



Joel Morin – IATA Head, Global ATM Harmonization  
morinj@iata.org

# ATFM from Users' Perspective

# What is IATA?

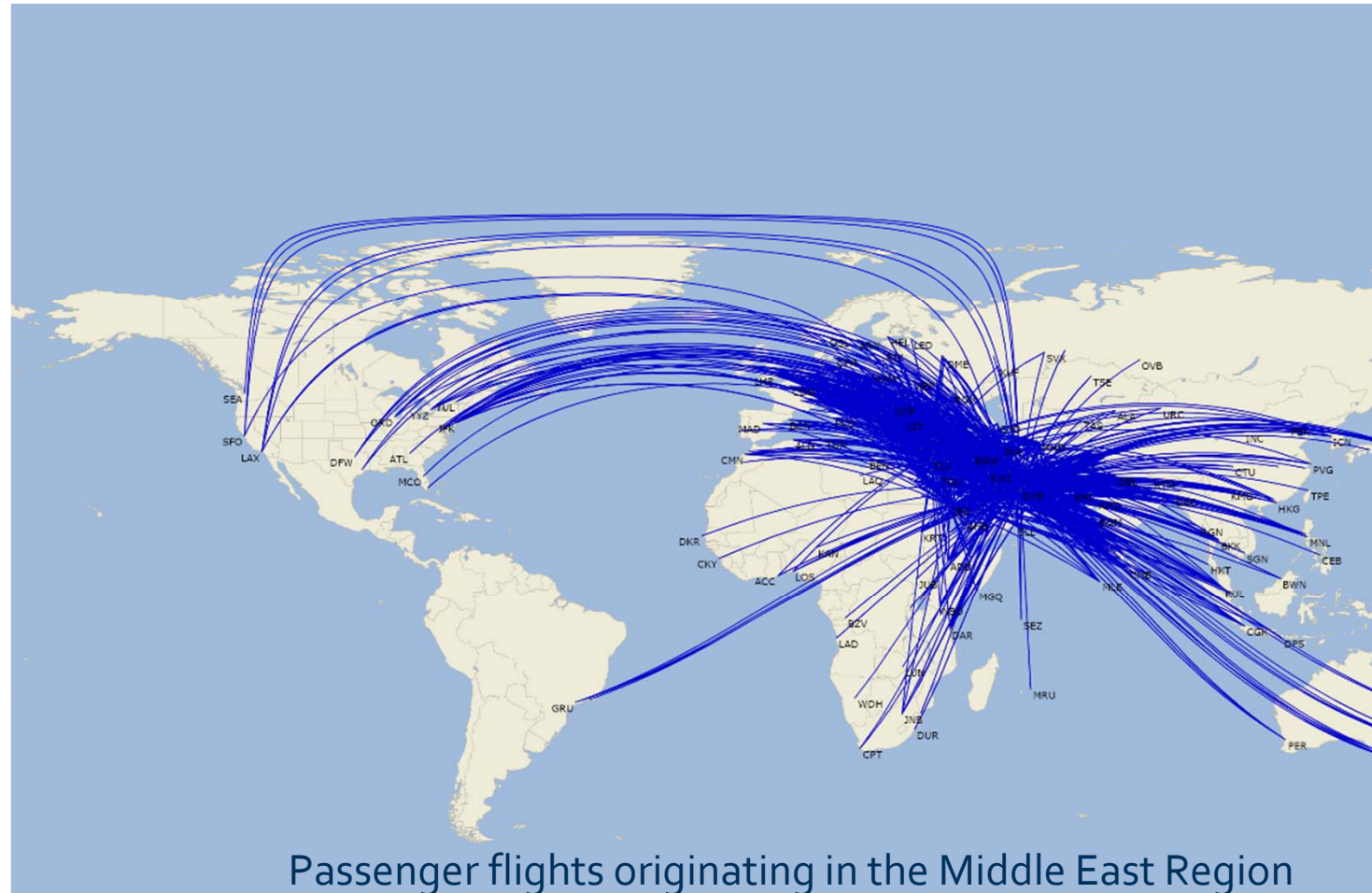
- The International Air Transport Association (IATA) is the not-for-profit trade association of airlines.
- Our 265 members generate 85% of the total air traffic.



