ATFM - IATA Perspective

ICAO RSO ATFM Workshop 2014

29th October 2014

Beijing China

Passenger Growth by 2034

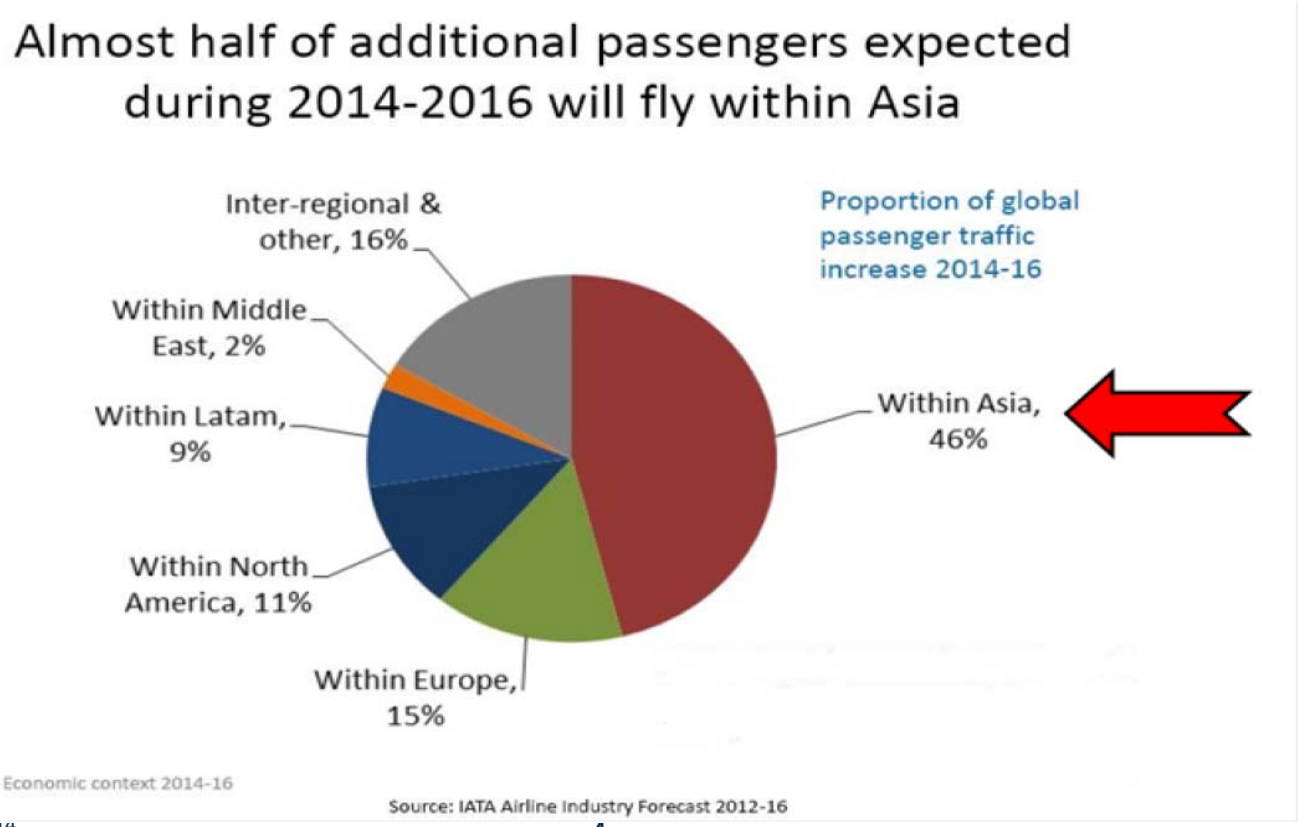
- Global
  - 7.3 billion Passengers
  - 4.1% average annual growth
- Largest Pax. Market
  - *China*, 1.3 billion, growth rate 5.5%, 856 million more than 2014
  - *United States*, 1.2 billion, growth rate 3.2% , 559 million more than 2014

