



Agenda Item 7: ANSP Coordination and Civil/Military Cooperation

Introduction of North-Asia ATFM Harmonization Group (NARAHG)

(Presented by the APAC RSO of ICAO)

SUMMARY

This paper presents the collaborative efforts among China, Japan and the Republic of Korea, on the establishment of the North-Asia Regional ATFM Harmonization Group (NARAHG) and its progress in utilizing ATFM coordination to manage future air traffic situation in this region.

1. INTRODUCTION

1.1 ATFM/CDM is one of ICAO's highest priorities according to Global Air Navigation Plan (GANP) and ICAO 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."*

1.2 Air Traffic Flow Management and Collaborative Decision Making (ATFM/CDM) contributes to enhancing safety, efficiency, cost effectiveness and environmental sustainability of Air Traffic Management (ATM). Current air traffic situation signals the needs to introduce a harmonized ATFM/CDM operation within North East Asia. These conditions include the fact that traffic volume has been increasing rapidly in the APAC region as shown in the chart below.



1.3 ATFM/CDM harmonization in North Asia will include participation from China,

Japan and the Republic of Korea. 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. Additionally, the harmonization effort aims to support important up-coming international events such as 2018 Winter Olympics in Pyeongchang, ROK and 2020 Summer Olympics in Tokyo, Japan. These important international events, along with a foreseeable continuing growth in air traffic activities in North Asia, will result in a massive demand on effective air traffic management planning, procedures and practices - thus strengthening requirements for harmonized ATFM/CDM operations and early preparations.

1.4 Therefore, it is important that procedures applied during the ATFM/CDM implementation process be developed in a harmonized manner among States in the North Asia region to avoid risks on operational safety and efficiency. This is also taking into consideration that China and the Republic of Korea already have plans to establish their ATFM Centres in the near future and noting that Japan has significant experience in the operations of ATFM.

1.5 At the 3rd meeting of the ICAO Asia and Pacific ATFM Steering Group (ATFM/SG/3) in March 2014, ICAO APAC Regional Sub-Office (RSO) was entrusted by China, Japan and the Republic of Korea to facilitate the establishment of the North-Asia Regional ATFM Harmonization Group (NARAHG).

2. DISCUSSION

Harmonization Group

2.1 In this harmonization group, ICAO through the APAC RSO will serve as a facilitator, coordinating progress meetings with a focus on harmonization of ATFM/CDM implementation in accordance to ICAO Collaborative ATFM Manual (Doc 9971) and ICAO APAC Regional ATFM Framework as developed by ATFM Steering Group. China, Japan and the Republic of Korea have agreed to the establishment of this harmonization group and has requested for ICAO APAC RSO to support the work program. States will be responsible to hosting these meetings as coordinated and providing reports on the progress of the harmonization status and plans. A harmonized set of ATFM/CDM technical and operational communications protocol and procedures describing ATFM operations among the three States will be the targeted early deliverable.

2.2 With the assistance of the ICAO APAC RSO, NARAHG aims to achieve harmonization of ATFM/CDM in North Asia through introducing a cost effective means of operations, and timely and effective coordination. With the development of this harmonized technical and operational communications protocol and procedure, States can aim to achieve a concrete operational improvement. Upon satisfactory progress of NARAHG, this will serve as a very good demonstration for other sub-regions in APAC who have similar interest in implementing a harmonized ATFM/CDM.

Participation

2.3 During the 1st meeting of NARAHG held from 21 – 22 August 2014, all 3 States agreed on the proposed Terms of Reference (TOR). This will set forth the commitment of the 3 States and the various conditions and arrangements that subsequent discussions will be based upon. All 3 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.

Conclusion

2.4 The 2nd meeting of NARAHG will be held from 14 – 16 January 2015 in Fukuoka, Japan, which will include a visit to the Fukuoka ATFM Centre. This will allow the other 2 States to witness and gain a greater appreciation of ATFM operations at the Fukuoka ATFM Centre. The progress of the NARAHG will be shared at relevant forums to provide an update and create greater awareness of the activities in the North Asia.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate

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