



ASIA PACIFIC

Air Traffic Flow Management

ATFM/SG2 Meeting Hong Kong 30th September 2013

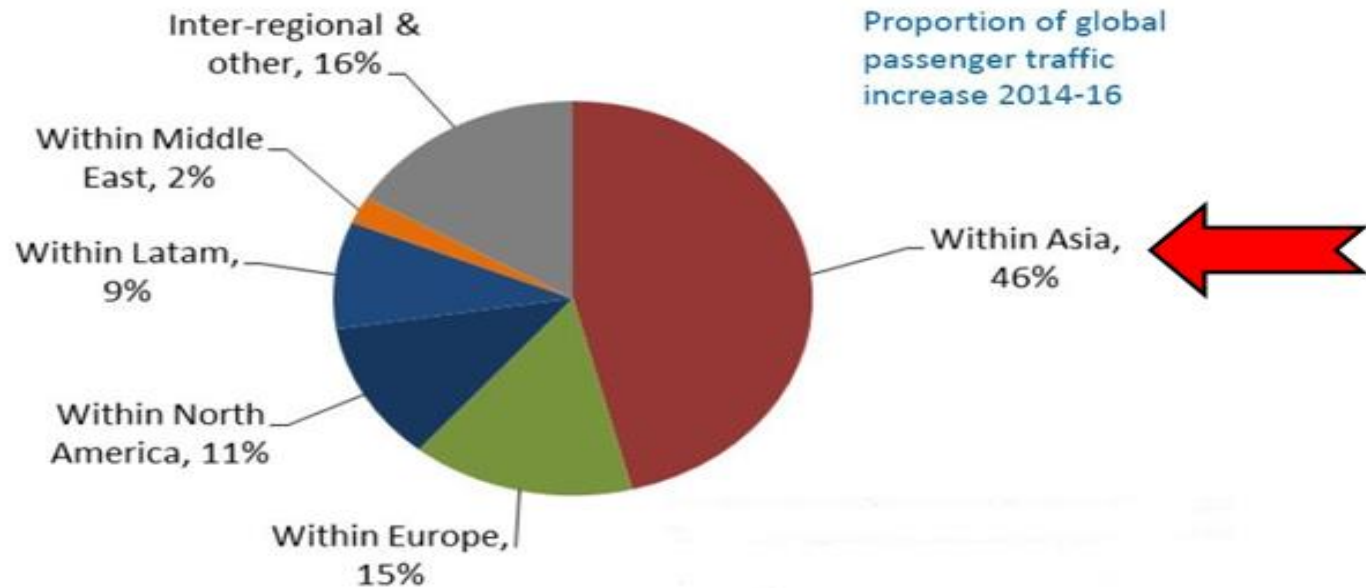
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Outline

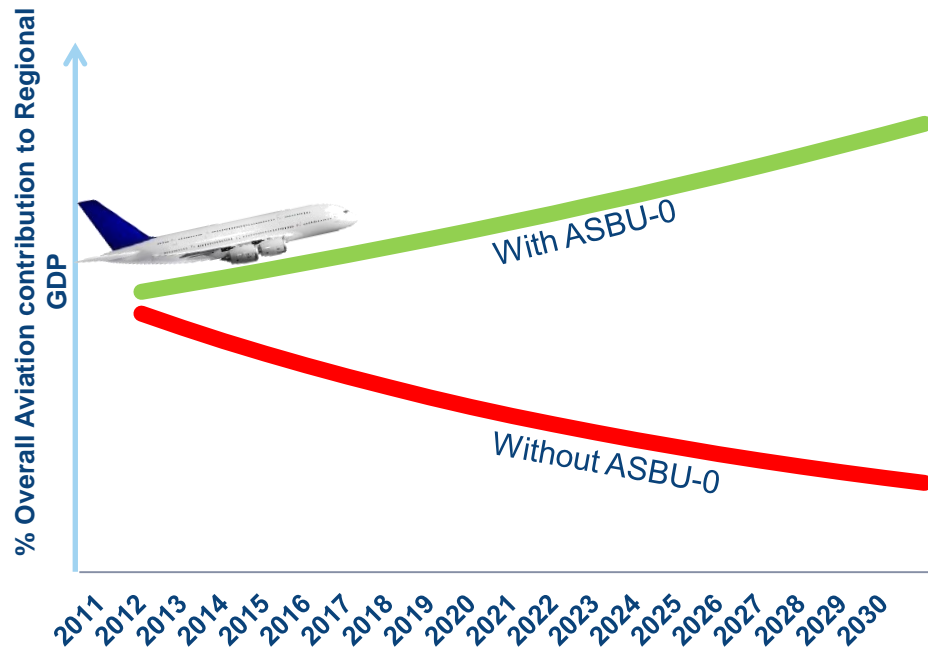
- APAC Growth
- Current Situation
- Air Traffic Flow Management why?
- ATFM – How?

