



ICAO

International Civil Aviation Organization

Tenth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/10)

Video Teleconference 04 – 08 May 2020

Agenda Item 4: Review of Current CDM/ATFM Operations and Problem Areas

UPDATE ON ATFM OPERATIONS

(Presented by India)

SUMMARY

This paper presents the status of ATFM implementation and the integration of ATFM with Airport CDM at major Airports in India. It also highlights the challenges envisaged in the implementation process of the same.

1. INTRODUCTION

1.1 ATFM was planned to be implemented in phased manner in India with the Central Command Centre(CCC) located at Delhi as the nodal center for ATFM implementation and supported by Flow Management positions(FMPs) at designated Air Traffic Control Towers, Approach and Area Control Centers.

1.2 Phase-I implementation included activation of 36 Flow Management positions in different ATS units including 8 joint civil –military Airports and application of Ground Delay Program(GDP) and Ground Stop Program(GSt) to regulate traffic (resolve Demand Capacity imbalance) at constrained Airport.

1.3 Phase –II implementation process includes the integration of ATFM and Airport CDM of 4 major and 12 satellite Airports to increase the operation efficiency and situation awareness of all the stakeholders. Airport CDM of 4 Major Airports- Mumbai, Kolkata, Chennai and Delhi Airport is already integrated with the ATFM system. Phase-II also includes addressing the demand capacity imbalance in Airspace in addition to any imbalance at any Airport through Airspace Flow Program such as Miles/Minutes in trail, Sequencing Programs (Arrival, Departure, En-route), Fix Balancing, Re-routing etc.

1.4 Since the Airspace Flow Program requires proactive participation of FMPs and Air traffic controllers, it has been decided to use In- trail and Sequencing programs initially so as not to overwhelm all and gain enough expertise to smoothly undertake other Airspace Flow Programs. A meeting with all stakeholders including the ATS in charges, Airlines, Regulator, Military cell and Airport Operator has already been conducted. An in-house training on Phase –II System functionality has already been conducted for CCC officers. FMP and ATC training on Airspace flow programs is in pipeline followed by one-month of trial operations. Post successful trials after addressing and mitigating any shortcomings observed, we propose to go fully operational with Airspace flow programs on identified hotspots.

1.5 Beta version of the ATFM portal is ready (**URL: atfmaai.aero/portal**). Relevant ATFM data and document is available for all the viewers. ATFM Daily Plan(ADP), Execution Report of the ATFM measures (CDMs), Revised CTOTs, Post Operations Analysis of the daily CDMs etc. is shared with all stakeholders through the portal also.

2. DISCUSSION

2.1 Correct and timely updated flight intent in SKYFLOW (ATFM System) is one major challenge faced during all CDMs. The data inaccuracy is more pronounced for ATFM measures initiated during evening hours, as the flight intent isn't updated by initiating appropriate AFTN messages by Airlines as the day progresses. This might be very challenging during Airspace Flow Programs also.

2.2 AAI has continuously engaged with Stakeholders (Airlines, Airport Operators) on this aspect. In order to encourage more flexible information sharing AAI has introduced an On Line Flight Planning (OFPL) web based system for easier interaction. The Stakeholders are encouraged to make use of this facility for FPL filing, updates or cancellations. Initial feedback from Stakeholders has been encouraging and AAI will further enhance the capabilities progressively.

2.3 The experience of previous year shows that CTOT Compliance has been hovering just around 60% from April'19 to March'20 with a compliance window of minus 5 to plus 10 minutes. The Airspace related Flow Programs, however require a more stringent compliance window in order to achieve better and more precise flow rates. The challenge is to achieve CTO compliance of -3 to +3 minutes with the same CTOT compliance window for Airspace Flow Programs. AAI is planning to conduct several table top exercises followed by operational trials to understand the implications of different Compliance window(s) for Airport and Airspace Flow Programs. The trials will also help us in coming up with better and effective communication protocols to all stakeholders, with less ambiguity.

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.

.....