



ICAO

International Civil Aviation Organization

Thirteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/13)

Bangkok, Thailand, 03 – 07 April 2023

Agenda Item 4: Review of Current 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 promote closer ATFM collaboration among East Asia and South East Asia member States/Administrations.

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 coordinated and resolved through constructive discussions and mutual understanding during the meetings.

1.2 Since ATFM/SG/12, a series of Ground Delay Programme (GDP) operational trials within EATMCG members were conducted on a monthly basis to continuously validate the CONOPS and facilitate members concerned to develop their internal handling procedures, in line with the Asia/Pacific Cross Border Multi nodal ATFM Collaboration (AMNAC) initiative. Since the initiation, many operational and technical issues have been managed and 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 promote regional interoperability and improve the overall ATFM network efficiency.

2. DISCUSSION

General updates

2.1 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).

2.2 As to 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 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 become available and operational across the regions.

2.3 Other areas which SAM via AFTN may be applicable are for revising or cancelling CTOTs. A web conference is currently held during the GDP trials for easy coordination, SAM messaging can further minimize the need of coordination and reduce ATFM personnel workload.

Progress update of Hong Kong China

2.4 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.

2.5 From September 2022 to February 2023, 5 GDP trials were initiated by Hong Kong China.

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

2.7 There were a total of 151 flights captured in the GDP trials from September 2022 to March 2023 among the EATMCG members. The overall compliance rate was about **80%**.

Progress update of Japan

2.8 Japan participated in GDP trials initiated by other EATMCG members from September 2022 to March 2023.

2.9 There were a total of 26 flights captured in the GDP trials during this period between Japan and Hong Kong China. The overall compliance rate was about **73%**.

2.10 Hong Kong China and Japan will continue to work on the feasibility of establishing a 2-way CTOT exchange mechanism between the two parties.

2.11 In the Fukuoka FIR, where a high ratio of domestic flights exists, Japan has the issue of competing GDP for domestic flights; they will continue to investigate on how they can improve the compliance rate of CTOT.

Progress update of Republic of Korea (ROK)

2.12 ROK participated in a total of 5 GDP trials initiated by Hong Kong China from September 2022 to March 2023. There were a total of 16 flights captured in the GDP trials during this period, recording a compliance rate of **81.3%**.

2.13 In 2022, the ROK has expanded the cooperation with AMNAC members and has been operating GDP trials among EATMCG members in parallel. The GDP trials have been applied to a total of 91 flights including all inbound/outbound flights so far and has recorded a compliance rate of **77%**.

2.14 Hong Kong China and ROK are studying the feasibility to adopt an operational agreement regarding implementing GDP at Hong Kong International Airport (HKIA) or at any international airports within Incheon FIR, whenever there is a demand and capacity imbalance.

Progress update of Philippines

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

2.16 5 GDP trials were initiated by Hong Kong China from September 2022 to February 2023. A total of 9 flights were captured in the GDP trials during this period, with **100%** compliance rate.

2.17 Hong Kong China and other core AMNAC team members are willing to share experience with and provide technical advice or support to the Philippines, so that they may consider upgrading to become a Level 3 ATFM Node in the future.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss ways to promote ATFM collaboration with EATMCG;
- c) discuss the expansion and acceptance of new members into AMNAC; and
- d) discuss any relevant matters as appropriate.

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