



International Civil Aviation Organization

The Combined Sixth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/6) and the Third Meeting of the FANS Implementation Team, South-East Asia (FIT-SEA/3)

Bangkok, Thailand, 22 – 25 November 2005

Agenda Item 8: Any other business

UPDATE OF AIR TRAFFIC FLOW MANAGEMENT TASK FORCE ACTIVITIES

(Presented by the Secretariat)

SUMMARY

This paper provides a summary of the work being undertaken by the Air Traffic Flow Management Task Force (ATFM/TF), initially in respect of managing the peak westbound traffic flows departing Singapore, Malaysia and Thailand through the Kabul FIR during the night time rush period.

1. INTRODUCTION

1.1 The Fourth Meeting of the Air Traffic Flow Management Task Force (ATFM/T/F/4) was held in Bangkok, Thailand during 7 – 11 November 2005. Two days of the meeting (9 and 10 November 2005) were devoted to a Workshop in relation to the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) under development by Thailand.

2. DISCUSSION

2.1 The meeting noted that APANPIRG/16 (August 2005) had included item 11 on the APANPIRG List of Key Priorities as follows:

Air Traffic Flow Management

States to consider and implement aspects of air traffic flow management (ATFM) including:

- a) centralized ATFM*
- b) inter-regional cooperative ATFM;*
- c) establishment of ATFM databases;*
- d) application of strategic ATFM planning; and*
- e) application of tactical ATFM planning*

2.2 In order to meet the objectives described in the terms of reference, the ATFM/TF had adopted a phased implementation programme in accordance with the following:

Phase One: Flights planning to transit the Kabul FIR

Phase Two: Other international flights crossing the Bay of Bengal and/or South and South East Asia areas

Phase Three: Future planning for increased traffic within the Bay of Bengal and South and South East Asia areas

2.3 The meeting recognized that BOBCAT was not an ATC separation tool and the work of the ATFM/TF should focus very clearly on addressing the Phase One implementation issues only, as consideration of Phase 2 & 3 issues would be dealt with by the task force in due course.

2.4 The ATFM/TF/4 meeting agreed that the proposed 22 December 2005 date for implementation of the operational trial be deferred until AIRAC 16 March 2006, with shadow operations commencing on 9 March, one week prior to live operations. The commencement of the operational trial would be subject to the decision of ATFM/TF Core Team and a Special ATS Coordination Meeting of Core Team members in respect of the Go/No Go decision was scheduled for the 20th & 21st February 2006.

2.5 The task force had requested that Thailand develop their automated flow system, the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT), to the stage of an operational ATFM trial and agreed that the capabilities of BOBCAT should be demonstrated via a series of desktop or paper trial simulations, prior to implementing an operational trial.

2.6 Although aspects of BOBCAT capability were able to be demonstrated during the paper trial using traffic data from 5 – 7 October 2005, some problems were experienced and a minimum number of appropriate scenarios were completed in the time allocated. Further paper trials were conducted using traffic data for the 19 October 2005.

2.7 In noting the results of the paper trials, the ATFM/TF/4 meeting agreed that further paper trials utilizing the data collection for traffic during 15 to 21 December 2005 would be of assistance in demonstrating the capabilities of BOBCAT and as well as providing some training value to affected airlines. The outcomes of the next trial should be made available to ATFM/TF/5 in January 2006 for review.

2.8 ATFM/TF/4 reviewed the current draft of the ATFM Handbook, recognizing that the final draft of the Handbook should be made available for review and adoption during the ATFM/TF/5 meeting, to enable wide circulation prior to the commencement of the operational trial on 16 March 2006. The meeting agreed that after the initial issue, the Handbook would be maintained by the ATFMU and made available only in electronic copy via the ATFMU/BOBCAT website.

2.9 The meeting reviewed and updated the draft BOBCAT Hazard Log, prepared as a result of the hazard identification activities commenced during ATFM/TF/3 in order to consider safety aspects in relation to the implementation of BOBCAT during the operational trial. The meeting noted that a safety statement must be finalised during ATFM/TF/5 to record the safety issues identified by the task force.

Update on BOBCAT Development

2.10 The BOBCAT domain name registration process had commenced with application being lodged for URL <http://www.bobcat.aero/>. The ATFMU had been allocated an AFTN address of VTBBZDZX.

