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

### RECOMMENDED PROCEDURE FOR GDP OPERATIONAL TRIAL

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

#### SUMMARY

This paper shares the experience of establishing Ground Delay Program (GDP) operational trial procedure and recommends standardizing the procedure of GDP operational trial among States/Administrations in the APAC region.

## 1. INTRODUCTION

1.1 According to ICAO, States/Administrations should establish operational cross-border ATFM procedure to regulate international flights, so that ATFM delays do not apply unfairly to domestic or local carriers only. (*DOC.9971 - 8.5.3.1*)

1.2 The Republic of Korea and Japan, which belong to Northeast-Asia Regional ATFM Harmonization Group (NARAHG), have participated in the Ground Delay Program (GDP) operational trial with Hong Kong China, one of the Asia/Pacific Multi-Nodal ATFM Collaboration (AMNAC) core teams, to strengthen the ATFM cooperation with Southeast Asia States/Administrations since 2021. In 2022, the GDP operational trial between East-Asia ATM Coordination Group (EATMCG) is being promoted.

1.3 The discussion was challenging at the beginning because the operation trial procedure was not fully established.

1.4 Therefore Republic of Korea, Hong Kong China, Japan, Philippines and Taipei ACC supplemented the GDP trial procedure based on the findings of the pilot operation. Also we propose that other States/Administrations share their best practices and standardize it by containing in Appendix of Asia/Pacific Framework of Collaborative ATFM so that States/Administrations that drive to promote GDP operational trial do not face the same difficulties.

## 2. DISCUSSION

### Recommended Procedure

2.1 **Identifying stakeholders' requirements** - The internal stakeholders should have sufficient discussion on the limitation or problems of the traditional ATFM measures. The requirements discovered through the internal discussion are aimed at promoting GDP trial between

States/Administrations. (*i.e. how to redeem the fundamental limitations of minutes/miles in trial or redundancy restrictions applied to a single flight, etc.*)

**2.2 Selection of States/Administrations to cooperate** - ICAO states that a minimum of 70% participation of flights in an ATFM measure is needed to provide the expected operational and efficiency benefits. To prevent imposing an unfair burden on national flights, the proper ATFM should include international flights to ensure that the distribution of delay is fair, equitable and efficient.

**2.2.1** In addition, since the gap in ATFM implementation status between States/Administrations is substantial in APAC region, it is necessary to identify in advance whether the States/Administrations can facilitate proper ATFM measures when selecting the target States/Administrations. Demand and Capacity balancing can be expected only if the facilitating ANSPs can manage departure traffic in adherence to CTOT.

**2.3 Preliminary Consultation on Operation Procedures** - After identifying the current ATFM operations status of the counterparts such as operation procedures, ATFMU's operation hours, ATFM systems and etc., the operation procedures between States/Administrations are discussed and determined before promoting the trials.

**2.3.1** Operation - GDP operation method, CDM channel and cycle, precise ATFM operation concept, ATFM organization and etc.

**2.3.2** System – means of ATFM information exchange (*i.e. email, message through AFTN network*), data exchange range and etc.

**2.3.3** Cooperation - CTOT issuance and compliance procedures among internal stakeholders, channel acquisition for CTOT promulgation such as ATFM web portal and etc.

**2.4 GDP Operational Trial** - Conduct operational trials, internal/cross-border stakeholders figure out improvement findings.

**2.5 Post Operation Analysis** - Asia/Pacific ATFM Post-Operations Analysis Recommended Framework should be used. The quantitative effect is measured by specifically setting up the analysis index, data exchange range, analysis method and etc. Every time the trial is completed, States/Administrations will supplement ATFM operation procedure and concept based on the results of the analysis, and apply it in the next operational trial.

**2.6 Official GDP Operation** - After the operational trial between the partner States/Administrations, the effect of ATFM shall be verified and discussed. Eventually, official GDP operation could be carried out under the agreement of each State/Administration.

### **3. ACTION BY THE MEETING**

**3.1** The meeting is invited to:

- a) Refer to the procedure contained in this paper to strengthen ATFM cooperation;
- b) Collect best practices of States/Administrations to review of stipulating the relevant procedures; and
- c) Discuss any relevant matters as appropriate.

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