

Agenda

- What has been done elsewhere?
- Is ATFM/CDM required?
- Who is going to drive ATFM/CDM implementation?
- How will it work?
- What is required for Africa?
- How do we find out what is required?

What has been done in other countries?

- Domestic ATFM
 - USA, South Africa, Colombia, Australia, Japan
- Centralised ATFM
 - USA, EUROCONTROL
- Regional ATFM
 - EUROCONTROL
- Cross Border Multi-Nodal ATFM
 - APAC
- CDM- Situational Awareness
 - CADENA



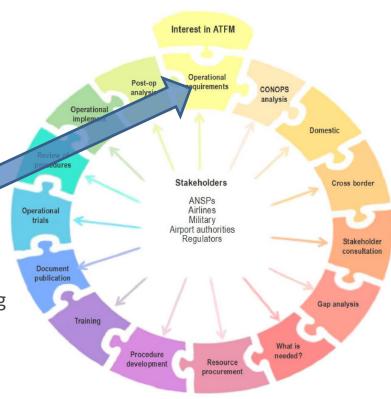






Is ATFM/CDM required

- ICAO Requirement Annex 11 DOC9971
- Some guestions to be answered
 - Is there a lack of predictability
 - Is there a demand and capacity monitoring ability
 - Does excessive airborne holding exist
 - Have elapsed times increased over time
 - Is there excessive speed control and radar vectoring
 - Does demand exceed capacity
 - Does weather have significant impact on capacity
 - Do military operations/VIP movements impact capacity



If ATFM/CDM is required, what next?

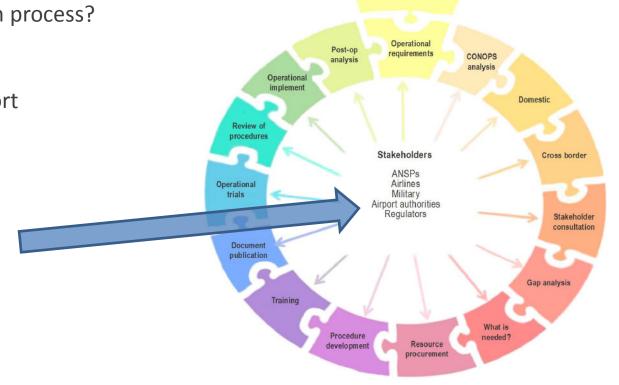
- If answer to above questions are yes, then
 - Process needs to begin.



Who will drive implementation?

 Who will take initiative to commence with the ATFM/CDM implementation process?

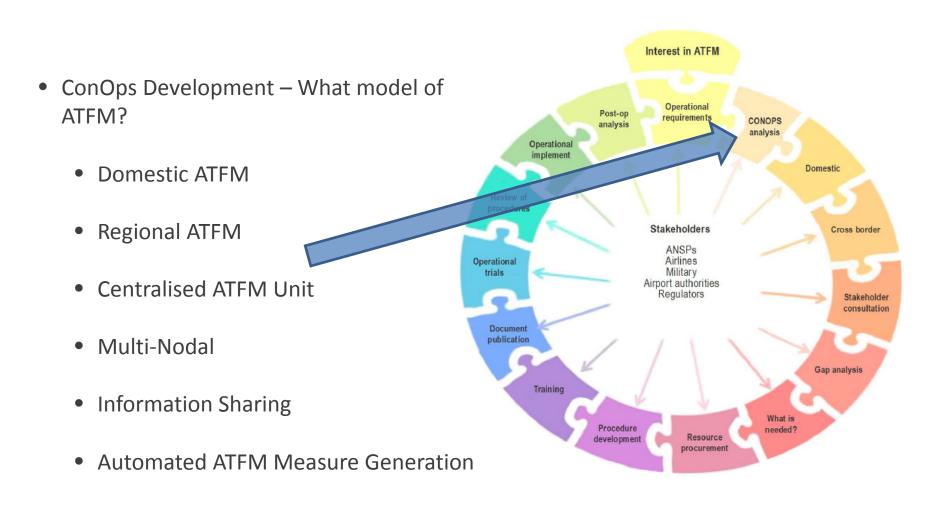
- APAC CANSO
 - ANSPs ICAO Support
- CADENA- CANSO
 - ANSPs
- Middle East ICAO
 - ANSPs
- South Africa ANSP



Interest in ATFM

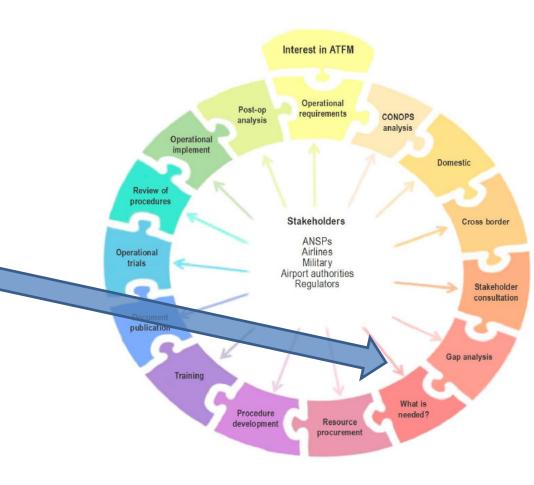
Needs commitment from all stakeholders

How will ATFM/CDM work?



What is needed to make ATFM/CDM work?

- What resources are required to implement ATFM/CDM?
 - What processes, systems exist?
 - Do existing structures and processes suffice?
 - What automation is required?
 - What staffing is required?
 - Executive Management support.



Conclusion

- Required decisions:
- Is ATFM/CDM required?
- If it is required when is it going to happen?
- Who is going to drive the process?
- How will it work?
- What do we need to do to make it happen?
- Where do we go from here?

Thank you!



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