



International Civil Aviation Organization

ICAO

**Tenth Meeting of the Air Traffic Management Sub-Group
(ATM/SG/10) of APANPIRG**

Video Teleconference, 17 – 21 October 2022

Agenda Item 6: ATM Coordination (Meetings, Route Development, Contingency Planning)

**COORDINATION OF ATFMS ACROSS THE REGION IN THE IRREGULARITIES
SITUATION**

(Presented by Japan)

SUMMARY

This paper presents the operation that Japan provided for the contingency situation, especially ATFM operation, and introduce the lessons learnt from this experience.

1. INTRODUCTION

1.1 In August 2022, the NOTAMs informed that there were many restricted areas around Taipei, Manila, and Shanghai FIR. Therefore, a lot of aircraft requested detour routes in order to avoid these restriction areas. Since it was expected that traffic flow would be different from normal and it would be congested, Japan conducted ATFM to prevent confusion.

2. DISCUSSION

ATFM operation

2.1 We introduce the ATFM operation and coordination with neighboring FIR by Japan after NOTAMs for restricted areas issued.

2.2 After confirming the issue of NOTAMs, Japan coordinated with Taipei ACC using regular scheme, and approved the ATFM request that Taipei ACC requested for these NOTAMs.

2.3 In order to provide separation requested from Taipei ACC, Japan requested restrictions to Daegu ATCC and approved through the regular coordination scheme. Japan also received restrictions from Republic of Korea (ROK) which were derived from NOTAMs and took action accordingly.

2.4 Japan implemented GDP for domestic flights in order to provide separations requested from neighboring FIRs.

2.5 In addition, Japan shared information with the Manila ACC about the possibility of increasing the number of detour flights from the Fukuoka FIR to the Manila FIR. Since no coordination scheme has been concluded between Japan ATMC and Manilla ACC, Japan coordinated with Manila ACC through the stakeholders for ATC of both States.

2.6 Japan participated in CCT held by ICAO APAC Bangkok Office, and obtained information on ATFM measures implemented at other FIRs in APAC.

Study for contingency situation

2.7 Even under contingency situations, Japan was able to smoothly coordinate with ROK and Taipei ACC and implement ATFM measures by using regular adjustment scheme.

2.8 In addition, Japan was able to smoothly coordinate with Manila ACC, which does not have regular coordination scheme, by cooperating with ATC, there were no problems such as not finding the contact point for coordination, and coordination was carried out smoothly

2.9 Japan was able to share information on trends in each FIR across APAC by participating in CCT. On the other hand, it would have been more beneficial for Japan to coordinate with neighboring FIRs such as ROK and Manila ACC, not relying on the timing of CCT, and to have been more actively obtaining information by holding CDM meetings as needed with a limited number of stakeholders.

2.10 Japan and ROK implemented coordination and information sharing on each other's FIRs. However, Japan didn't share the information Japan coordinated with Taipei ACC. Also Japan didn't request of information between ROK and Taipei ACC. Japan could have obtained that information through CCT, but we believe that we would have been able to understand and observe the traffic flow in the entire region if they had obtained more coordination information of neighboring FIRs in advance.

2.11 Through this experience, we have considered that, rather than establishing contingency-specific scheme, coordinating with neighboring FIRs and enhancing the communication and coordination scheme during the normal situations can consider and provide flexible ATFM measures for any situation.

2.12 Japan has already established a coordination scheme with neighboring FIRs for normal operations and is also working with subregional groups, but has not established a scheme for holding CDM meetings. In the future, we intend to prepare a scheme to hold CDM meetings not only under normal situations, but also under contingency situations.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) note that an enhanced CDM regime between closer FIRs is beneficial not only in normal situations, but also in contingency situations.
- c) promote preparation for holding CDM meetings not only during normal situations with neighboring FIRs, but also under contingency situations.
- d) discuss any relevant matters as appropriate.

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