



International Civil Aviation Organization

The Third Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/3)

Singapore, 10 – 14 March 2014

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

CURRENT CDM/ATFM STATUS IN MIDDLE SOUTH REGIONAL AREA IN CHINA

(Presented by CHINA)

SUMMARY

This paper presents current CDM/ATFM status in the Central and Southern regional area in China.

1.1 The ATFM in China is divided by national, regional and terminal three levels. The ATM in six provinces in central and southern China, including Henan, Hubei, Hunan, Guangdong, Guangxi, and Hainan, is managed by the Middle South Regional Air Traffic Management Bureau CAAC.

1.2 The CDM/ATFM work in central and southern China is managed by regional and terminal (airport) ATFM agencies. And the deployed functions include collaborative departure management, arrivals prediction, monitoring and alerting for demand/capacity imbalance situation.

1.3 The main objective for collaborative departure management is to set up a safe, efficient and ordered flight operational environment, to balance the demand and capacity, avoid airborne delay, optimize the surface movement, and reduce taxing and onboard waiting time.

1.4 The work procedure of collaborative departure management in central and southern China is co-participation and distributed management. For the real time flight departure management, the

1.5 Primary responsibility of the regional ATFM agency is to calculate the CTOT slots for the departure flights from all the airports within the jurisdiction. The primary responsibility of the terminal and/or airport ATFM agency is to optimize the takeoff sequence, off-block sequence, and improve the runway capacity utilization.

1.6 The major traffic flows in central and southern China are mainly included in route A461, A599, and B330 etc. In case of traffic restrictions from the downstream ATFM unit, the departure times for all affected flights will be calculated.

1.7 In collaborative departure management, the flight with FPL will be added to the departure list 2 hours before the EDT/EOBT. In principle, the CTO, CTOT and COBT of flights should be sent to the relative ATC units 90 minutes before EOBT. And in the meantime, the COBT will be sent to the airports and Airline operators clients.

1.8 The information sharing is accomplished by the Airport-CDM platform. Based on the

information sharing, more accurate prediction for the flights flow can be achieved, and the efficiency of the ATFM strategies may be improved. The flight departure slots can be swapped by airline operators to satisfy the performance requirement. Airports can get the resources use plan (e.g. gates occupancy plan) and make an arrangement in advance.

Procedure and Status

1.9 In July 2012, the collaborative departure management trial operation began to manage the traffic departing from ZGGG and ZGSZ and joining the route A461. In June 2013, the airports involved extended to ZHCC, ZHHH, ZGHA, ZJHK and ZJSY, and the routes A599 and B330 are also included in collaborative departure management.

1.10 Currently, the main Airline operators in China, including China Southern Airline, Air China, China Eastern Airlines, Shenzhen Airlines, Hainan Airlines, and Xiamen Airlines, have already participated in the collaborative departure management.

Cooperation with HK CAD

1.11 Recent years, the Middle South regional ATMB CAAC has built in-depth cooperation with HK CAD in CDM/ATFM. Many workshops have been held for discussing the working rules, the functions and framework of the CDM/ATFM. In Feb 2014, an evaluation version software of collaborative departure management tool is provided to HK CAD with the following functions:

- a) Receive the scope and information of the affected flights by collaborative departure management system.
- b) Receive the CTO and CTOT time for the flights departing from VHHH.
- c) Input the TTO information for the affected flights.
- d) Swap the CTO according to the real time situation.

1.12 Currently, the specialists in HK CAD is testing and evaluating this collaborative departure management system.

2. ACTION BY THE MEETING

2.1 The meeting is invited to:

- a) Note the information contained in this paper.

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