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 6: Any Other Business

ATFM- A-CDM INTEGRATION WEBINAR

(Presented by Secretariat)

SUMMARY

This paper presents brief summary of the ATFM-A-CDM Integration Webinar held on the 12th September 2022.

1.   INTRODUCTION

1.1   The ICAO Asia Pacific ATFM- A-CDM Integration Webinar was held on 12th September 2022. The webinar was organized via Video Tele-Conferencing (VTC) using Microsoft Teams.

1.2   The Webinar was attended by 212 participants from 23 States/Administrations and six International Organizations, from Australia, Bangladesh, Bhutan, Cambodia, Hong Kong China, Fiji, India, Indonesia, Japan, Lao PDR, Malaysia, Mongolia, Myanmar, New Zealand, Nepal, Pakistan, Philippines, Republic of Korea, Singapore, Sri Lanka, Thailand, USA, Viet Nam, ACI, CANSO, IATA, IFALPA, IFATCA, and ICAO.

1.3   The webinar intended to gain from the States experienced in the implementation of A-CDM and ATFM and assist States in developing implementation plans and strategies for A-CDM integration with ATFM. The webinar mainly focused on the integration process, needs, challenges and accruing benefits to the aviation community. The topic of presentation covered information such as ANSP's experiences/strategies in integration of ATFM and A-CDM, Airspace users' expectations to enhance the flight predictability and CDM process, the roles of stakeholders (ANSP, Airspace User, Airports, Regulator etc.), technical/procedural/operational challenges, benefits and future developments.

1.4   Mr M K Nelli, Regional Officer (ATM) and Mr Weng Kit, ATM Officer, ICAO Asia and Pacific Regional Office acted as the facilitators of the Webinar. The Webinar was organised in two Sessions. The Programme for the Webinar is provided in **Attachment 1**.

1.5   The Webinar was conducted via Video Tele-Conferencing (VTC) using Microsoft Teams platform supported by Pigeonhole tool for Q&A.

2. DISCUSSION

Summary of Presentations

2.1   Total Eight (8) presentations were delivered by SME experts from ICAO, Hong Kong China, Japan, India, Singapore, ACI, CANSO and IATA. The presentation materials can also be accessed by the link: https://www.icao.int/APAC/Meetings/Pages/2022-ATFM-A-CDM-Integration-Webinar.aspx

2.2   The summaries of all presentations are as follows:

Presentation 1: ICAO Provisions on ATFM and A-CDM

2.3   ICAO presented a brief background on development of Regional ATFM Concept and subsequent APAC Regional Collaborative ATFM Framework. It was mentioned that the Regional ATFM Framework is being updated to reflect the Global developments and to incorporate the requirement for ATFM/A-CDM systems integration. The APAC A-CDM Implementation Plan development and its relationship with Global documents were also highlighted.

Presentation 2; Experience Sharing on Integration of ATFM and A-CDM in Hong Kong International Airport

2.4   Hongkong presented experience of ATFM and A-CDM integration process. The presentation shared the experience from Hong Kong International Airport during the integration of ATFM and A-CDM, from objectives, adoption of the process to operating procedures and information sharing. Requirement of SWIM as a communication platform for future cross border ATFM/A-CDM integration was also noted.

Presentation 3: Integration of ATFM and A-CDM in Japan

2.5   This presentation illustrated Japan's efforts to implement ATFM and A-CDM, respectively, as well as the development of their integration. The background of ATFM implementation in Japan from 1994 and the A-CDM implementation at three airports in Japan was presented. The challenges of integration and the benefits it provides were also introduced through case studies from Japan.

Presentation 4: Integration of ATFM and A-CDM – Possibilities ahead

2.6   This presentation elaborated on the Singapore experience of ATFM and A-CDM implementation and their integration. The benefits of integration in terms of data sharing and process optimization were explained. It also explored ways ahead of local A-CDM integration with cross-border ATFM systems, challenges thereof and consequent benefits.

