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VATM

ICAO APAC/MID ATFM-FF-ICE Seminar 2025

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The experiences of implementing ATFM in Vietnam

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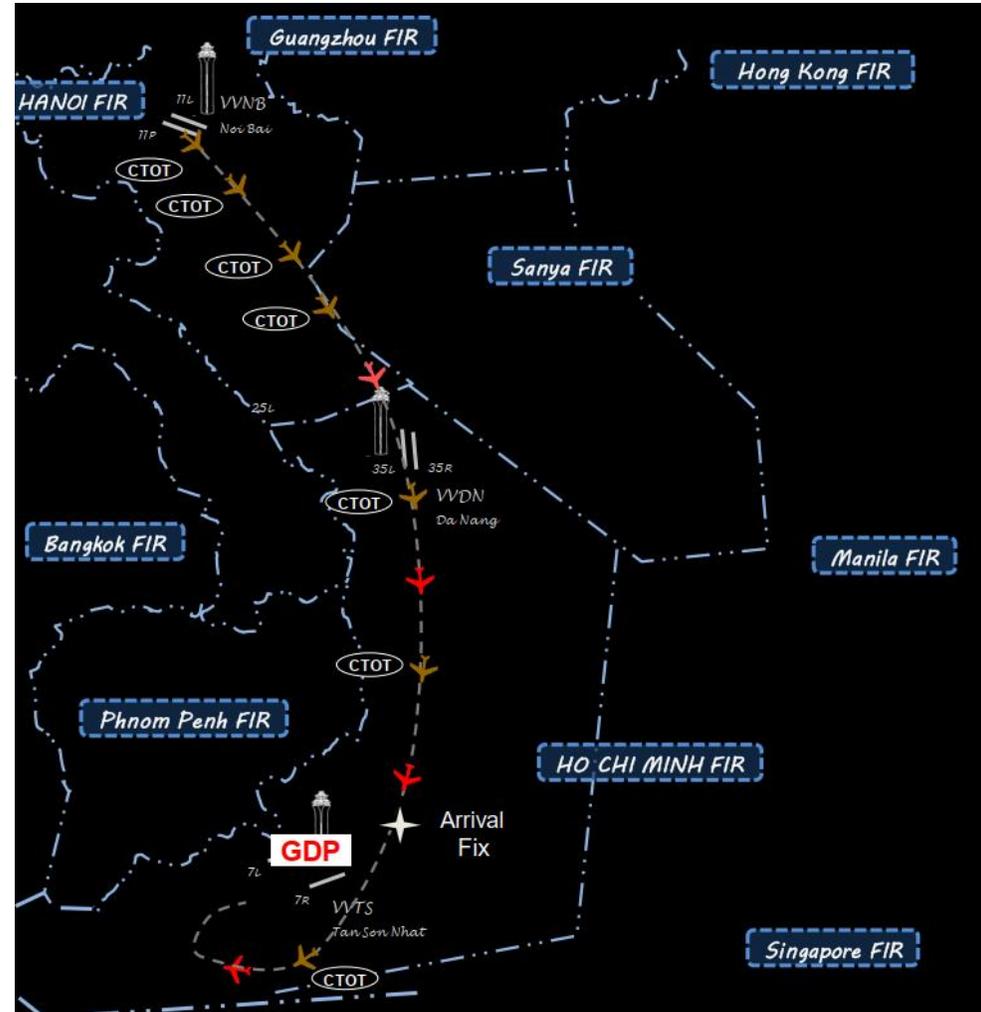
Manager of Division of ATFM Services

Vietnam Air Traffic Flow Management Center - VATM

Introduction

The Air Traffic Flow Management Center was established in 2016 based on restructuring the Air Traffic Control & Coordination Center with the following functions:

- Deploying ATFM in Vietnam;
- Coordinating flight operations at airports nationwide, in Vietnam's airspace and airspace under authorized management by Vietnam.
- Managing flight permits under the authorization of the Civil Aviation Authority of Vietnam.

