3.1 From August to November 2021, Japan started GDP trials with Hong Kong China. Subsequently, the trial had been expanded to other EATMCG members from March to July 2022.

- 2.3.2 After receiving CTOT from the EATMCG members based on an email, Japan ATMC replied, and noted that there were no issues in the coordination process with members involved in the trial.

- 2.3.3 Japan ATMC coordinated individually with the ATFMU of an arrival in case there are EOBT changes and possibility of the arrival not being able to comply with the compliance window.

- 2.3.4 There were a total of 89 flights captured in the GDP trials from March to July 2022 between Japan and other EATMCG members. The overall compliance rate was about 62%.

## 2.4 Progress update of Republic of Korea

- 2.4.1 Republic of Korea has conducted a total of 12 GDP trials with Hong Kong China in 2021 which has applied to 101 flights, recording a compliance rate of 90.7%.

- 2.4.2 In 2022, the Republic of Korea has expanded the cooperation with AMNAC members and has been operating GDP trials among EATMCG members. The GDP trials have been applied to 112 flights including all inbound/outbound flights so far and has recorded a compliance rate of 90%.

2.4.3 Since the traffic in Republic of Korea (ROK) was almost evenly distributed between Northeast Asia and Southeast Asia, ROK, as a NARAHG member, is considering joining the AMNAC group in order to strengthen ATFM cooperation with Southeast Asia.

2.5 Progress update of Philippines

2.5.1 The Philippines has been actively participating in the GDP trials conducted by the EATMCG members since March 2022.

2.5.2 RPLL and four (4) other international airports were included in the GDP trials with a positive overall compliance.

2.5.3 Currently, the Philippines is in the process of acquiring a new ATFM system, i.e. Metron Aviation's Harmony System. The upgrade to Level 3 ATFM Node is being targeted by the end of 2023.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) seek support from the ICAO and APAC members concerned to interconnect East Asia with South East Asia in promoting ATFM collaboration; and
- c) discuss any relevant matters as appropriate.

.....