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THIRTEENTH AIR NAVIGATION CONFERENCE

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COMMITTEE A

Agenda Item 3: Enhancing the Global Air Navigation System

3.3: Air traffic flow management (ATFM)

**IMPLEMENTATION OF CENTRAL AIR TRAFFIC FLOW MANAGEMENT
(C-ATFM) IN INDIA**

(Presented by India)

EXECUTIVE SUMMARY

India has implemented a Central Air Traffic Flow Management (C-ATFM) System covering entire Indian airspace. The system became operational in April 2017. The paper describes the progress made so far, a brief about the challenges and the expectations of future developments in collaborative efforts towards cross-border air traffic flow management (ATFM).

1. INTRODUCTION

1.1 The Global Air Navigation Plan (GANP) Aviation System Block Upgrades (ASBU) Module B0-NOPS notes practices of air traffic flow management with collaborative decision-making (CDM) and taking a network wide view has proved quite beneficial. Adopting the best practices and learning from the experiences of ATFM operations across the globe, India has taken up implementation of central air traffic flow management (C-ATFM) across the nation.

1.2 The C-ATFM system network architecture consists of a central command center (CCC) at Delhi and various flow management positions (FMP) located at air traffic control units of six major airports across the country i.e. Delhi, Mumbai, Chennai, Kolkata, Bengaluru and Hyderabad. The C-ATFM system is now supported by thirty-six FMPs at various airports which also include eight defense airports. The CCC is the nodal center for ATFM implementation in India and communicates with FMPs for ATFM measures implementation as and when necessary.

1.3 The C-ATFM process is being implemented gradually in phases.

1.4 The focus in Phase I operations is towards airport demand-capacity analysis and taking ATFM measures such as a ground delay program (GDP). In Phase II operations, the C-ATFM system will focus on procedures for handling airspace capacity issues.

1.5 The C-ATFM system and airport collaborative decision-making (A-CDM) systems integration operational trials are in progress. It is planned to gradually bring the various A-CDM airports into the C-ATFM network over the next year.

2. DISCUSSION

2.1 India as a leading member of ATFM Steering Group in the Asia and Pacific (APAC) Region of ICAO and contributed to the development of Asia/Pacific Regional Framework for collaborative ATFM for APAC region.

2.2 However, it is to be noted that, cross-border ATFM operations involving ATFM information sharing with ATFM centers of adjacent countries will be dependent on establishment and operation of ATFM centers in South Asia countries and in Mid-East Asia. India is contributing towards harmonization of ATFM operations and communication processes to facilitate cross-border ATFM operations across different ATFM implementations in Asia Pacific and Mid-East Regions.

2.3 The progress of Regional ATFM will be critically dependent on establishment of robust, flexible and advanced communication platforms and maturity of communication protocols for ATFM information exchange. India is actively engaged in both the tasks at the regional levels. The Indian C-ATFM system will continue to be updated in terms of standard protocols for exchange of ATFM information, thus ensuring interoperability among various ATFM systems. As the cross-border ATFM implementation between APAC and Mid-East States progresses in near future, India will be able participate as a mature partner in furthering the objectives of seamless skies.

3. CONCLUSION

3.1 The meeting is invited to note the information in the paper regarding progress made by India in implementing ATFM within the State and future plans for cross-border ATFM with other APAC States and Mid-East Asian States:

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