

Central Air Traffic Flow Management (C-ATFM) in India

ATFM operations are managed by Central Command Centre (CCC) located at New Delhi.

Phase 1 ATFM operations in India started on 27th April 2017.

Phase 1 operations include only

Ground Stop Programs (GSP) and
Ground Delay Programs (GDP)

Air Traffic Flow Management daily plan (ADP) is published at 1900hrs IST daily, which is applicable for next day. In the ATFM daily plans, it is notified where traffic congestion is expected. Expected ATFM measures are not notified. Only in those cases where runway closure or aerodrome closure is already planned, expected ATFM measures i.e. Ground Stop Programs (GSP) and Ground Delay Programs (GDP) timings are notified in ADP. ADPs are sent in PDF format to major airports operators, to all FMPs (Flow Management Positions) and all domestic airline operators through email.

GSP/GDP

Presently we address demand capacity imbalance of arrivals only, not departures.

Arrivals demand capacity imbalanced is monitored for six major airports namely Delhi, Mumbai, Chennai, Kolkata, Bengaluru and Hyderabad. Although six airports are monitored, demand-capacity imbalance is observed mostly only in arrivals at these three airports Delhi, Mumbai and Bengaluru.

The C-ATFM System regulates the arrivals to a constrained airport by applying Ground Delay Program.

The arrivals to a constrained airport are regulated by assigning Calculated Take off Time (CTOTs) for them at their departure aerodromes.

ATFM measures are notified to the stakeholders four hours before the beginning time from which the measures will be effective.

CTOT information is disseminated 2 hours 15 minutes before the beginning time from which the measures will be effective.

CTOT information is disseminated through e-mail, COBT through AFTN as DLA messages, and stakeholders can also access the CTOTs by logging into the system.

It is expected that they depart at their given CTOTs to arrive at the destination with minimum or no delay. The CTOT compliance window is (-5 min to +10 min of CTOTs).

The airlines are expected to adjust the EOBTs to match to the CTOTs.

Phase 2 operations are expected to commence **after June 2019** when System Stability and Reliability Test (SRST) is scheduled.

Phase 2 TMIs will include Airspace Flow Programs with the following TMIs

Miles-in-trail (MIT)

Minutes-in-trail (MINIT)

Fix balancing

Airborne holding

Sequencing Programs

Reroutes

Level Capping