



Progress of North Asia Regional ATFM Harmonization Group (NARAHG)

ATFM Workshop Asia Pacific 2014 (Day3)

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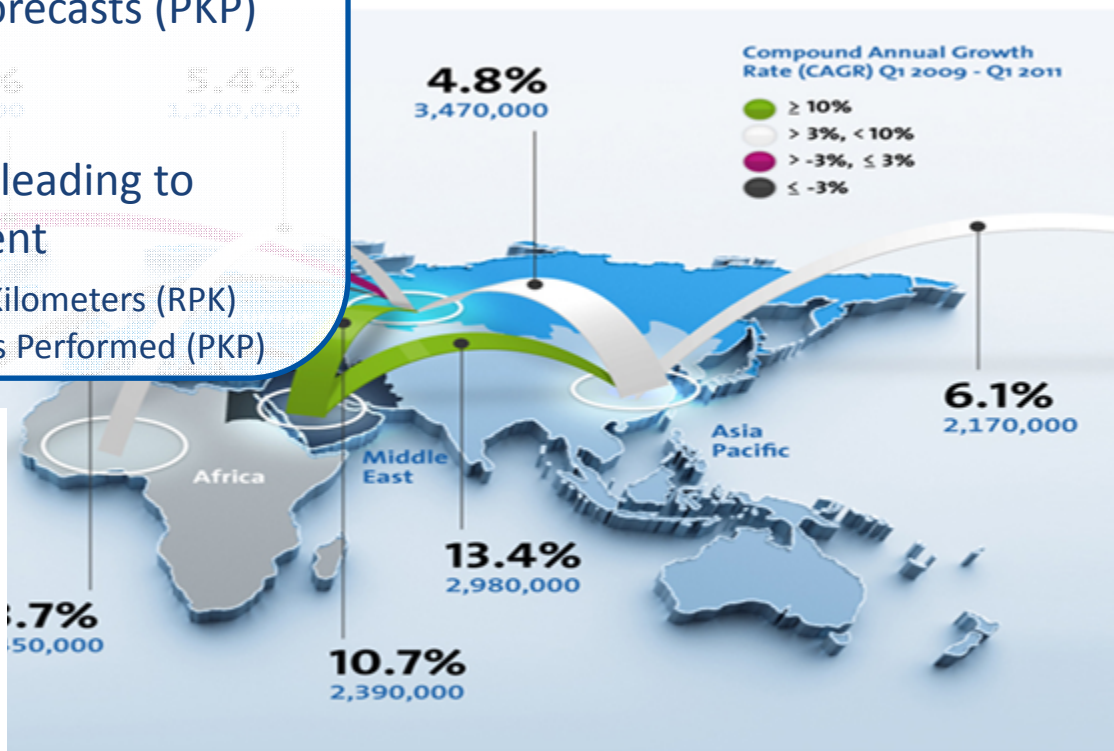
Why we need sub-regional ATFM

In APAC

- 8,086,343 scheduled departures (2013)
 - 30% share in terms of world RPKs (2012)
- Medium-term Passenger Traffic Forecasts (PKP)
 - +6.4% (2014)
 - +6.8% (2015)
- Foster international collaboration leading to optimal, seamless ATM Environment

*Revenue Passenger-Kilometers (RPK)

*Passenger-Kilometers Performed (PKP)



g in domestic growth. Domestic

14% India by 14%



Why we need sub-regional ATFM

- ATFM is one of the ICAO's highest priorities according to Global Air Navigation Plan
- Annex 11, Air Traffic Services recommended that "ATFM should be implemented on the basis of regional air navigation agreements or, if appropriate, through multilateral agreements."
- ICAO DOC9971 also recommended that "In any case, it is important that the procedures applied during the implementation process be developed in a harmonized manner among the various States to avoid risks to operational safety and efficiency. This entails defining a national and international strategy to facilitate and harmonize the implementation process."



- This harmonization effort is targeted to support China, Japan and the Republic of Korea as one of the largest aviation sector in the APAC region which will benefit greatly with the introduction of a harmonized ATFM/CDM operation





Objective of NARAHG

- The objective of NARAHG is to achieve implementation and harmonization of ATFM/CDM procedures and practices to support international flights in North Asia with the aim to develop a concrete operational improvement.

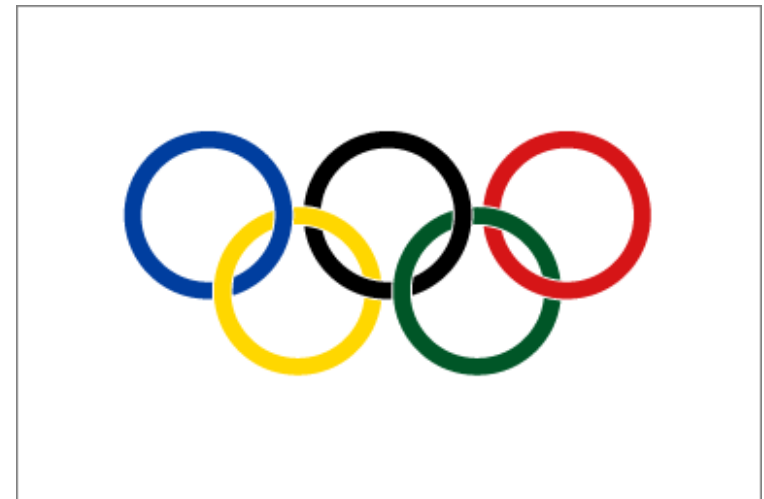


New ATFM centers

- China and the Republic of Korea have plan to establish new ATFM center in 2017
- ICAO APAC RSO will support China and the Republic of Korea on implementation of their ATFM centers