Presentation 5: A-CDM - ATFM Integration, India's journey so far

2.7   The presentation described India's parallel but overlapping implementation programs of nationwide ATFM and A-CDM at all major airports. It highlights the indigenous A-CDM development and integration of ATFM and A-CDM to improve overall predictability. In view of the mutual benefits of ATFM/ A-CDM Integration, India shared plans to pursue an aggressive A-CDM implementation roadmap. Various other initiatives for data sharing and post ops data analysis being undertaken by India were also shared.

Presentation 6: Best Planned Best Served @ BLR International Airport

2.8   This presentation highlighted A-CDM implementation process at Bangalore International Airport, Bangalore – India. The presentation provided background information on the development of Airport infrastructure and complexity of operations, which necessitated the development of A-CDM as an optimal solution. The implementation process involving data gathering, data analysis and change management were highlighted. Future plans for data sharing with national ATFM were also shared.

Presentation 7: CANSO Guide on ATFM – A-CDM Integration

2.9   Back in October 2020 CANSO had published the "CANSO Guide on ATFM/A-CDM Integration" with the aim of addressing and answering some of the key questions related to ATFM and A-CDM integration such a "what does it actually mean, why, how…etc.?". This presentation provided a brief introduction to the content of this document with focus on the information exchanges that the integration encompasses.

Presentation 8: Airspace users' expectations to enhance the flight predictability and CDM process

2.10   IATA presented their perspective on the ATFM-A-CDM integration. The presentation highlighted airline pain points and Airspace Users Expectations on optimal operations. The presentation discussed future possibilities of crafting strategies in synchronous with Airlines Flight Ops.

Closing of Webinar

2.11   On behalf of the ICAO Secretariat, Mr M K Nelli, Regional Officer, ATM concluded the Webinar and extended sincere gratitude to all Speakers for joining the Webinar and to share the information with APAC Member States. The key messages from each presentation were summarized.

2.12   During the Webinar, Questions and Answers (Q & A) sessions were held at the end through the Pigeonhole tool. The Q& A are provided in **Attachment 2**.

3.   **ACTION BY THE MEETING**

3.1   The meeting is invited to:

    a) note the information contained in this paper.

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ATTACHMENT 1

ICAO Asia/Pacific (APAC)
ATFM/A-CDM Integration Webinar
12th September 2022 (1000 Hrs to 1300 Hrs ICT)

Opening Session		
1000 – 1005	Opening remarks and general rules House Keeping (on Pigeonhole Live)	Mr M K Nelli, RO (ATM)
Webinar Session -1		SPEAKERS
1005 – 1020	ATFM and A-CDM provisions	Mr Hiroyuki Takata, RO (ATM) and Mr Punya R. Shakya , RO (AGA)
1020 – 1035	Experience Sharing on Integration of ATFM and A-CDM in Hong Kong International Airport	Mr Alex Leung, CAD, HKIA
1035 – 1050	Integration of ATFM and A-CDM in Japan	Ms Miho Itou, Special Assistant to the Director, Air Traffic Control Division, ANS Department, Civil Aviation Bureau JAPAN (JCAB)
1050 – 1105	Integration of ATFM and A-CDM – Possibilities ahead	Mr Roger Lau, Chief (ATM-2) Air Traffic Services Division Civil Aviation Authority of Singapore
1105-1115 Break		
Webinar Session -2		SPEAKERS
1115 – 1130	A-CDM - ATFM Integration, India's journey so far	Mr B K Sarkar, ED A(TFM), AAI, India
1130 – 1145	Best Planned Best Served @ BLR International Airport	Mr Satya Subramaniam, General Manager - Aviation Safety (Safety Manager), Bangalore International Airport Limited
1145-1200	CANSO Guide on ATFM – A-CDM Integration	Mr Fredrik Lindblom, Director (Sales), ,Saab ATM , Asia Pacific Region/ Co-Chair of CANSO's ATFM/A-CDM Working group

1200-1215	Airspace users' expectations to enhance the flight predictability and CDM process	Mr Prashant Sanglikar, Assistant Director- Safety & Flight Operations, IATA
1215-1225 Break		
1225-1245	Q & A	Pigeon Hole
1245-1255	Review Outcomes from Webinar and Closing Remark	

