Hello Tomorrow

ATFM

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Air Traffic Flow Management (ATFM)

A service established with the objective of

contributing to a safe, orderly and expeditious flow of air traffic by

ensuring that ATC capacity is utilised to the maximum extent possible, and

that the traffic volume is compatible with the capacities declared by the appropriate ATS authority

(Doc 4444)

ATFM

- The term ATFM tends to be over used, Traffic Mgmt may be more appropriate

- ATCOs throughout the world use Traffic Management on a daily basis

    "HOLD" or "1 departure every 5 mins"

- Controls own workload but effectively passes the load somewhere else

- Does not solve the traffic problem

- Is not ATFM

ATFM

True ATFM is

- centralised

- coordinated

- part of the regional plan

- supported by specific positions

  (e.g. Flow Coordinator/ Network Manager)

Airline View

- ATFM is a valid mechanism to control overload

- ATFM is not just arrivals and departures, also includes en-route (e.g. BOBCAT)

- ATFM when properly implemented will deliver operational and environmental efficiencies

  BUT.....

- ATFM is **not** the first solution to capacity issues

Basic Parameters

- As per ICAO, defined capacity must be established

- Service Provision must be in conjunction with user expectations

- Fundamental component of ASBU

  - B0-NOPS

  - B0-FRTO

ATM System Performance

- ANSPs must establish a mechanism to measure ATM system performance against user expectations

- Framework already within ICAO DOC9854 - GATMOC

- The User Requirements establish clear expectations for operational efficiencies

- ATFM is not a replacement for operational efficiencies

- When a system is operating at or above these expectations and there is still an "overload", only then should ATFM be the next solution
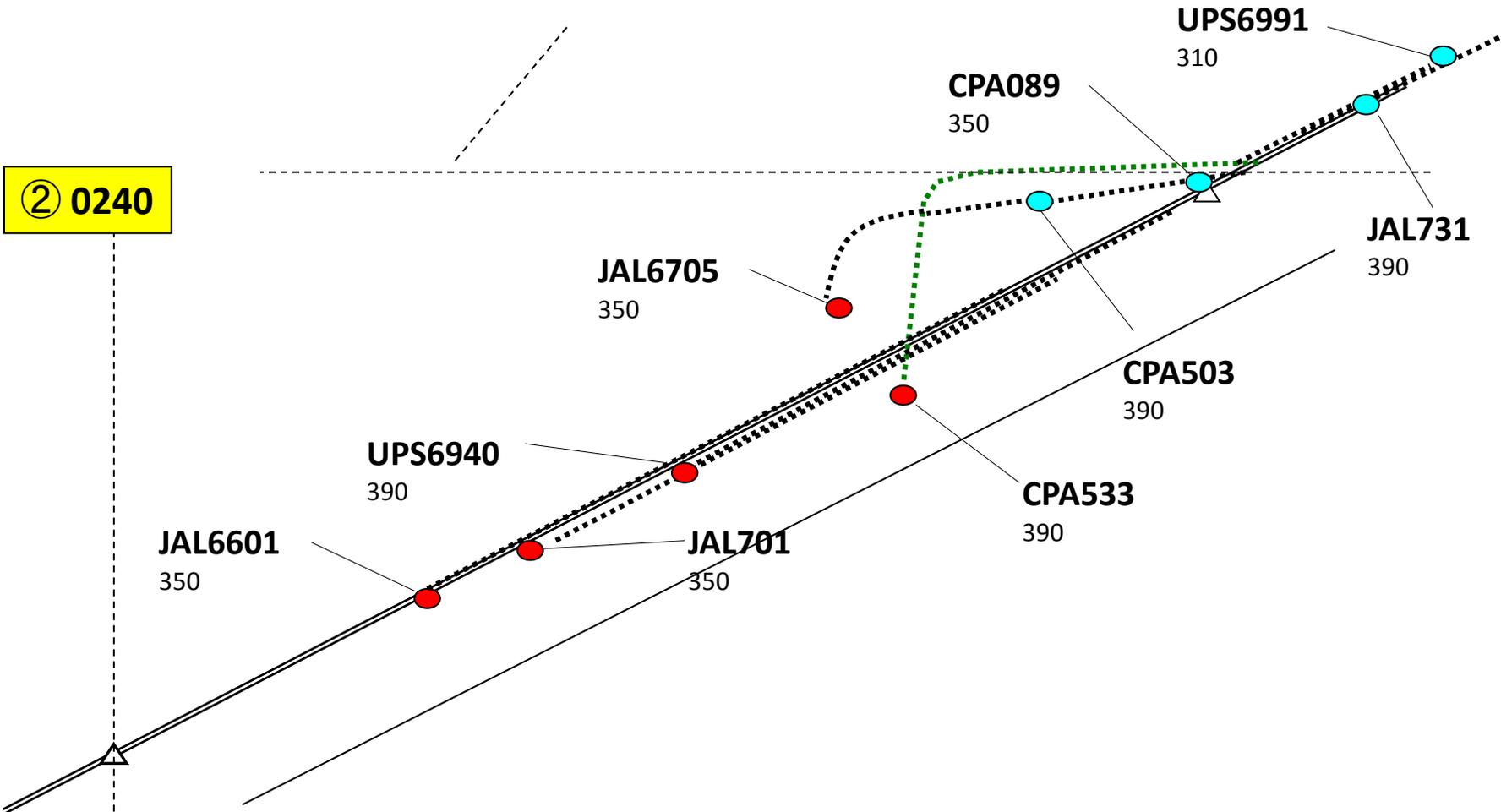
What do the users want?