- **Additionally, the harmonization effort aims to support important up-coming international events**
 - 2018 Winter Olympics in Pyeongchang, ROK
 - 2020 Summer Olympics in Tokyo, Japan





NARAHG meetings

- **1st meeting of NARAHG**
 - 21-22 August, Beijing China
- **Side-bar meeting during ATFM/SG/4**
 - 2-3 December, Bangkok Thailand
- **2nd meeting of NARAHG**
 - 14-16 January, Fukuoka Japan



Outcomes from NARAHG/1





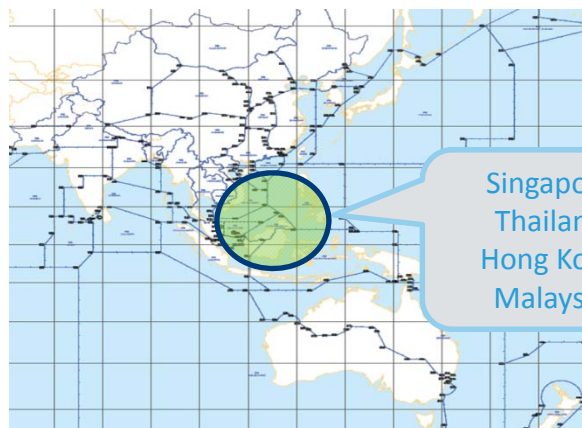
Outcomes from NARAHG/1 (cont'd)

- Terms of Reference (TOR) has been agreed among three States
- All three States shared openly on the status of their existing ATFM/CDM systems and future plans
- They also shared on the current air traffic situations and constraints and how they envisage the NARAHG to support in resolving these constraints

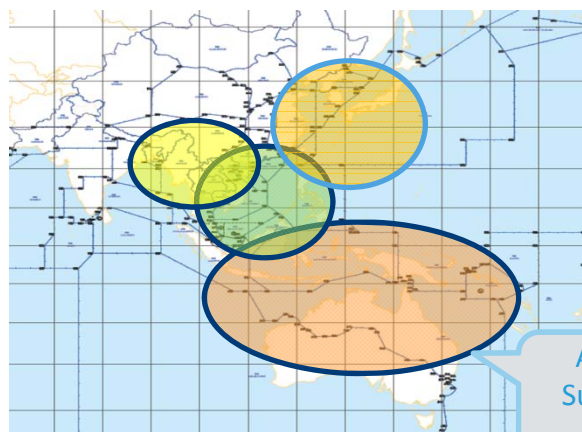


Outcomes from NARAHG/1 (cont'd)

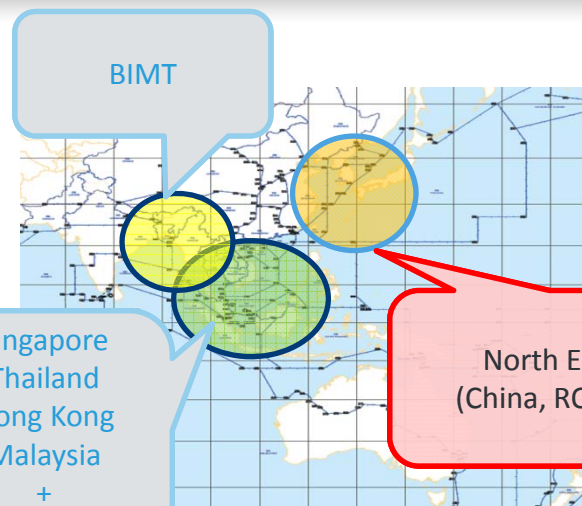
- The meeting agreed to break the work program activities into smaller parts to allow for near term accomplishments of NARAHG
- This included working on a post operations analysis for the identified traffic flow between Dalian – Incheon – Fukuoka
- The meeting also agreed to develop a simplified version of an ATFM daily plan that could be shared among the 3 States listing those issues of concern



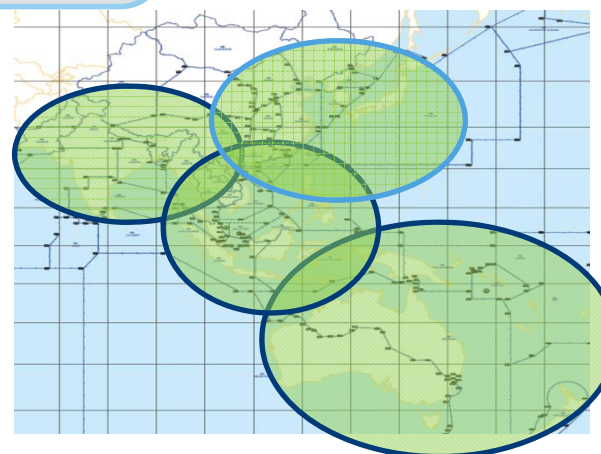
2013



Sub-Regional ATFM



2014



Harmonized Regional ATFM



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and Caribbean
(NACC) Office
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Beijing

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(APAC) Office
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THANK YOU