Future Growth Trend

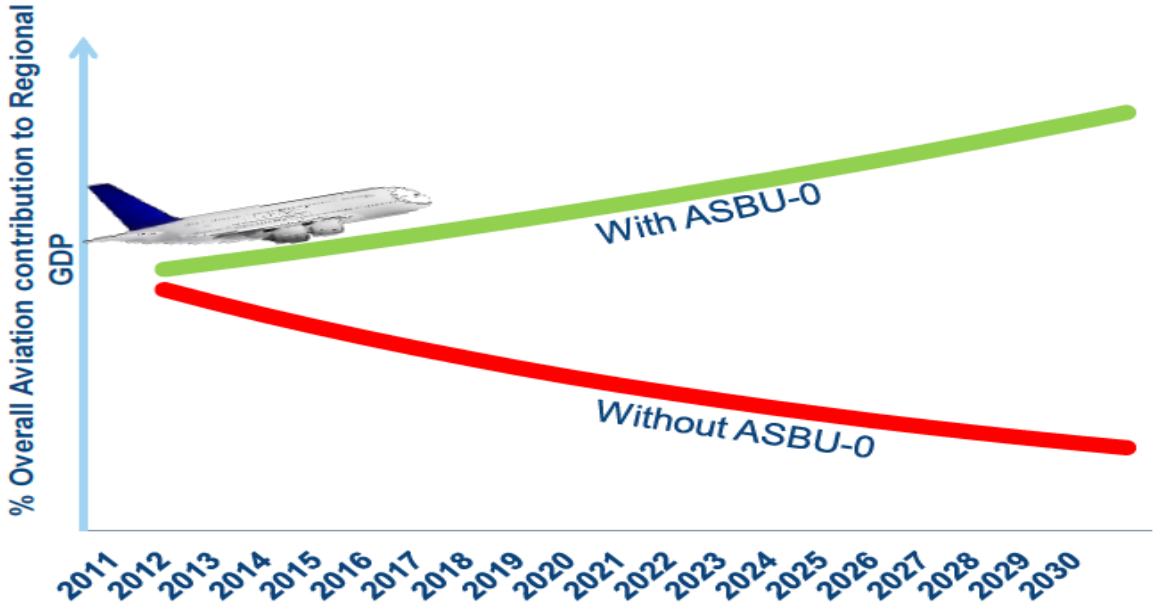
↗ 5 fastest-increasing markets by 2034

States	No. of Additional Pax. Than 2014
China	856
United States	559
India	266
Indonesia	183
Brazil	170

