

# WP14 Lead Time of Flight Plan Filing to Enhance Demand Predictability

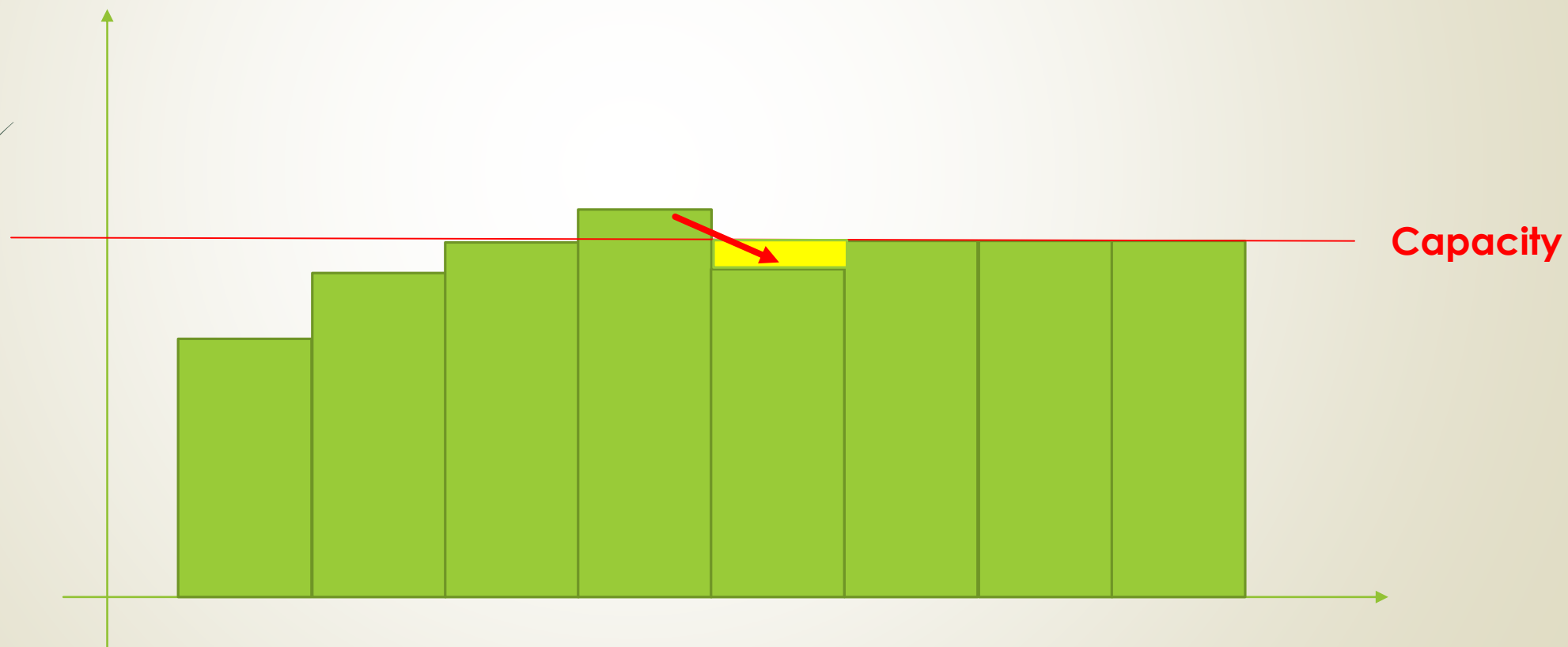
ATFM/SG/12

13 – 16 September 2022





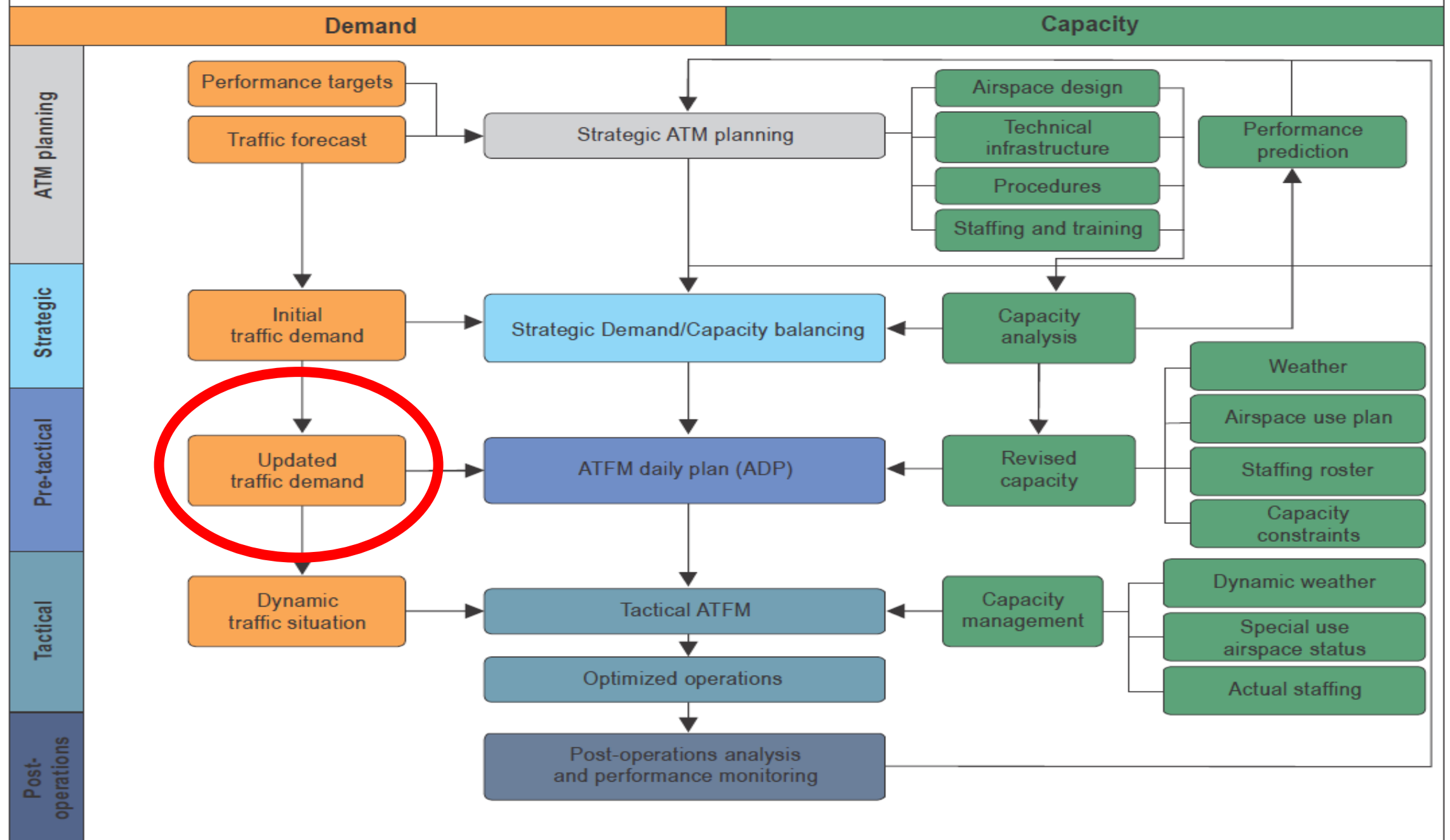
# Traffic Demand Picture



# False Traffic Demand Picture



# ATM planning and ATFM phases





# Observations

- From January to July 2022, 12 Ground Delay Programme (GDP) operational trials and 1 Airspace Flow Programme (AFP) were initiated by Hong Kong China.

