



ATFM Implementations

What would Australia do differently

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- Feb 2012 - technical commissioning of software - System ready for operational deployment
- Late March 2012 was implemented at Sydney and Perth Airports replacing the out-dated Central Traffic Management System (CTMS) with an automated, user interactive system
- The initial Calculated Off-Blocks Time (COBT) compliance parameter was -5 minutes to +30 minutes.
- Unlike CTMS, ATC were given visibility of program compliance by individual flights, and for the first time, were in a position to take action against early non-compliant flights through de-prioritisation in the arrival sequence.
- Airservices expanded ATC managed compliance protocols through the introduction of towered airport compliance – clearance withheld until COBT; unless operational requirements or gate congestion dictate otherwise.
- In August 2012, we commissioned software version 2.2 – the first major post-implementation release.

- In November 2012, an initiative of Brisbane Airport Corporation, a schedule slot system was introduced at Brisbane airport – the Runway Demand Management Scheme.
- In December 2012, the COBT compliance parameter was reduced to COBT -5 minutes to COBT +15 minutes
- In December 2012, we introduced procedures for the de-prioritisation of late non-compliant flights.
- A Ground Delay Program was implemented at Brisbane Airport 19 December 2012, the first Australian airport to employ the new system that was not previously using an automated Air Traffic Flow Management system.
- Perth airport introduced a schedule slot system in February 2013 – the Perth Airport Schedule Coordination Scheme.

Implementation timeline for ML GDP

Activity	Indicative Time
1. ATC training	2 – 20 Dec
2. ATC and Industry Procedures published (AIP Sup, ATFM User Manual, ATFM Business rules)	By 31 Jan
3. Airline training preparation	17-21 Feb
4. Airline training and ATC refresher training	24 Feb – 7 Mar
5. Go / No Go check point	5 Mar
6. Operational Trial	10 Mar – 14 Mar
7. Publish live program	14 Mar
8. Go Live	<u>15 March 2014</u>
9. Support week	15 Mar – 21 Mar

Implementation Support

Airservices Support available

- **Airline and airport briefings – in house, or at Airservices**
- **Access to Harmony. Use of Airservices training packages for internal training. Assistance with interface configuration. Airport user training upon request**
- **On call assistance pre and post implementation**
- **Dedicated project team support during transition period**
- **NOC support – during trial and implementation and ongoing post implementation**
- **Other support requests?**

Lessons learnt

- **ATFM benefits from a good airport slot scheme**
- **Airspace user commitment to ATFM**
- **ATFM System Knowledge and processes**
- **Ensuring the correct data is been represented**
- **Airline Procedures to Support ATFM with their stakeholder**
- **Airline Operations ATFM Resources**
- **Communication with Flights about new CTOTs**
- **On Time Performance**
- **Not all airports are the same – some have restrictions!**
- **Adherence to CTOT by Pilots**
- **Business rules review**
- **User prefers system restrictions instead of business rules**

Recommendations

- **Re-education**
- **Pilot awareness programs**
- **Road shows**
- **More shared information**
- **Simple user manuals**
- **Improve Knowledge/ Understanding**
- **Assist Airline Operations Centres in Improving Internal Processes**
- **Include airport operators**
- **Better to have strategic airport slot management before deploying full time ATFM Measures**
- **Consider using ATFM measures only when required**
- **Improve adherence without the need for tactical penalties**
- **Reduced compliance window**
- **Better information on delays and reasons for delays to passengers**
- **Fair play – important and ATFMU plays an important role to ensure this**



Thank You
Terima kasih