# Airlines...

... move people  
... move goods  
... drive economies

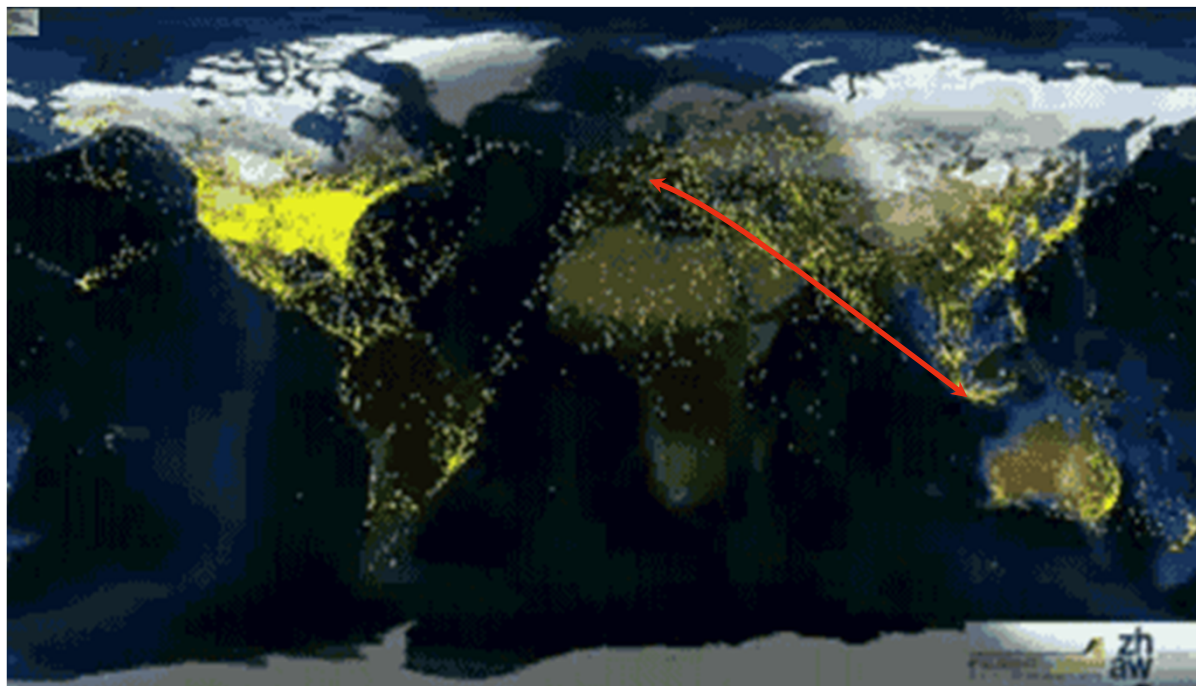
... have very small margins



Passenger flights originating in the Middle East Region



# 24 Hours of Air Traffic



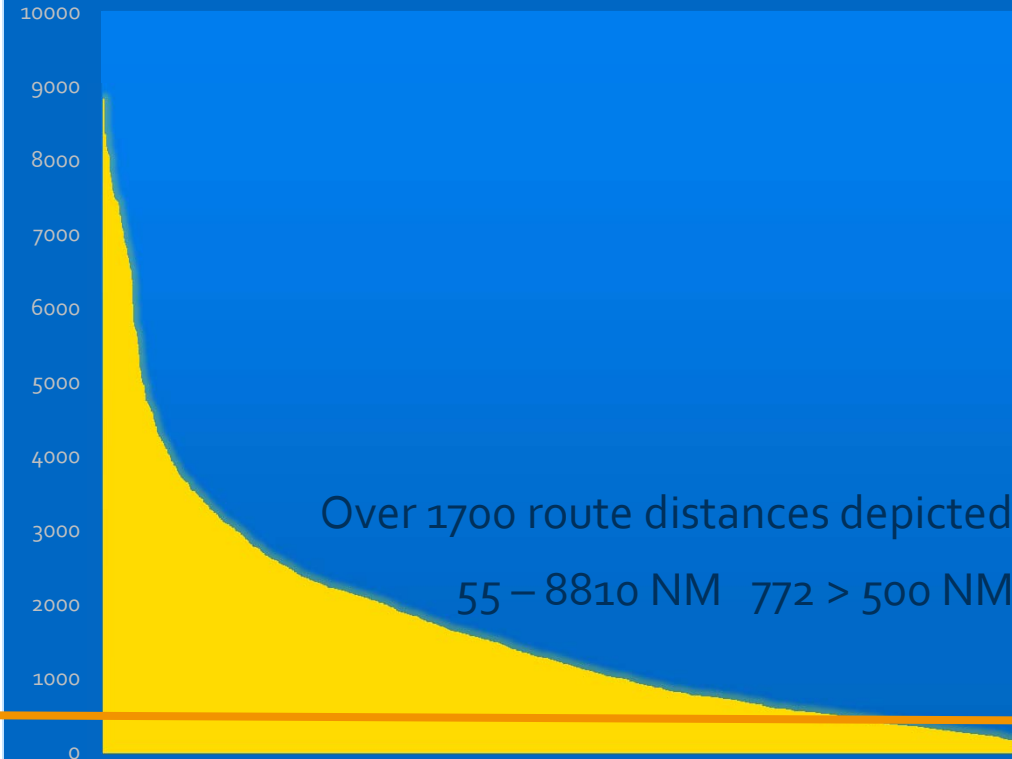


# MID Flights operate over vast distances

## Distribution of Great Circle Flight Distances for Scheduled Passenger Flights August 2016



## Distribution of Pax Flight Distances origin MID Dec 2016



# ATA sees ATFM as...

- An efficiency enabler
- An essential element on the path towards Trajectory-based operations, along with:
  - SWIM
  - FF-ICE