- Free flight

- Optimised routing

- Optimised altitudes

- Optimised speeds

- Limited holding (not necessarily NO holding)
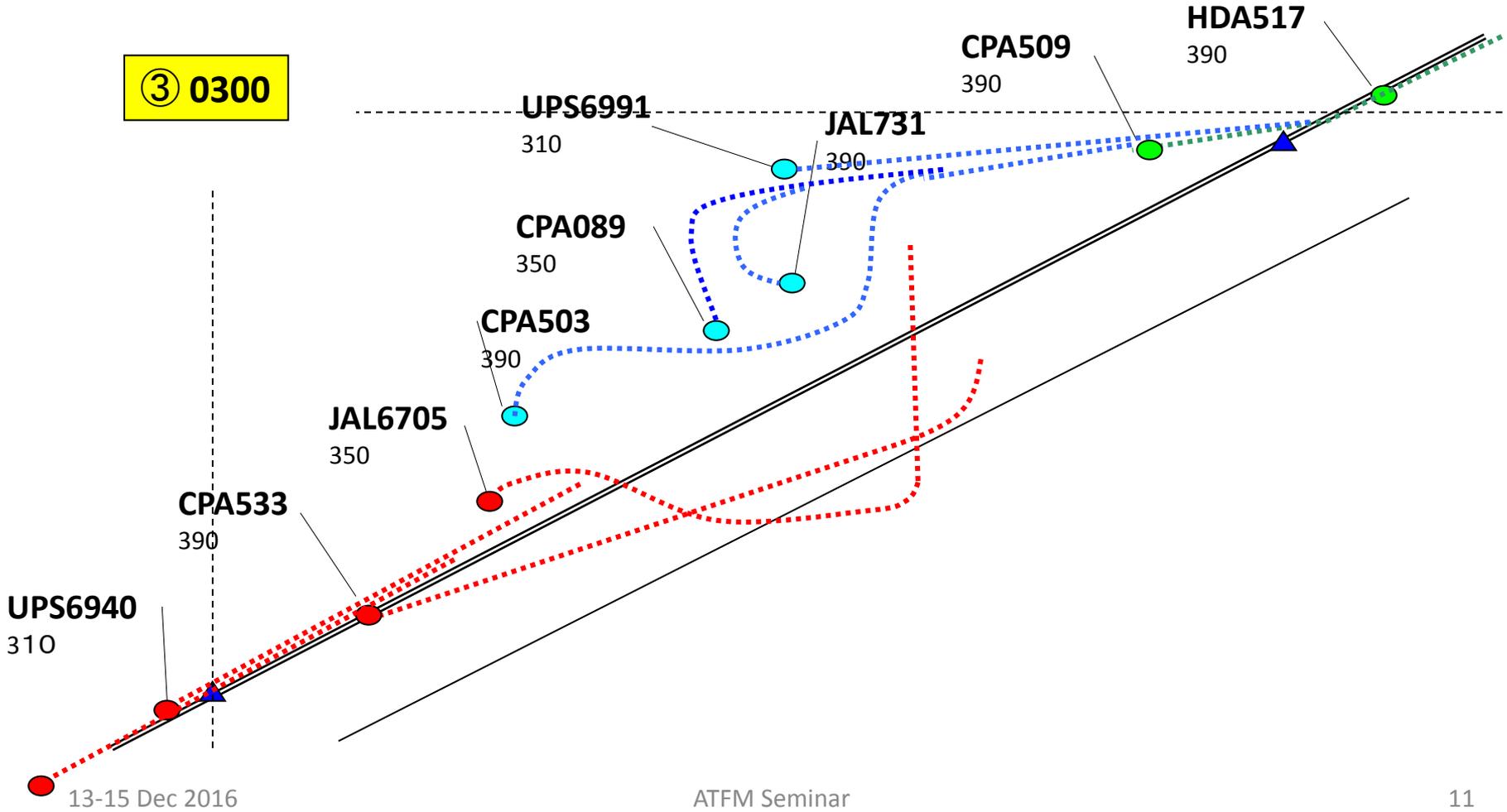