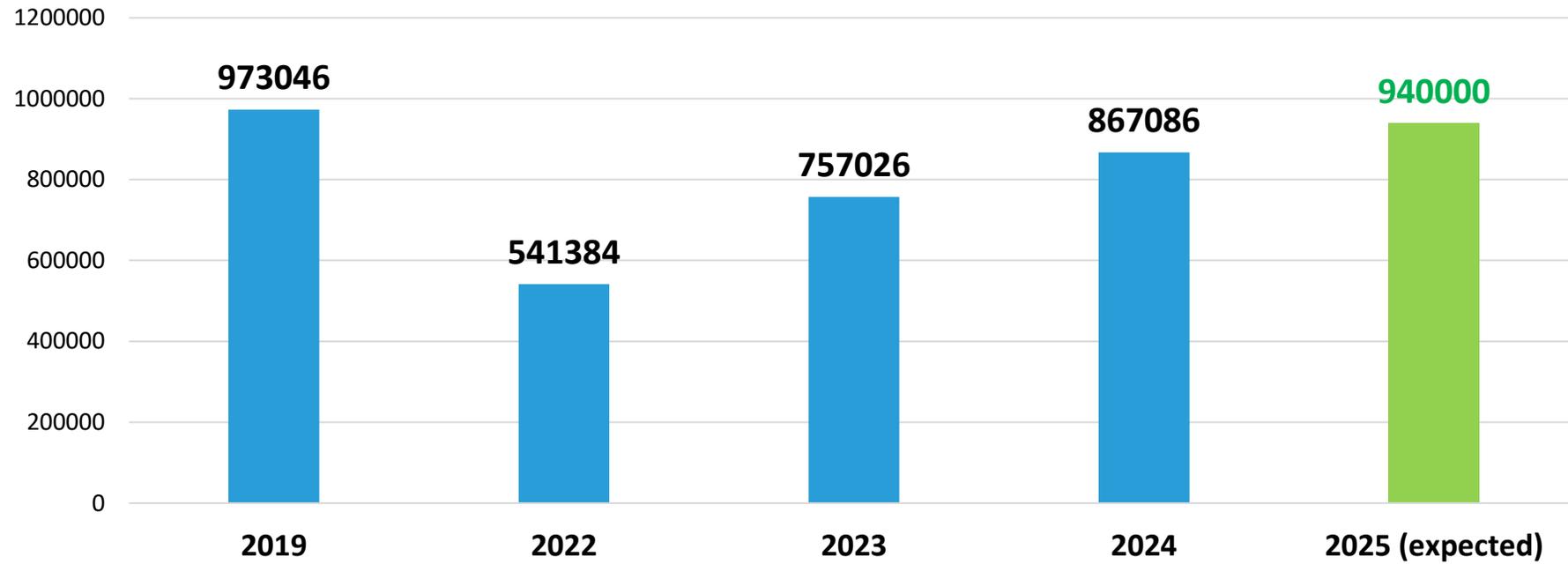




VATM

Introduction

Total Flights

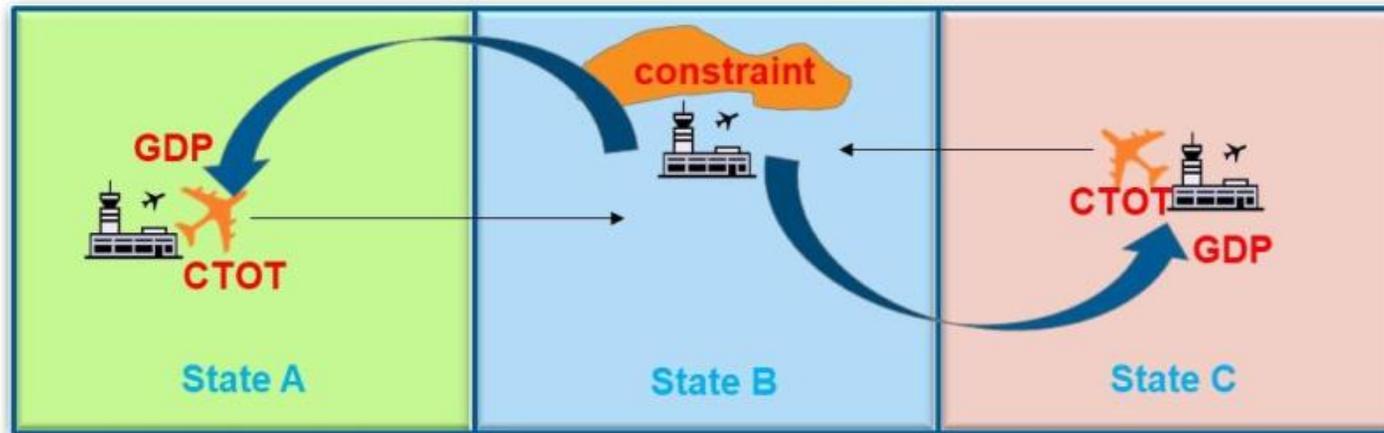


Introduction

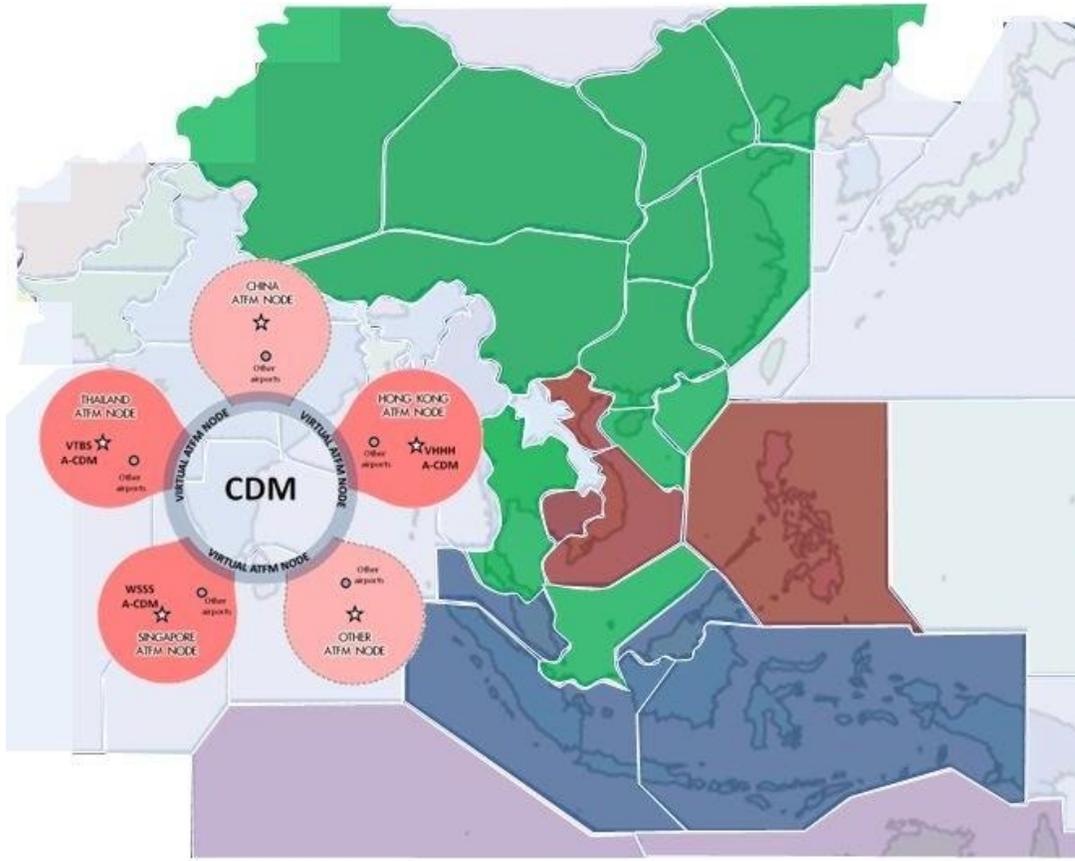


AMNAC

VATM's participation in AMNAC means that Vietnam can coordinate with member countries in the region to implement cross-border ATFM measures, ensuring a balance between demand and capacity of airspace and airports, thereby optimizing overall capacity and increasing operational efficiency for flight operations in Vietnam as well as in the region.



