



International Civil Aviation Organization

**The Fourth Meeting of the Air Traffic Flow Management Task Force
(ATFM/TF/4) and BOBCAT Workshop**

Bangkok, Thailand, 7 to 11 November 2005

Agenda Item 6: Operational Trial Arrangements

BOBCAT DEVELOPMENT – CUT-OFF TIME

(Presented by Thailand)

SUMMARY

The purpose of this working paper is to decide on an acceptable BOBCAT cut-off time, from which the system will commence its work in the organization of all airline slot allocation requests into gate times through the Kabul FIR during the agreed period of 2000 to 2359UTC.

1. INTRODUCTION

1.1 The Bay of Bengal Cooperative ATFM Advisory System (BOBCAT), has been conceived and developed to manage air traffic transiting the Kabul FIR

1.2 Airline dispatchers will be able to request slot allocation times and route segment flight level sequences which an aircraft prefers to use in transit to Kabul FIR several hours ahead of actual entry time into Kabul FIR. After an agreed cut-off time for inputting requests, BOBCAT will process requests from airlines and notify all airline dispatchers of their assigned estimated Wheels-Up time, estimated time over (ETO) on each waypoint and flight level to be used to and through the Kabul FIR.

2. DISCUSSION

2.1 Earlier ATFM meetings had discussed the issue of a cut-off time where all flight plans entering the ATFM system were required to be submitted. After considerable discussions on this matter, it was decided that there should be only one cut-off time and this should relate to a time at least 2-3 hours before the first ETD of aircraft planning to enter the BOBCAT system.

2.2 When studying flight plan information submitted to paper trials conducted on 5-7 November and 19 November, it would appear that aircraft departing from either Hong Kong or Manila needed to be the benchmark in the allocation of cut-off time. As KLM804 has the earliest ETD of 1335UTC it would be necessary to work back from this time to establish an acceptable cut-off time.

2.3 The meeting is asked to consider that a dispatcher requires time to develop and submit the necessary slot selection data to the BOBCAT system and, from the results of BOBCAT plus any further submissions as a result of not being satisfied with the initial results, make out the official flight plan for distribution to all concerned by an appropriate time before ETD. Based on the

example given with reference to KLM804, it would seem reasonable that the cut-off time should be around 1030 to 1130UTC.

2.4 Notwithstanding 2.3 above, another item which should also be considered by the meeting is the matter of standard or daylight saving time at the destination which is likely to have an effect on the ETD of aircraft. This may vary the cut-off time depending the time of the year (winter/summer schedules).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Discuss the matter of an appropriate cut-off time for slot allocation requests, bearing in mind the time required to complete and distribute the flight plan;
- b) Take into consideration winter and summer time at destination which may have an effect on this cut-off time; and,
- c) Nominate an agreed suitable cut-off time to suit both scenarios or have two cut-off times, one for winter and one for summer schedules.

----- End -----.