



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/6)**

Hong Kong, China, 30 July – 03 August 2018

Agenda Item 5: ATM Coordination (Meetings, Route Development, Contingency Planning)

EATMCG MEETING OUTCOMES

(Presented by IFATCA)

SUMMARY

This paper presents a brief overview of the 11th Meeting of the East Asia ATM Coordination Group (EATMCG) and the outcomes of the discussions.

1. INTRODUCTION

1.1 The East Asia ATM Coordination Group (EATMCG) is an Informal ICAO Group that is able to discuss matters that cannot be fully covered in other forums. The group consists of ANSP management personnel, ATC Supervisors and ATC Association members representing front line staff, from Hong Kong China, Japan, Philippines, Republic of Korea and Taiwan, China. The meetings are jointly organised by the ANSPs and IFATCA.

1.2 EATMCG/11 was hosted by Civil Aviation Authority of Philippines and held in Mactan, Cebu, between 10-12 July 2018. Discussions at previous EATMCG meetings have been the starting point for many successful projects in the region, including airspace revisions, the ATFM process and improved coordination procedures.

2. DISCUSSION

2.1 The uncontained growth of overflight traffic in every FIR was a common theme throughout the meeting as it directly impacts airspace capacity and overall ATM operational efficiency. It was noted that some units adjacent to the EATMCG area are regularly implementing stringent ATFM measures for traffic transiting their airspace at certain times and this inevitably affects upstream units, especially when restrictions are imposed at short notice.

2.2 The group recognized that flight scheduling is a commercial matter for operators, but it is noted that in order to serve new markets, operators are creating new major traffic flows and some ANSPs are experiencing difficulties in efficiently managing the new en-route traffic levels. The ICAO *Asia/Pacific Framework for Collaborative ATFM* document primarily lays the groundwork for managing traffic at constrained airports, although it does include some references to managing airspace capacity. The meeting hoped the document will be developed to include additional guidance material on demand/capacity balancing for congested airspace and requested the regional ATFM groups to also progress their airspace capacity management programmes.

2.3 One of the major traffic flows in the northern part of the South China Sea is between Taipei FIR and Hanoi FIR, with routes through Hong Kong airspace and Manila airspace. These routes have always been busy, but with the high growth in traffic Taipei ACC is now experiencing extreme workloads in managing congestion on these routes. To alleviate the problems and also to reduce the need for the application of ATFM measures by downstream units, Taipei ACC proposed a new parallel route to be established within the Manila FIR. The meeting was informed that the SCSTFRG is currently reviewing the South China Sea airspace structure and their priority is developing additional routes within the western part of the area. However, the proposal from Taipei ACC will be raised at the next SCSTFRG meeting that is due to be held later this year for their consideration.

2.4 With the final link in the South China Sea/East Asia region CNS/ATM upgrade process due to be put in place next week, the ICAO *Asia/Pacific Seamless ATM Plan* moves one step closer to realisation. With the prospect of a number of significant revisions and changes in ATM procedures and ATC practices taking place very soon, EATMCG discussed the timeline for the implementation of a number of changes regarding PBN-based procedures, AIDC and ATC procedures. It was agreed to adopt a phased approach to the introduction of the improvements that will promote the harmonisation of the region's airspace and procedures.

2.5 EATMCG discussions on ATFM include members from the Multi-Nodal ATFM Concept of Operations Group (Multi-Nodal) and the Northeast Asia Region ATFM Harmonisation Group (NARAHG), as well as another FIR which is positioned in the core of the region. Whilst the Multi-Nodal and NARAHG groups operate within their own spheres, Taipei ACC coordinates their own ATFM measures bi-laterally with adjacent ATFM units when necessary. The Group was advised that a meeting of the Multi-Nodal and NARAHG groups will soon be held to discuss the development of harmonised and collaborative practices between those two groups, and it is hoped that arrangements for coordination with other FIRs will also be considered during the discussions.

2.6 EATMCG agreed to establish communication with other ICAO Informal Groups in the region, including the Mekong Coordination Group and the Informal Pacific ATC Coordinating Group (IPACG), as well as the ASEAN ATM Group (G6), to coordinate plans and actions, as a change in one area often has a ripple effect in throughout the region.

3. ACTION BY THE MEETING

The meeting is invited to note the information contained in this paper.

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