AMNAC

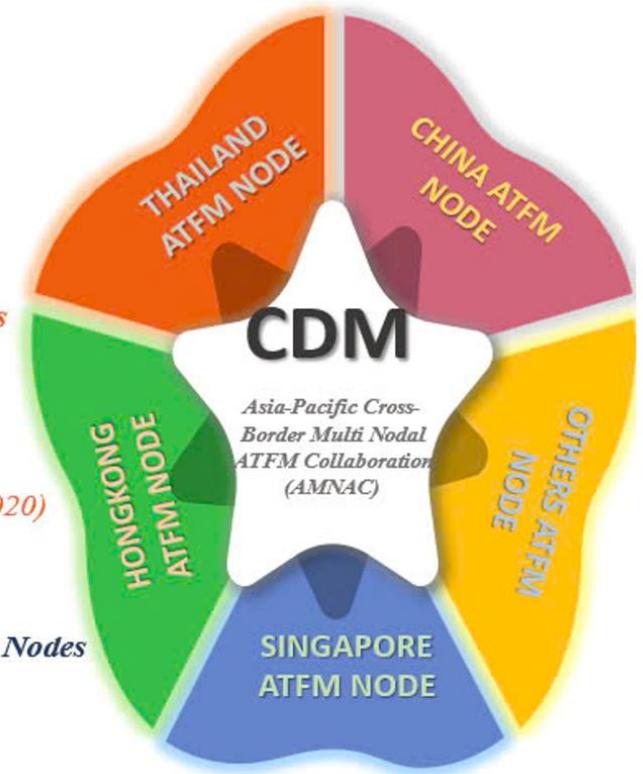


Vietnam has participated in Asia-pacific Cross-border Multi-nodal ATFM Collaboration (AMNAC) since 2016 with the following roadmap:

- Participate at Level 1 as an Observer since 2016;
- Level 2 trials since 2017 and officially apply from April 2020;

