61ST CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGION

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AGENDA ITEM 4: AIR NAVIGATION

INITIATIVE FOR STRENGTHENING REGIONAL COLLABORATION IN AIR TRAFFIC FLOW MANAGEMENT

(Presented by the People's Republic of China, Hong Kong China, Singapore and Cambodia)

SUMMARY

The Asia and Pacific (APAC) region is experiencing rapid growth in air transport and increasingly interconnected cross-border operations, resulting in a more complex operational environment and greater demand for collaboration. In recent years, States and Administrations in the APAC region have accumulated valuable experience in bilateral, multilateral and sub-regional cross-border Air Traffic Flow Management (ATFM) initiatives. Building upon these achievements, strengthening regional collaboration, enhancing shared situational awareness, and improving collaborative decision-making (CDM) capabilities have become essential to supporting seamless air navigation and strengthening network resilience. This paper proposes an initiative to strengthen regional collaboration in ATFM through sharing of common situational pictures, enhanced CDM operations and information sharing in order to address future operational challenges and traffic growth requirements.

INITIATIVE FOR STRENGTHENING REGIONAL COLLABORATION IN AIR TRAFFIC FLOW MANAGEMENT

1. INTRODUCTION

1.1 The APAC region is one of the most dynamic regions in global air transport development and constitutes a critical component of the international air transport network. In recent years, driven by sustained economic growth and the full recovery of international air transport markets, cross-border flight operations within the region have expanded rapidly, and aviation connectivity among States/Administrations continues to deepen. The increasing inter-connectivity of the regional air transport network has resulted in a growing level of inter-dependency among operational stakeholders.

1.2 The ICAO Global Air Navigation Plan (GANP) and the Asia/Pacific Seamless ANS Plan both emphasize the importance of strengthening regional collaboration, promoting information sharing, enhancing collaborative decision-making, and improving operational resilience in order to achieve safer, more efficient and sustainable air transport development.

1.3 In recent years, Air Navigation Service Providers (ANSPs) within the APAC region have actively advanced the implementation of ATFM and have conducted cross-border collaborative operational practices through bilateral, multilateral and various sub-regional cooperation. As operational conditions continue to evolve and the demand for collaboration continues to increase, further strengthening regional collaborative operational capabilities, expanding the scope of shared situational awareness, and promoting synergies among existing sub-regional ATFM cooperation have become important priorities for enhancing the overall efficiency and resilience of the APAC air transport network.

2. DISCUSSION

Regional Collaborative Operations Supporting Air Traffic Growth

2.1 As air traffic continues to grow across the APAC region, the inter-connectivity of the regional aviation network has continued to deepen, and cross-border flight operations have become an essential component of the air transport system. With frequent operations of numerous international flights between States/Administrations, key air routes, core airspace and hub airports being shared on a collective basis, regional operations are taking on an increasingly distinct networked pattern.

2.2 Meanwhile, operational challenges such as adverse weather, airspace activities, volatile airport capacity and large-scale rerouting are exerting an increasingly widespread impact. Issues that were previously addressed locally have increasingly evolved into cross-border, cross-airspace and even cross-regional operational problems. Operational restrictions faced with States/Administrations tend to spread rapidly to their neighboring ones via the aviation network, impacting operational efficiency on a broader scale.

2.3 Against this backdrop, the importance of regional collaborative operations supported by common situational pictures and CDM continues to grow. Enhanced regional collaboration not only contributes to improved flight punctuality and operational efficiency, but also optimizes the aviation network’s capacity to cope with complex operational scenarios and unexpected events, and boosts the overall resilience and recoverability of the system. Regional collaborative operations are gradually evolving from a traditional coordination mechanism into a fundamental capability supporting the safe, efficient, optimization and sustainable development of regional air transport.

Promoting Regional ATFM Collaboration Supported by Common Situational Pictures and CDM

2.4 Over the past decade, ANSPs across the APAC region have undertaken extensive efforts to progress cross-border ATFM and CDM. Initiatives such as the Asia-Pacific Distributed Multi-Nodal ATFM Collaboration (AMNAC) and the North Asia Regional ATFM Harmonization Group (NARAHG) have established a series of cooperation practices tailored to regional needs and have provided a solid foundation for further collaboration.

2.5 As regional operational interdependencies continue to increase, further efforts are required to strengthen communication, coordination and collaborative development among sub-regions. An operational network covering the entire region should be pursued, leveraging technology to enhance connectivity, so as to better operationalize the *Asia/Pacific Regional Air Traffic Flow Management Concept of Operations* (Version 2.0 currently under development by the ICAO Asia/Pacific ATFM Concept Design Ad-hoc Group). This approach will facilitate experience exchange, information sharing and joint collaboration, and help deliver synergies on a broader scale.