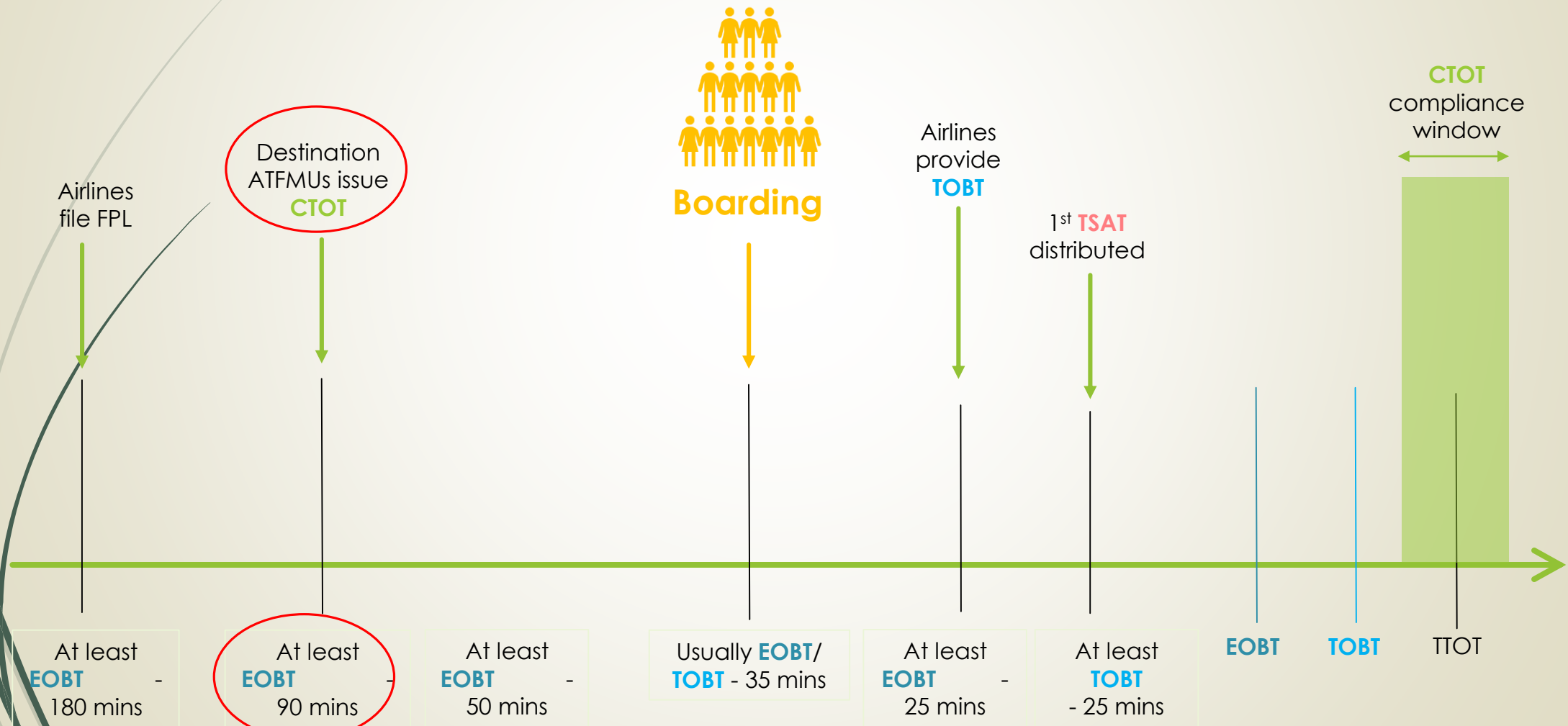




## HK AIP ENR 1.10 Para 4.2


- **Time of Submission**
- “Except where necessary for operational or technical reasons, any aircraft operating to or from Hong Kong should submit a flight plan at least 3 hours (and in no case later than 60 minutes) prior to the estimated off-block time (EOBT).”
- Consider deleting the final phrase
- Consider adding a clause for OVF

# Why 3 hours before EOBT?

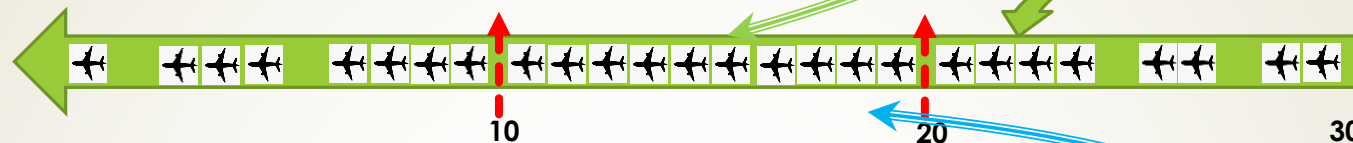




AAR = 30 during 0200-0400

 Flight plan filed at 0030

0200-0259



0300-0359



0400-0459







## 40 min flow control at an hypothetical waypoint



## ARRIVAL ATFM NODE

## DEPARTURE ATFM NODE



Flight Information Centre



Pilot



Flow Management  
Position  
(FMP)



ATFM  
Information  
Exchange



FMP



ATS Units



ATS Units



Airport  
Operator



Airport  
Operator



A-CDM



# Assistance required from Airline Operators

- In recent AFP due to typhoon, some FPL were found being filed with less than 60 mins before EOBT.
- In some extreme cases, EOBT in FPL was even before the time the FPL was filed.
- There were also occasions which FPL were filed in a way that the waypoint under AFP was avoided, then a CHG message was received routing via the constrained waypoint 15 mins before EOBT.



# Action by the Meeting

- ☐ Note the information contained in this paper
- ☐ Realize the importance of filing flight plan with sufficient lead time; |
- ☐ Align the lead time of filing flight plan in the APAC region to at least 3 hours before the EOBT
- ☐ Discuss any other matter as required



Thank you