# What is important?

- Predictability
  - Connections!
  - Network integrity
- Flight efficiency
  - Minimum use of airways and structure
    - Allow us to factor in the wind effects
  - Efficient Climb and Descent profiles
- Full freedom to use airspace and airport capacities
  - Allow airlines to make their own business decisions
- Optimum use of Strategic, pre-tactical and tactical operational decision
- COLLABORATION!!! – between states, ANSPs and Airspace Users



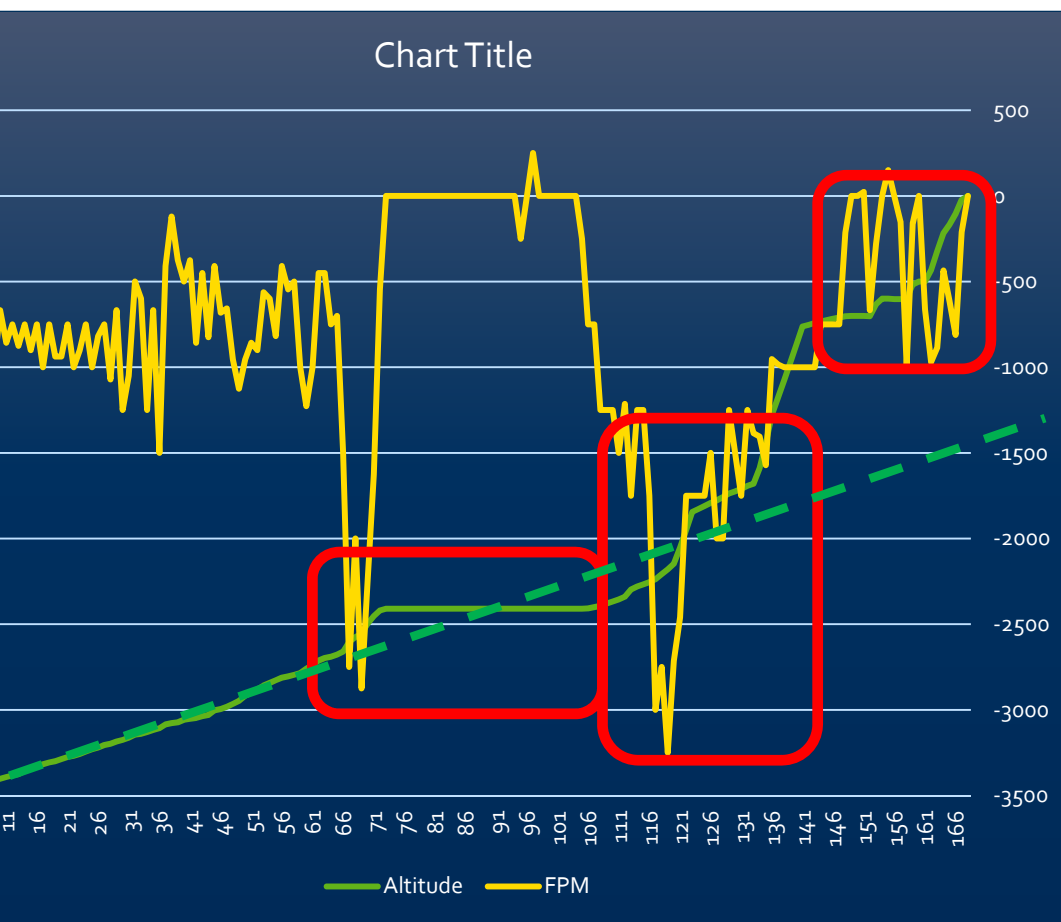


# How can you help?...

- Determine your capacities (airport & en route)
- Treat airspace as a **seamless** resource
- Dialogue collaboratively with all airspace users, including military
- Collaborate with your neighbours as well as with your airline customers
- Start by collaborating strategically:
  - Routes
  - Strategies
  - Contingencies (weather, traffic, other events)
- Exchange information – shared situational awareness
- Work together in partnership for success
- Use all appropriate tools (not just ground delays)
  - Effective and efficient mix of strategies to maximize the operations



# Inefficient Descent Profile...



- Inefficient initial descent
- Modulated use of speed brakes to comply with instructions
- Long level segment
- Nominal descent slope
- ATFM could have helped
  - Reduce pilot and ATC workload
  - Reduce emissions and wasted fuel