Establishment of APAC TFCC as an Operational Enabler for Regional Shared Situational Awareness

2.6 Operational experience has demonstrated that timely, accurate and transparent information sharing can significantly improve operational forecasting and risk identification capabilities, reduce the impact of information asymmetry, and support the transition from reactive responses to proactive operational management. As cross-border operations become increasingly complex, stakeholders need not only to keep abreast of sub-regional operational conditions but also to remain informed of significant operational changes across the wider region. Developing a common understanding of the overall regional operational environment is essential for effective cross-border coordination and CDM.

2.7 Under the framework of the Asia-Pacific ANSP Committee (AAC), China, Hong Kong China and Singapore jointly initiated the Asia-Pacific Traffic Flow Coordination Call (APAC TFCC) as a structured coordination platform based on virtual conferencing. The platform enables participating stakeholders to conduct routine, real-time operational coordination and collaboration. Through APAC TFCC, participants exchange information related to traffic demand, weather impacts, planned ATFM measures, re-routing proposals, and other operational developments, thereby facilitating timely and coordinated cross-border decision-making.

2.8 During the Sixteenth Meeting of the Asia/Pacific Air Traffic Flow Management and Airport Collaborative Decision Making Steering Group (ATFM & A-CDM/SG/16), participants observed a live demonstration of APAC TFCC. The meeting noted the Terms of Reference (TOR) of the APAC TFCC and supported the proposal in harmonizing different coordination mechanisms in the region to optimize resources and minimize efforts for participating parties.

2.9 APAC TFCCs are classified into three categories in accordance with the different phases of ATFM and corresponding operational scenarios.

a) Weekly APAC TFCC (initiated on 15 September 2025): Exchange of Post-Operations Analysis (POA) results, pre-tactical MET and ATM-related information, including medium-term weather outlooks, anticipated traffic demand, and potential capacity constraints, enabling early identification of operational risks and alignment of planning considerations among participating ANSPs.

b) Event-Triggered APAC TFCC (initiated on 30 December 2025 for the first time): Provide information on an impending ATFM measure(s) that would be implemented and provide opportunity for ANSPs and stakeholders to make necessary adjustments to mitigate the impact to their operations to support the ATFM measure(s). The criteria and parameters to initiate the calls are to be developed.

c) Daily APAC TFCC (initiated on 9 February 2026): Exchange of tactical MET and ATM-related information for day-of-operations, including updated weather impacts, traffic demand, capacity-affecting factors, and a summary of ATFM measures implemented on the previous day, enhancing shared situational awareness and supporting coordinated tactical responses on traffic flow, where appropriate.

2.10 Importantly, these coordination calls also serve as a channel for all participants to identify the type, scope of detail, and urgency of information needed to be shared on a routine basis. Through continued operational use, participating States/Administrations and stakeholders can better determine the most relevant information to support CDM, thereby helping to define the minimum information required at the regional level to support a common situational awareness and effective cross-border coordination.

2.11 Participation in the coordination conferences has gradually expanded, reflecting the practical value recognized by operational stakeholders. The growing level of participation demonstrates that the initiative is driven by operational needs rather than institutional design. At present, Cambodia, China, Hong Kong China, Republic of Korea, Singapore, Thailand, and Viet Nam participate in the APAC TFCC, while CANSO and IATA participate as observers.

Vision for the Strengthened Regional ATFM Collaboration

2.12 Looking ahead, the objective of the strengthened regional ATFM collaboration within the APAC region extends beyond improving efficiency. The broader vision is to foster a more open, interconnected and resilient regional air traffic management. In support of this objective, States are encouraged to actively participate in the ICAO Asia/Pacific ATFM Concept Design Ad-hoc Group and contribute to the development of the updated *Asia/Pacific Regional Air Traffic Flow Management Concept of Operations*.

2.13 To achieve this vision, ANSPs should continue to enhance information sharing, promote the exchange of operational experience and support capacity-building activities, thereby progressively improving regional CDM capabilities. It is proposed that all participants should collaborate and develop a phased strategy for optimal ATFM solutions at the regional level. This will facilitate the establishment of a regional CDM, leverage the respective strengths of all parties, and jointly address opportunities and challenges brought by the future development of air transportation.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

a) recognize the importance of enhanced regional collaborative operations supported by common situational pictures and CDM in improving the operational efficiency, resilience and sustainable development of the air transport network in the region;

b) encourage harmonization and interoperability among existing ATFM coordination mechanisms;

c) encourage States/Administrations to actively participate in APAC TFCC to enhance cross-border ATFM operational coordination; and

d) discuss any other relevant matters as appropriate.

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