

ATM Automation System

Support to the Airlines

Operational Efficiency

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Background



Background

1. Currently IATA has three liaison desks globally to assist airlines in the daily operation, the FAA liaison desk (D.C, USA), China ATFM liaison desk(Beijing, China) and Europe liaison desk(Brussels, Belgium);
2. For the past two years, China ATFM liaison desk has assisted airlines with more than 1200 cases. According to the statistic, more than 60% requirement from airlines is pertaining to the pre-flight management issues, one top concern is the flexible use of entry/exit points;
3. We will discuss the ATM Automation system support to this requirement.

Airlines Operational Requirement

20 October 2020

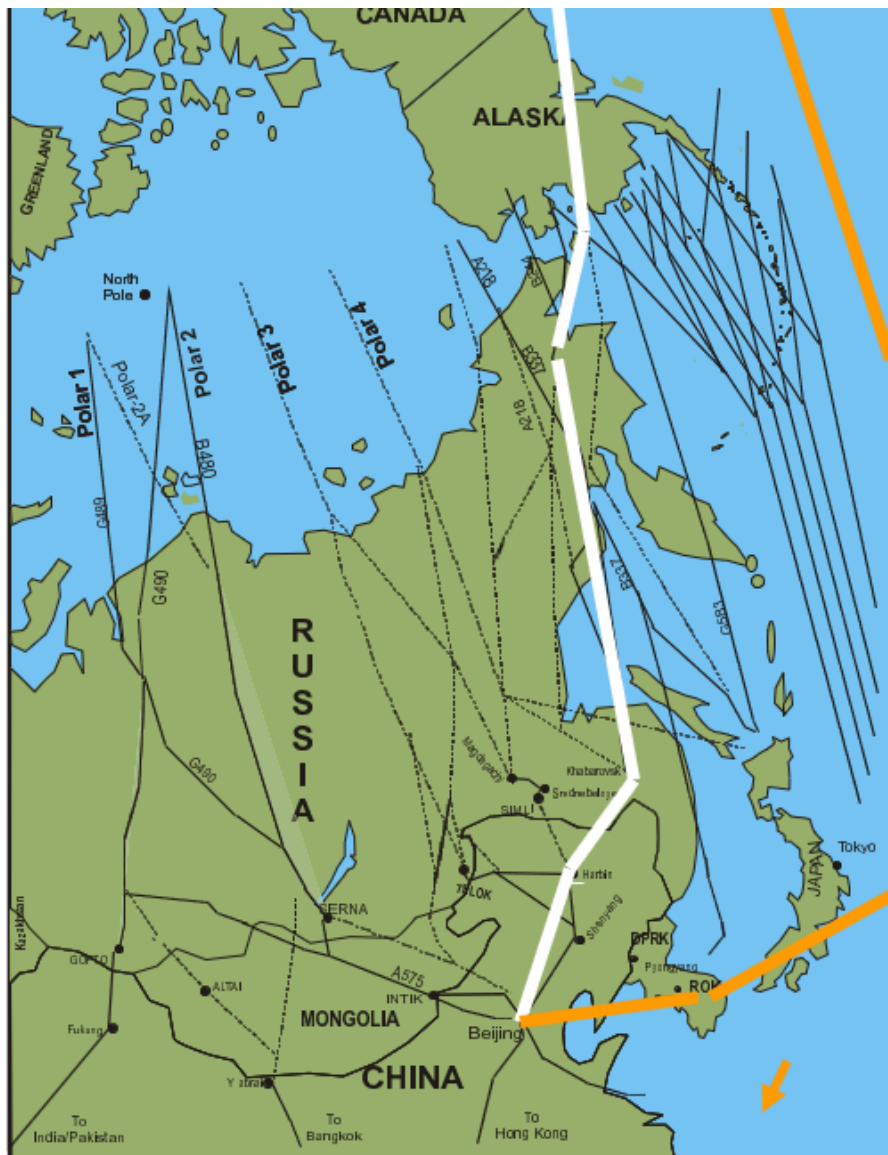


Chinese mainland Entry/Exit points

- At this stage there are 38 international and regional entry/exit points within Chinese mainland, the flexible use of these points is of great importance to the airlines operational efficiency;
- Huge progress has been made from the support from CAAC.

Process Update





北京至洛杉矶

2005年12月27日

(ARGUK) – G212
12 小时 04 分钟

(AGAVO) - PACOTS
10 小时 14 分钟

AGAVO 航线节约 1小时
50 分钟

AGAVO 航线节约
41,700 磅的燃油“浪
费”

Burdens

20 October 2020



- The flexible use of entry/exit points will bring potential influence to the safety operation, especially the "inland ACCs", there is some scenarios that:
- ***Two airlines flying the same city pairs or same direction, e.g., Southeast Asia to Japan/ ROK, there is different trajectory within the same ACC***
- ✓ challenge to the ATCO's inertial thinking;
- ✓ air conflict;
- ✓ wrong radar vector/serious incident;
- ✓ influence to the ATFM plan.