Growth of Aviation in APAC



Effect of Congestion on Regional Economy



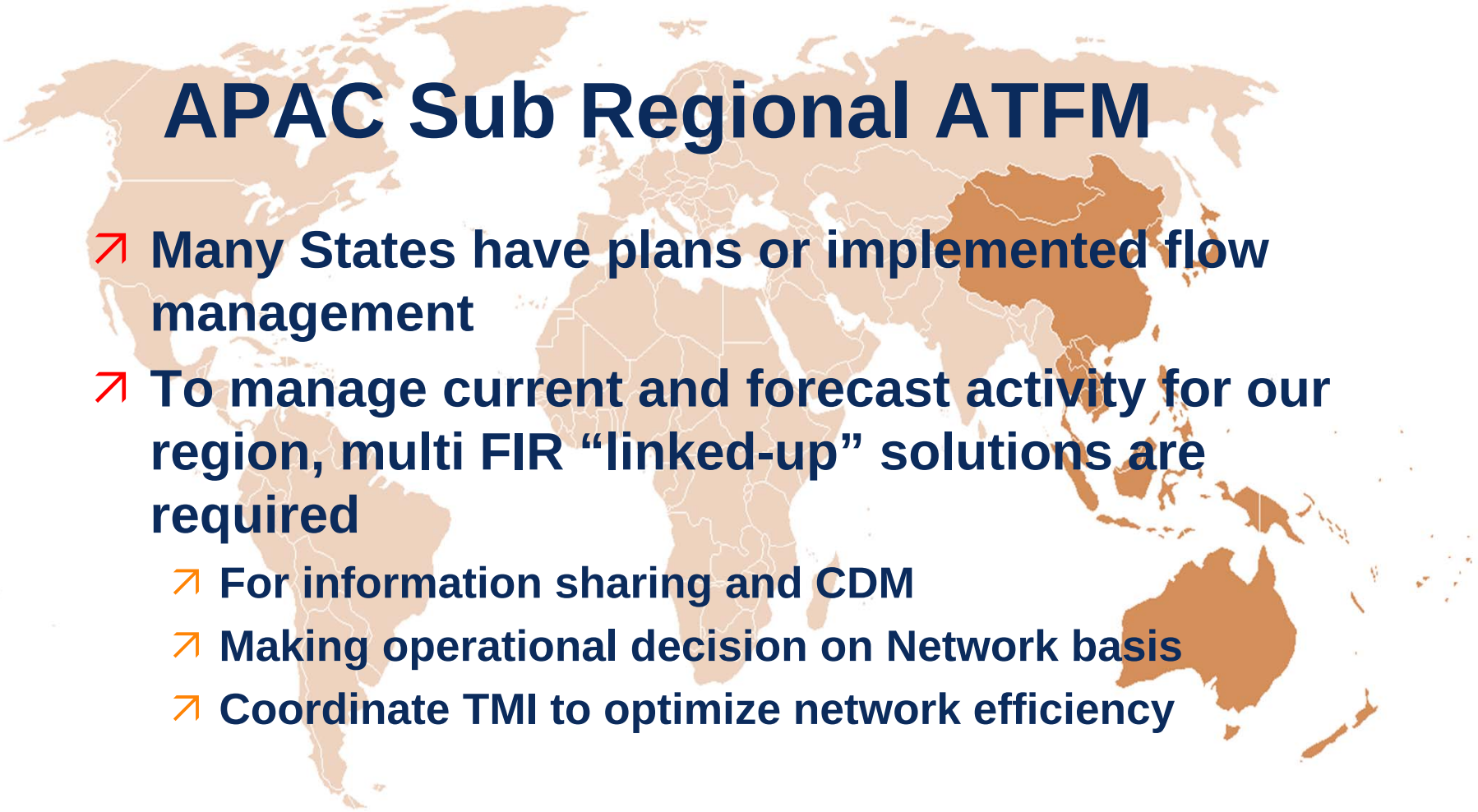
User Issues

- Major Airlines reported increased sector times in most major routes
- Key airport capacity challenged and largely underutilizing potential capacity
- Major air routes busier
- Airlines cost increasing
- Air-Ground mismatch → Unused costly technology

APAC Sub Regional ATFM

- ATFM is a tool that provides efficiency, predictability and capacity
- ATFM was identified as a “Critical” element for Seamless Operations (ASBU 0 – NOPS)
- ATFM an opportunity to develop collaborative management of airspace associated with key regional flows

APAC Sub Regional ATFM



- Many States have plans or implemented flow management
- To manage current and forecast activity for our region, multi FIR “linked-up” solutions are required
  - For information sharing and CDM
  - Making operational decision on Network basis
  - Coordinate TMI to optimize network efficiency

APAC Sub Regional ATFM

- Standardization is Vital
  - Terminology
  - Principle, Criteria, Algorithms
  - Operation Procedure
  - Interfaces
- Airlines early involvement is beneficial
  - User's Requirements – System Functionalities
  - Flight Planning System – ATFM Automation System

Current Situation

- APAC Seamless ATM Plan
  - All FIRs supporting major traffic flows / High Density aerodromes should implement ATFM/CDM
- Multi-Nodal ATFM Trial