Growth of Aviation in Asia Pacific

Almost half of additional passengers expected during 2014-2016 will fly within Asia



Effect of Congestion on Regional Economy



Without enhancements, the current infrastructure in Asia Pacific cannot meet the projected future demand

* ASBU-0: Aviation System Block upgrade - 0

Current Situation

- Many key airports operate at near full capacity
 - Long term NOTAMs on arrival delay
 - Lack of timely information for long haul flights

- Air navigation service capabilities vary

- Asia-Pacific is forecasted to be the world's fastest growing region for air transport over the next 20 years

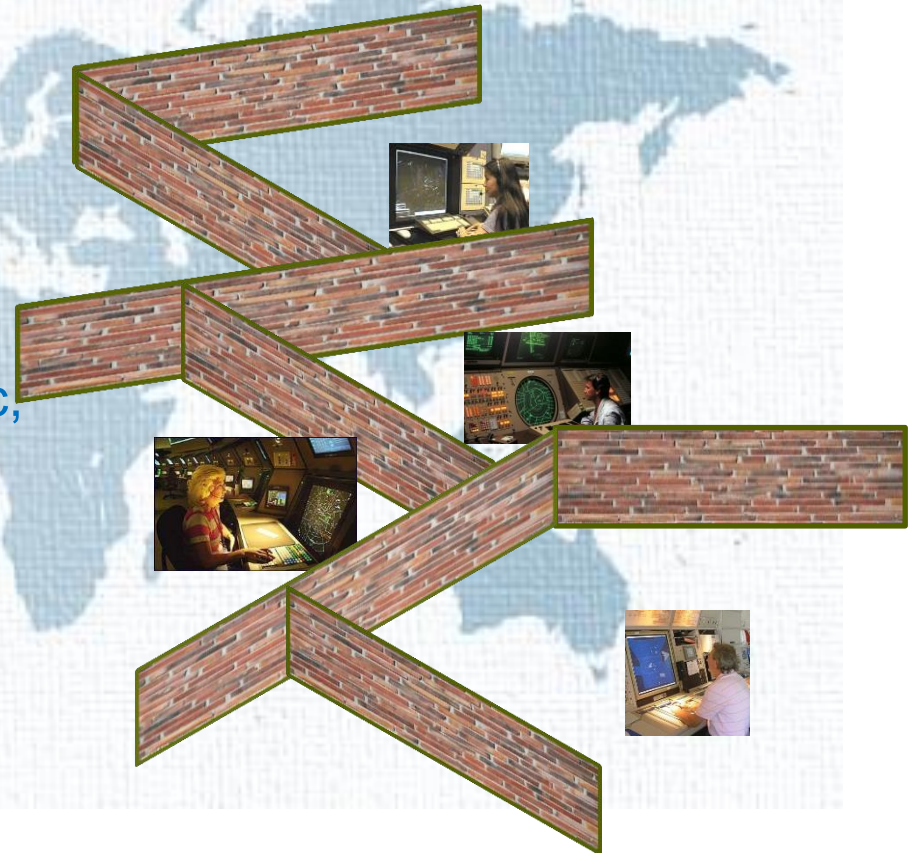
- Air transport connectivity is a critical link to markets and a generator of wealth