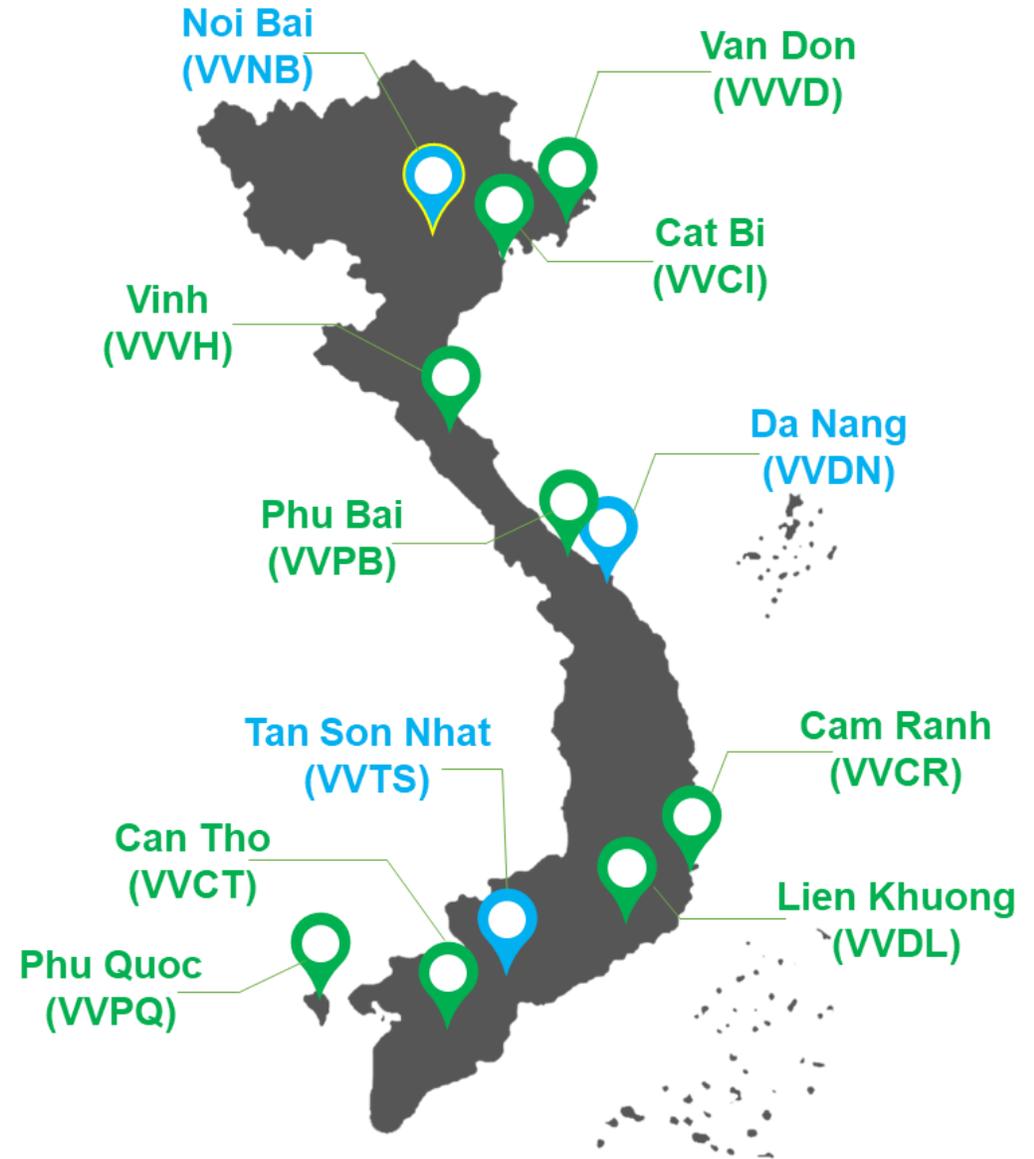
AMNAC

Vietnam has officially applied ATFM Level 3 procedure from July 11, 2024, and can regulate air traffic flow by calculating and issuing calculated take-off times (CTOT) for flights to and from Vietnam airports under reduced throughput capacity conditions.



Introduction

The Procedure of ATFM Multi-Nodal is applied to all airports in Vietnam, including 11 international airports.



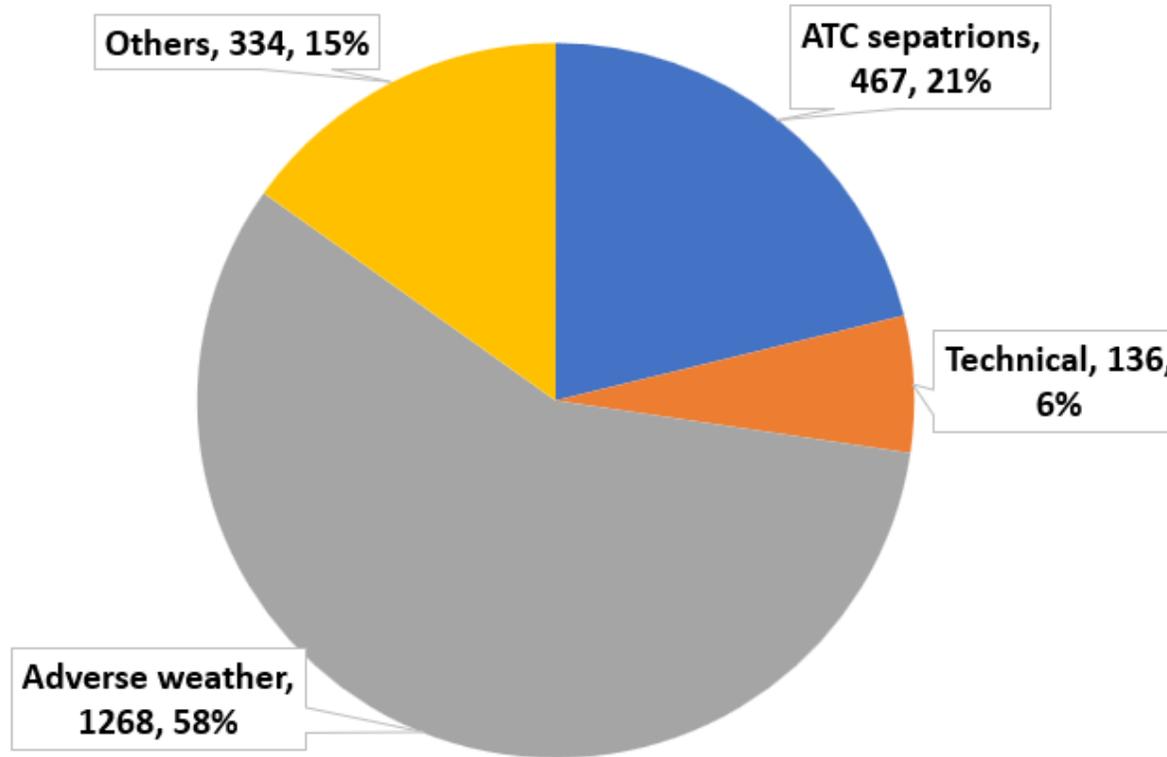
Domestic ATFM

From May 1 to August 12, 2023, before applying the Procedure of coordination to regulate air traffic flow in adverse weather conditions and ATFM level 3, the number of flights affected by adverse weather was 2,361, accounting for about 90% of the number of flights that had to hold in the air and divert to alternate airports, the rest were due to other reasons such as technical reasons, ATC separation...