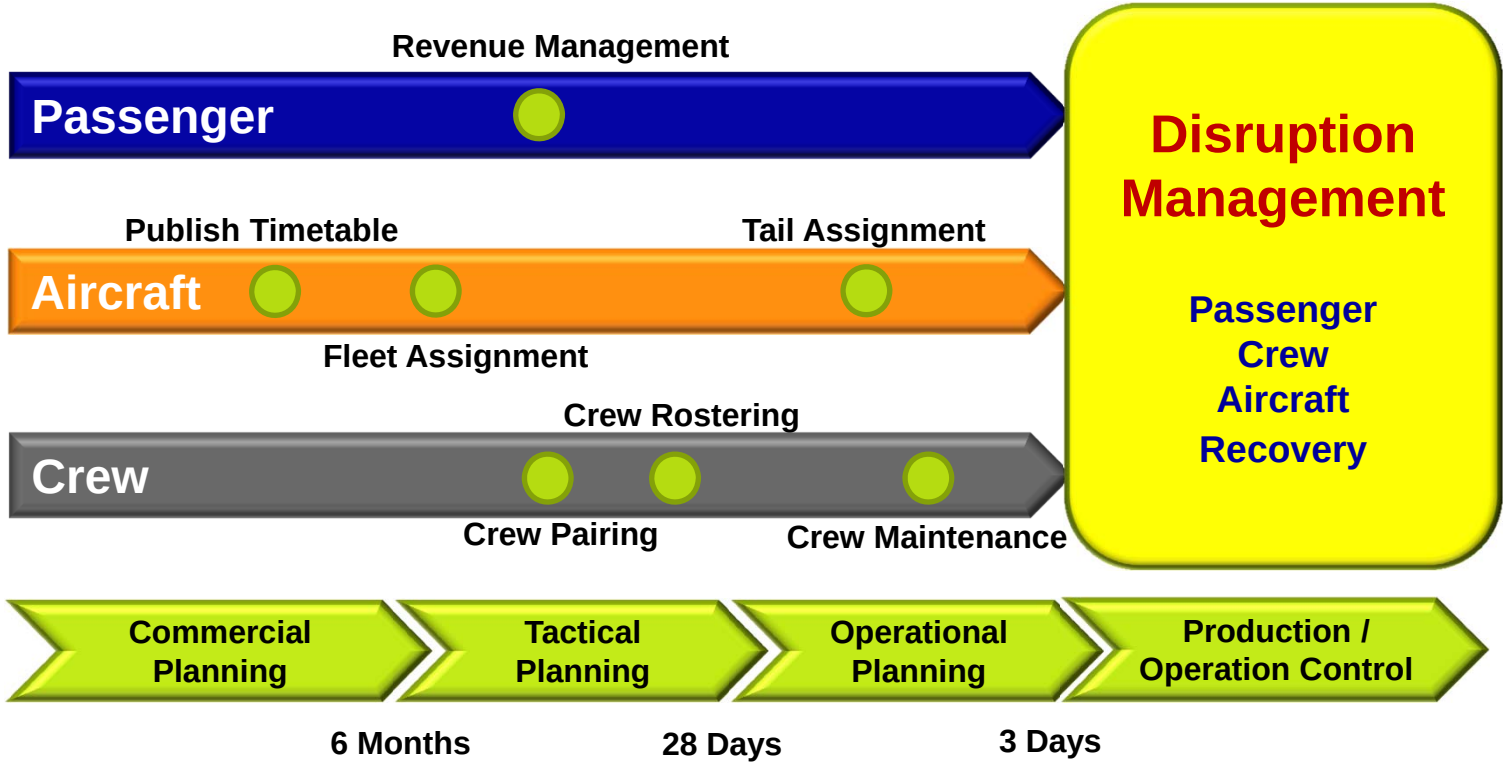
ATFM -- Predictability

- A Metrics For Service Quality
- Allow Us to Build Achievable Schedules
  - Scheduled Block Time (SBT) is an important airlines cost driver
  - Shorter SBT improve fleet utilization, reduce operation cost
  - Good predictability reduces the schedule padding (scheduled buffer)

ATFM -- Predictability

- Allow Us to Load the Appropriate Fuel Weight
  - Burning fuel to carry fuel
  - 1 min. standard deviation of airborne time lead to additional 1.85 min. of contingency fuel + alternate fuel
  - Good predictability reduces the contingency + alternate fuel load

The Airline Scheduling Process



Collaborative Decision Making

- Common Situational Awareness
- Right Information to Right People to Make Right Decisions

CDM
Collaborative
Decision Making

ATFM - Benefits for ATC

- Better use of capacity
- Reduced ATC workload
- Situational awareness
- Provide better service at no higher cost
- Best choice of ATFM measures
- Only apply ATFM measures if needed (situational awareness)

IATA Project

- IATA funded a project to
  - Establish regional Baseline
  - Identify workable Options
  - Deliverables for ATFMSG/4
- Implementation is now the focus

to represent, lead and serve the airline industry

THANKS