2.11 Website development had almost been completed and delivery of all system hardware to AEROTHAI premises occurred on 11 November 2005. AEROTHAI had undertaken further research on the following BOBCAT critical issues:

- a) Draft AIP Supplement;
- b) Suggested Topics to be included in the BOBCAT ATFM Operational Handbook;
- c) Research on Maximum Acceptable Delay parameter;
- d) Research on Wheels Up Time and Flow Buffer Time;
- e) Research on BOBCAT Intermediate Waypoints;
- f) Research on Cutoff Time to be used; and
- g) Research on Time Period of BOBCAT Operations.

2.12 The development of Airline Dispatcher User Interface was almost completed with the majority of components to be shown and tested at BOBCAT Workshop during the meeting. The ANSP User Interface and ATFMU interface were also in the final stages of completion.

2.13 The meeting recognized that in order to ensure that a suitable AIP Supplement was prepared and distributed in time to meet the 19 January AIRAC date for the operational trial on 16 March 2006, all information for the AIP supplement would need to be available by late December 2005. The meeting gratefully accepted the offer from Singapore to use the services of the AIS section of CAAS to finalize the formatting of the AIP Supplement once the drafting was complete.

2.14 As the primary user interface with BOBCAT would be via the internet, the Regional Office had issued State Letter AP093 (ATM) dated 15 September 2005 advising States of the minimum equipment specifications described below. A Personal Computer of any operating system with the following characteristics is required in order to participate in the trial:

- Processor: minimum CPU clock speed of 150 MHz
- Operating System: Any that operates one of the following web browsers (i.e. Windows 2000/XP, Linux, Unix, or Mac OS)
- RAM: 128 MB or larger (depending on operation system)
- Hard disk Space: minimum of 500 MB or larger (depending on operating system)
- Monitor Display Resolution: Minimum of 1024 x 768 pixels
- Web Browser: Internet Explorer 5.5 or newer, Mozilla 1.0 or newer, Mozilla Firefox 1.0 or newer, Netscape 7 or newer
- Internet Connection : 56 Kbps Modem or faster Internet connection

2.15 The ATFM/TF/4 meeting agreed to the following steps in order to ensure the commencement of the operational trial on AIRAC 16 March 2006 as scheduled:

Date	Activity	Responsible	Remarks
9 December	Finalize AIP Supplement details and distribute to States & IATA for comment by end December	AIP SUPP work group (India, Malaysia, Singapore, Thailand, IATA)	Singapore to provide AIS support to format draft AIP SUP
15 December	Circulate advanced draft of ATFM Handbook to States & IATA for comment by 10 January 2006	ATFM Handbook work group (Chairman, India, Thailand, IATA)	
Approximately 15-21 December	BOBCAT Paper Trial	Thailand	AEROTHAI and IATA to arrange data collection for paper trial and report results to ATFM/TF/5
1-14 January 2006	Make final preparations to enable issuance of AIP Supplement on AIRAC 19 January, subject to approval of final draft by ATFM/TF/5	India, Malaysia, Pakistan, Singapore and Thailand	
16-20 January	ATFM/TF/5 (16 th & 17 th) and BBACG/17 18 th – 20 th)	Task Force	Finalize & accept: • AIP Supplement, • ATFM Handbook, • Safety Statement, Review December Paper Trial, Draft Trigger NOTAM; Establish data 'benchmarking' arrangements
AIRAC 19 January	Publish AIP Supplement	India, Malaysia, Pakistan, Singapore and Thailand	AIRAC date 19 January gives 2 cycle notification
Late January	Circulate ATFM Handbook	Task Force	
20 & 21 February	SCM Core Team	ICAO & Core Team Members	Go/No Go meeting
2 March	Issue Trigger NOTAM	India, Malaysia, Pakistan, Singapore and Thailand	

Date	Activity	Responsible	Remarks
9 March	Commence shadow/ghost of Operational Trial	All	Stage 1 – 1 week shadow/ghost;
16 March	Commence ATFM Operational Trial	All	Stage 2 – full trial operations
4 & 5 April 2006	ATFM/TF/6 - Two day Trial Review Meeting	ATFM Task Force	

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in this paper in relation to the activities of the Air Traffic Flow Management Task Force; and
- b) note the scheduled commencement of the Phase 1 ATFM Operational Trial on 16 March 2006

.....