



International Civil Aviation Organization

ICAO **Fourteenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/14)**

Bangkok, Thailand, 22 – 26 April 2024

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

GROUND DELAY PROGRAM TRIAL AT KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)

(Presented by Malaysia)

SUMMARY

This paper presents the Ground Delay Program (GDP) initiated by Civil Aviation Authority of Malaysia Air Traffic Flow Management Unit (CAAM ATFMU) during Merdeka Fly-past 2023 and the future planning.

1. INTRODUCTION

1.1 The Air Traffic Flow Management (ATFM) operational trial for the airport within Kuala Lumpur flight information region commenced in May 2023.

1.2 The purpose of this paper is to provide lessons learned and future planning for the Air Traffic Flow Management (ATFM) within Kuala Lumpur flight information region.

2. DISCUSSION

2.1 Merdeka Fly-Past 2023 Airspace Closure at Kuala Lumpur International Airport (WMKK)

2.1.1 The Merdeka Flypast 2023 Airspace Closure consists of five days of training and one real day of the event. The Ground Delay Programme (GDP) comprises two phases: before and after the airspace closure.

2.1.2 The declared AAR and ADR during the constraint period can be found in the table below.

LOCATION	PERIODS (UTC)			DETAILS	REMARKS
WMKK	31 AUGUST 2023	0000	0145	ATFM measure phase 1 arrival before closure	AAR = 34 ADR = 34
WMKK	31 AUGUST 2023	0145	0245	Merdeka Fly Pass Airspace Closure	AAR = 0 ADR = 0
WMKK	31 AUGUST 2023	0245	0600	ATFM measure phase 2 arrival after closure	AAR = 34 ADR = 34

Post Operation Analysis (POA) and lesson learned.

2.1.3 The Overall CTOT Compliance for the first phase of the GDP was 63.6% and 87.1 % during the second phase.

2.1.4 The low compliance rate during phase one is primarily attributed to delayed communication between the departure aerodrome and the Air Traffic Flow Management (ATFM) unit regarding the necessity to request a new slot time. Most of the issue comes from requesting a new slot time when the aircraft has already been given clearance to pushback. This delay likely leads to challenges with scheduling and coordination, resulting in reduced compliance with established procedures during phase one of the operation. Improving communication and coordination between the stakeholders helps address this issue and enhance the overall compliance rates achieved in phase two.

2.1.5 The airline operator's delayed submission of the flight plan is another aspect; over 30% of the aircraft covered by the ATFM measure filed their flight plans 90 minutes prior to the EOBT. Given that the intended delivery window for the CTOTs was as late as 90 minutes prior to the EOBT, most of the CTOTs were not delivered on schedule. In light of the trials, CAAM amended the AIP to require the airline operator to provide a flight plan at least 180 minutes prior to the EOBT.

2.2 CAAM ATFMU is planning to elevate to AMNAC level three.

2.2.1 CAAM is actively enhancing the ATFM system in order to meet the demands and capacities of the Kuala Lumpur FIR. Through cooperation with the National Slot Coordination Malaysia (NSCM), CAAM is also able to keep an eye on traffic surges.

2.2.2 From July 2023 until March 2024, a total of six training sessions involving core team members, the main ATFM unit, and operational air traffic controllers have been held in order to provide ongoing training and familiarisation to Civil Aviation Authority of Malaysia Air Traffic Flow Management personnel.

2.2.3 CAAM will continue the GDP operational trials within domestic airports to study the future need for balancing demand and capacity as well as improving communication flow between stakeholders as per guidance in Annex G-AMNAC Operating Procedure.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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