IATA建议的和实施的灵活进出境点示意图





Suggestions

20 October 2020



Pre-storage

Correctly
Read and
Display

Alert and
Confirm

- To support the requirement, some suggestions:
 - Pre-storage: pre-storage all flight routes and be dynamically updated;
 - Correctly read and display: correctly read the route within the FPL and display to the ATCOs;
 - Alert and confirm: alert to the ATCOs in advance for the ones using the "irregular route" and need to receive the confirmation from the ATCOs;
 - The system is expected to be more convenient for ATCOs' manual intervention of the "irregular route" , e.g. sound warning, radar tag warning and all other possible methods.

- For the airlines, send the FPL and other telex according to the regulatory strictly, including the format, timing;
- For the crew, keep close contact with the ATCOs and response if any query regarding the flight route.



The ANSP can make the difference between Success or Loss that day but they need more system support

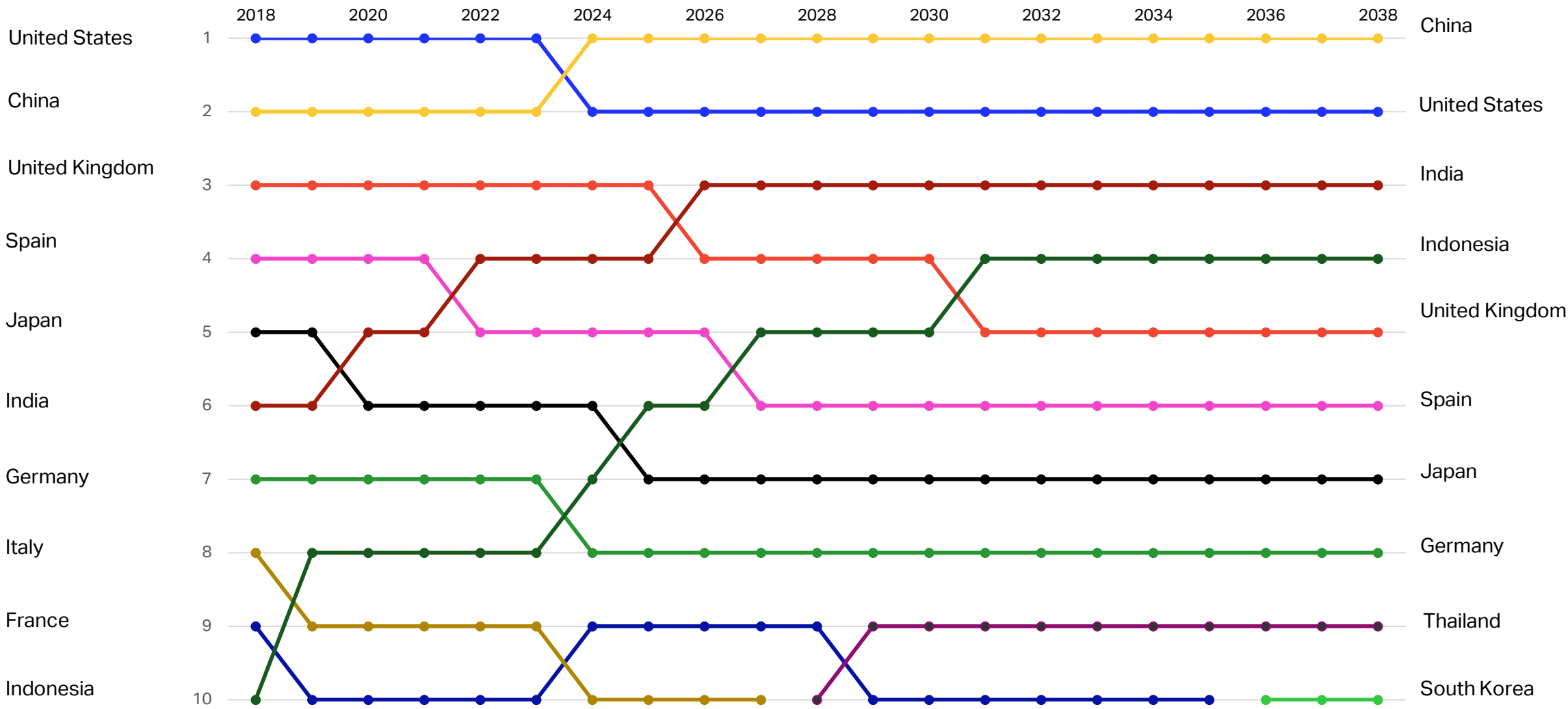
AOB

20 October 2020



TOP 10 MARKETS 2018-2038(Before COVID-19)

Top 10 largest air passenger markets over time (ranked by passenger numbers, to/from and within each country)



Source: IATA/Tourism Economics

A photograph of passengers on an airplane, all wearing face masks. The focus is on a young woman in the foreground, looking slightly to the right. Other passengers are visible in the background, also wearing masks.

**1.2 billion
passengers**

have travelled since
the start of 2020, with

44 cases

reported of confirmed, probable
or potential transmission
associated with a flight

= 1 in 27 million

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Thank you

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