ATTACHMENT 2

Sep 12 2022 1:09 PM	*When does India likely to participate in the APAC multi nodal ATFM program?*
Sep 12 2022 11:37 AM	*The requirement of A-CDM based on the number & density of airports flight is justifiable/ rational? which is carrying on since Beijing declaration. ?* Ans: ICAO Secretariat briefly explained rationale for A-CDM Requirement in APAC Region.
Sep 12 2022 11:28 AM	*How does A-CDM assist with en-route operations?* Ans: Anonymous With A-CDM the traffic which is entering airspace from an airport is regulated which results in optimum use of enroute capacity and reduces capacity loss. Hope I tried to answer your query. Regards Satya-India - Bangalore Airport. Roger Lau One possibility is to use TTOT + EET to project the ETO waypoint, instead of using EOBT+ Taxi time + EET. If there are DCB issues identified, implement appropriate ATFM measures. Anonymous It helps estimating what FL can be made available and plan fuel
Sep 12 2022 12:35 PM	*What is the present data accuracy of Singapore ATFM that has been exchanged cross-border? How long it take to get such level of accuracy?* Ans: Zhang Huanbin Currently the cross border ATFM data exchange are still being done manually (web dissemination/email/phone) except for SAM/SLC/SRM. Since these data originate from the ATFM system, the data is accurate but updates are expected due to the dynamic nature of ATM operations.
Sep 12 2022 12:42 PM	*How do the stakeholders identify that a CTOT issued is because of an Airport or Airspace constraint given a different compliance window?* Ans: Sugoon Fucharoen From Thailand's perspective, our ATFM system provides the compliance window to be used as part of the CTOT distribution message, appending the information as a comment to the email distribution as well as the AFTN-based Slot Allocation Message
Sep 12 2022 11:45 AM	*Question to Dr Punya: Some other ICAO regions have taken significant inspiration from APAC A-CDM implementation plan. Can you please throw some light on this. Thanks. Sudhanshu* Ans: ICAO Sect. Yes, Mr. Sudhanshu. SAM, MID and ESAP are going to use APAC A - CDM Implementation Plan to develop their Plan
Sep 12 2022 11:52 AM	*Whether the Hong Kong plan & implement A-CDM & ATFM simultaneously or separately?* Ans: Anfernee POON

	Hong Kong China implemented both ATFM and A-CDM separately. They are partly integrated now
Sep 12 2022 12:24 PM	*Does A-CDM ATFM system integration process at JAPAN has been documented as a guidance document for other States can refer to?* Ans: Miho ITOU There are no documents specific to integration of ATFM and A-CDM at Japan.
Sep 12 2022 1:12 PM	*When India suppose to start the third phase of ATFM implementation plan?* ANS: India responded with a probable timeline of 2023 pending the upgrade of the current ATFM System
Sep 12 2022 1:52 PM	*Do priority has to be accorded to a CTOT compliant flight at destination airport? If yes, than how information about non compliant flight is provided to destination Airport.*
Sep 12 2022 1:57 PM	*How CTOT non compliant flight is tackled in Hongkong Singapore and Japan, when ATFM measures are in progress?*
Sep 12 2022 1:05 PM	*Question to India. All stakeholders that are using the airspace need to sign an agreement? What agreement is this (to ensure compliance?) And does it apply to military counterparts?*
Sep 12 2022 1:10 PM	*Question to India. How will the system react if it is unable to allocate the TSAT to be within the CTOT compliance window?* Ans: S V Manohj In that case, TSAT will be generated as close as possible to TOBT. The revised TTOT so predicted by the A-CDM System will be shared with ATFM System. ATFM will use this TTOT information for tactical planning of Demand Prediction and other downstream activities.
Sep 12 2022 1:58 PM	*Timeliness of MET data, including exchange of information to the airlines and airports, were mentioned a few times. As the MET/R WG Chair, I am very keen to understand how can we make this painless.*

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