- There is a close link between GDP growth and air travel demand



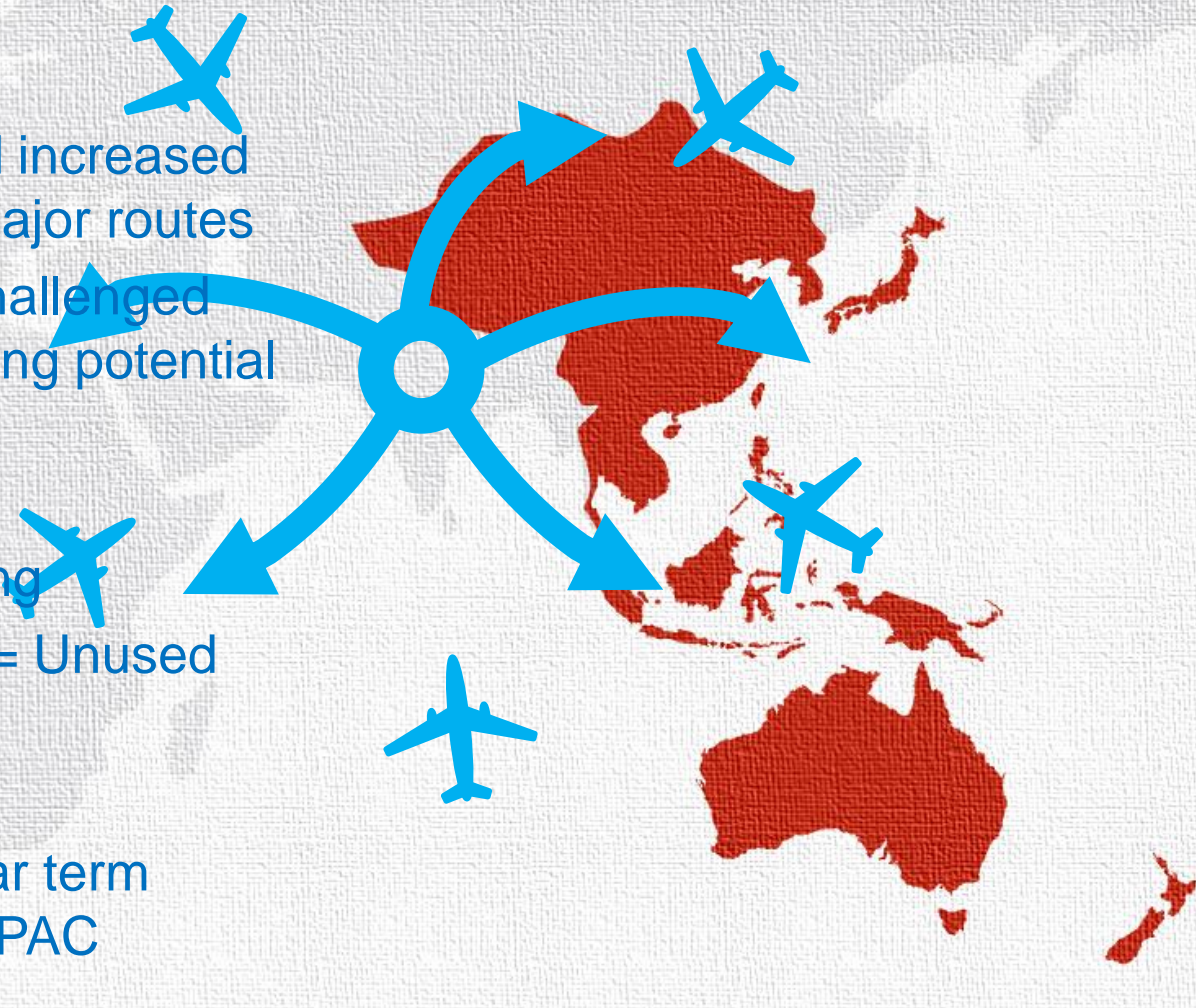
ANSP ISSUES

- **Some Airports Insufficiently Utilized**
 - No linkage to ATFM
- **ATM Inefficiency**
 - Uncoordinated
 - “Natural” focus on domestic, rather than regional integration and efficiency



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 costs increasing
- Air-Ground mismatch = Unused costly technology
- ATM investment in near term upward of USD2b in APAC



Airlines & ATFM

- We need to deliver our passengers and cargo to their destinations without disruption

- We need:
 - **Predictability**
 - To connect passengers with their ongoing flights
 - Fuel and cost efficient flight profiles

 - To have a say in decisions that effect our operations

ATFM – Why?

Benefits

- + Enhanced ATM system safety
- + Increased predictability
- + Increased situational awareness
- + Reduced fuel burn and operating costs
- + Effective management of irregular operations and unforeseen events
- An ATFM system for an airspace which has no capacity restrictions or flow requirements, ultimately becomes a **limit** to traffic flow and increase costs

Predictability

- Allows us to build achievable schedules
- Allows us to load the appropriate fuel weight
 - Every kilo of extra fuel offsets cargo and passenger capacity
 - We may have to offload passengers and cargo to carry extra fuel
 - It costs fuel to carry fuel
 - Predictable direct sectors are 4-6% more efficient than tactical direct sectors
- Collaborative approach allows us to help the system

Predictability

- Creates planned workload for controllers
- Allows strategic management of traffic with less tactical intervention
 - Vectoring “low and slow” huge increase in fuel burn
 - Less Tactical intervention = reduced workload and increased capacity for planning
- Appropriate support tools and training

APAC Sub Regional ATFM – Why?

- **ATFM identified as a “Critical” element for Seamless Operations (ASBU 0-NOPS)**
- To manage current and forecast activity for our region multi FIR “linked-up” solutions are required
- ATFM an opportunity to develop collaborative management of airspace associated with key regional flows
- ATFM is a tool that provides efficiency, predictability and capacity for both Users and ANSPs

APAC sub regional ATFM – Why?

- APAC (particularly SEA) relatively small FIRs with low transit flight times = “knock on effect”
- Restrictions in FIR (a) “push” the problem to FIR (b)
- We need to manage flows collaboratively with shared information and decisions
- Centralized Flow Management for the region “ideal” - BUT
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- CFMU not practical for our whole region in the near term
- How to proceed?

ATFM – How?

IATA proposal to the ATFMSG/2 Meeting

ATFM – SG

- Request support for Study/workplan to:
 - Survey current and planned initiatives – establish regional **Baseline**
 - Continue work to identify pragmatic workable **options** for *consideration* by states and ATFMSG
- Without preempting the study work it is expected this will build on current multi FIR initiatives and will
- Provide a framework to focus discussion and planning for sub regional ATFM
- **WE NEED YOUR SUPPORT**



The good old days??

THANK YOU