



*International Civil Aviation Organization*

**The Fourth Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/4)**

Bangkok, Thailand, 1 – 5 December 2014

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**Agenda Item 5: Development of Regional ATFM Framework**

**INFORMATION SHARING AND STATISTICS ANALYSIS TEMPLATES FOR ATFM INITIATIVES IN JAPAN**

(Presented by Japan)

**SUMMARY**

This paper provides the information of templates of information sharing and statistics analysis for ATFM operations, which are used in ATM initiatives in Japan.

**1. INTRODUCTION**

1.1 Japan commenced the operation of Air Traffic Flow Management (ATFM) in domestic airspace from 1994. In 2005, we added the function of ASM (Air Space Management), Oceanic Management, and established Fukuoka Air Traffic management Center (Fukuoka ATMC). Following that, we kept trying to improve the ATFM operation among Flight information Region (FIR) such as the conclusion of Letter Of Agreement (LOA) regarding International ATFM operation with Incheon Area Control Center (ACC).

1.2 In the domestic operation, we implement ATFM at en-route Sectors and some major airports such as Tokyo International airport (Haneda). Related organizations (4 domestic ACCs, major terminal air controls facilities, related airline companies, Japan Meteorological Agency (JMA) and Japan Air Self Defense Force (JASDF)) facilitate effective information sharing through publishing OP (Operation Plan) decided by teleconference twice a day under the concept of Collaborative Decision Making (CDM).

1.3 We also hold ATM Service Conference that stakeholders attend biannually to promote the implementation of ATFM Initiative. In this conference, we conduct ATM SERVICE OPERATIONAL ANNUAL REPORT regarding ATFM performance and results of time management (including statistic data) and make use of it for discussions of introduction of new ATFM methodology.

1.4 To promote efficient CDM at ATFM operations (ATFM CDM: decision making between stake holders), ANSPs need to propose their working plan to stakeholders in advance. Furthermore, during the implementation, the plan should be always updated and shared with stakeholders. In addition, by analyzing the result of the plan thoroughly, we can specify bottleneck. Eventually we expand the capacity of airspace though the development of better operation method.

1.5 By this means, sharing operation targets and reports of current status and results are one of necessary activities at ATFM CDM.

## **2. DISCUSSION**

2.1 As a first action of ATFM CDM, we can share the information of traffic flows in target airspace. This information sharing doesn't need introduction of any specific systems. We can start from what we can do. It will help to deepen the knowledge of ATFM though analyzing the traffic flows. Eventually it gives you the good experience to promote ATFM CDM.

2.2 There are two kinds of traffic data we should share among Stakeholders. One is real-time data and another is statistics. For the first step, starting with statistic data is easier and cheaper.

2.3 We will introduce an example of ATFM Daily Plan currently operated in Japan and template of statistic data below.

### ATFM Daily Plan (OP) and Statistic Data

2.4 An example of the ATFM Daily Plan (OP), and a template of Statistical Data on the Annual Report of Fukuoka ATMC, are provided in a separate presentation.

### Conclusion

2.6 Real-time information sharing that lead the accomplishment of ATFM CDM can't be done without ATFM system or equivalent system. Also, network construction for it needs time and cost. For the construction of network for International ATFM, establishment of permanent evaluation committees is found to be useful to decide the standard items for information sharing and consider the issues which derived from the sharing data.

2.7 We will continuously consider the templates introduced in this paper with ICAO and other related countries to utilize for the implement of sub-regional ATFM such as NARAHG.

## **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) note the importance of templates of ATFM data exchange ; and
- c) discuss any relevant matters as appropriate.

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