Domestic ATFM

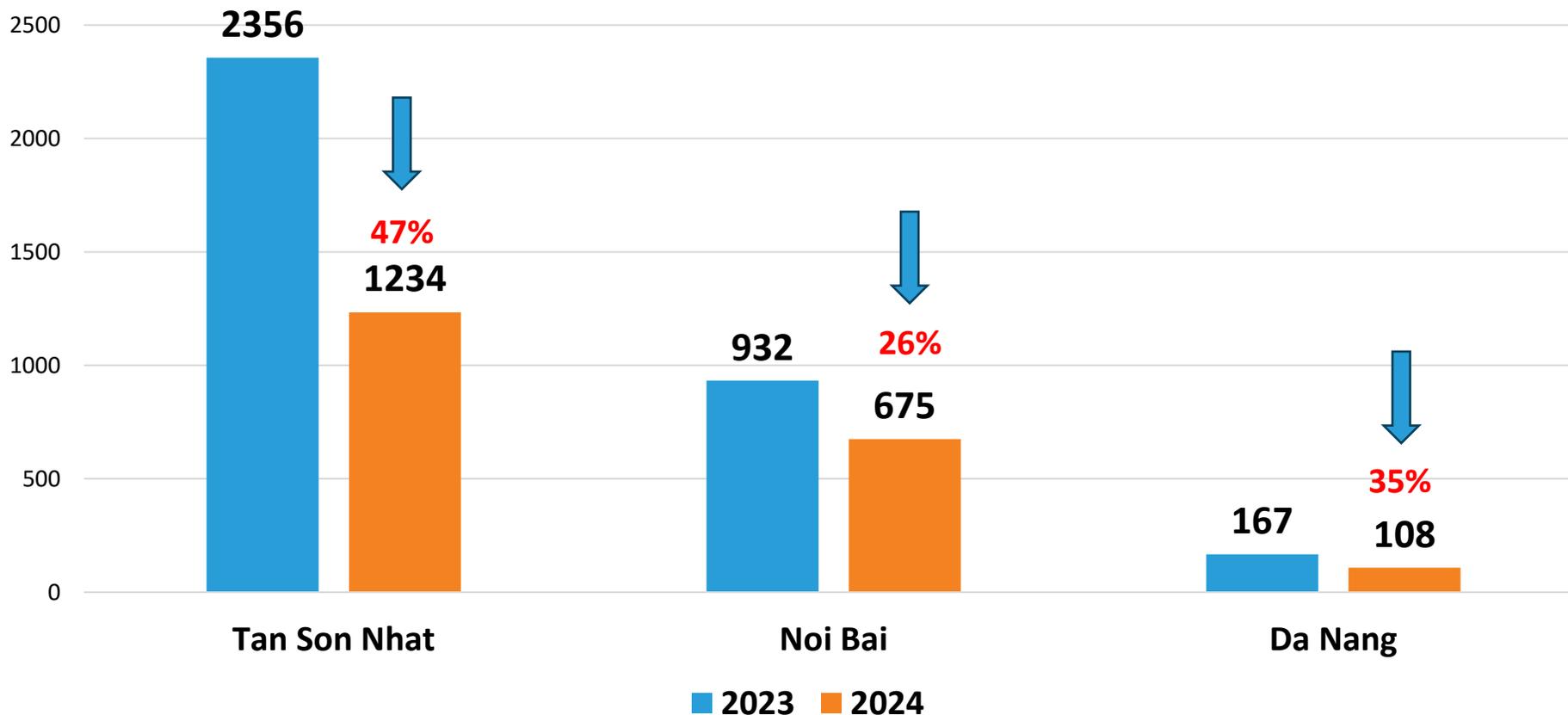
Rate of flights holding in the air



In 2024, the number of aircraft held in the air due to weather reasons decreased to 1,268 flights, half compared to the same period in 2023.

Domestic ATFM

Flights holding in the air due to weather



Challenges

- Some sectors are congested due to demand exceeding capacity.
- Weather forecasting capabilities are limited, and accuracy is only guaranteed for a short period of time, leading to low effectiveness of ATFM measures.

ATFM Scenario Planning: Ensures manageable ATC environment

The complex block contains two maps side-by-side. The left map shows a flight path over the Atlantic Ocean with a blue circle labeled 'Delay Management Program' at a specific point. The right map shows a flight path over the Atlantic with a yellow circle labeled 'Significant Weather' and a white arrow labeled 'A1' pointing to a rerouted path.

Reduce demand and manage constraints via ground-delay management

Reduce demand and manage constraints via coordinate reroutes

Thank You