- **PREDICTABILTY**

ATFM

- ATFM restricts operations

- However it can be necessary to maintain a safe level of service against over capacity

- ATFM must be implemented on a coordinated basis

- State or on a regional basis solely dependent on size of airspace

- If a state ATFM system requires an adjacent state to "hold or delay aircraft", it is merely shifting the load and increasing the risk to the adjacent state
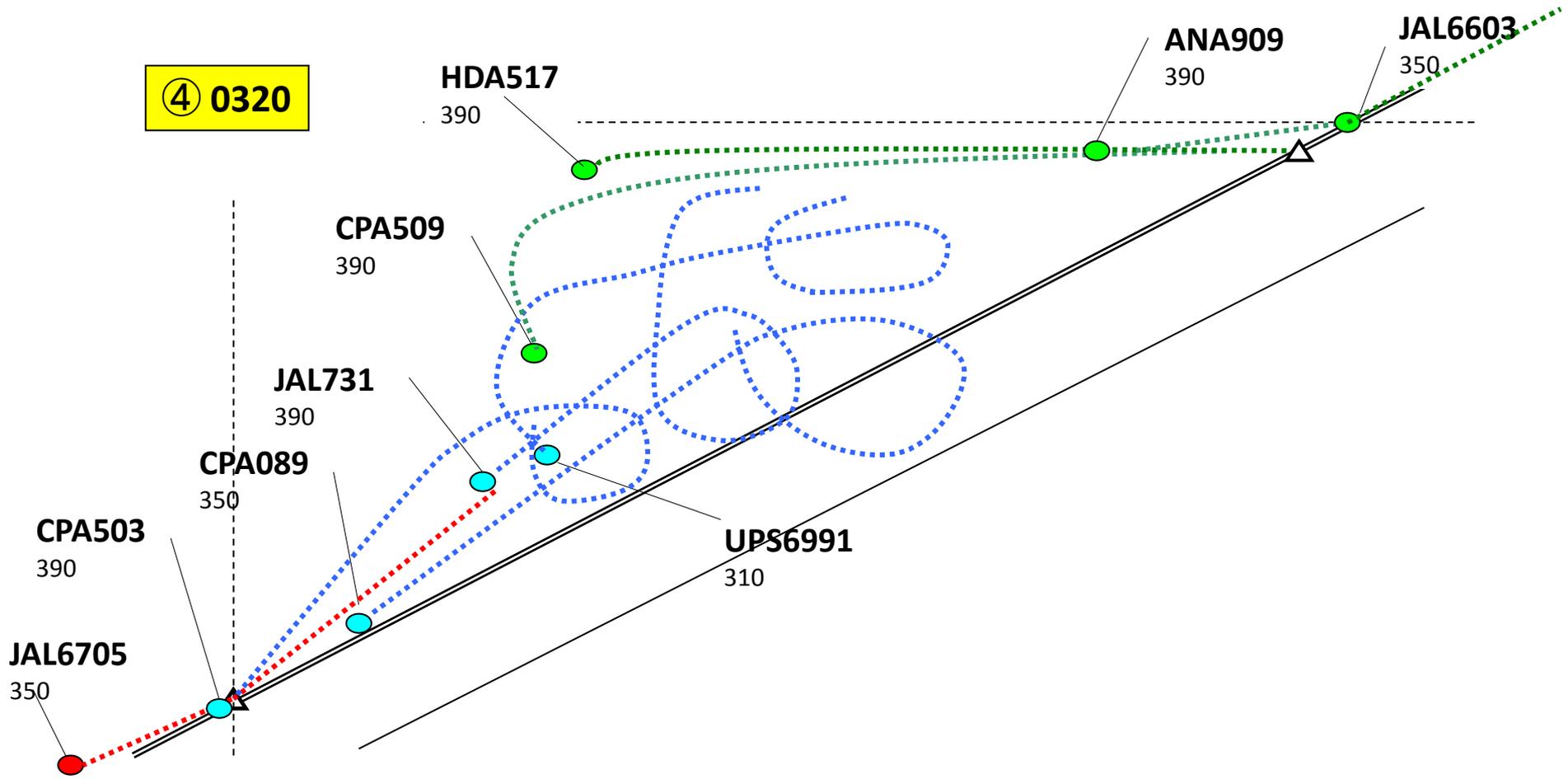
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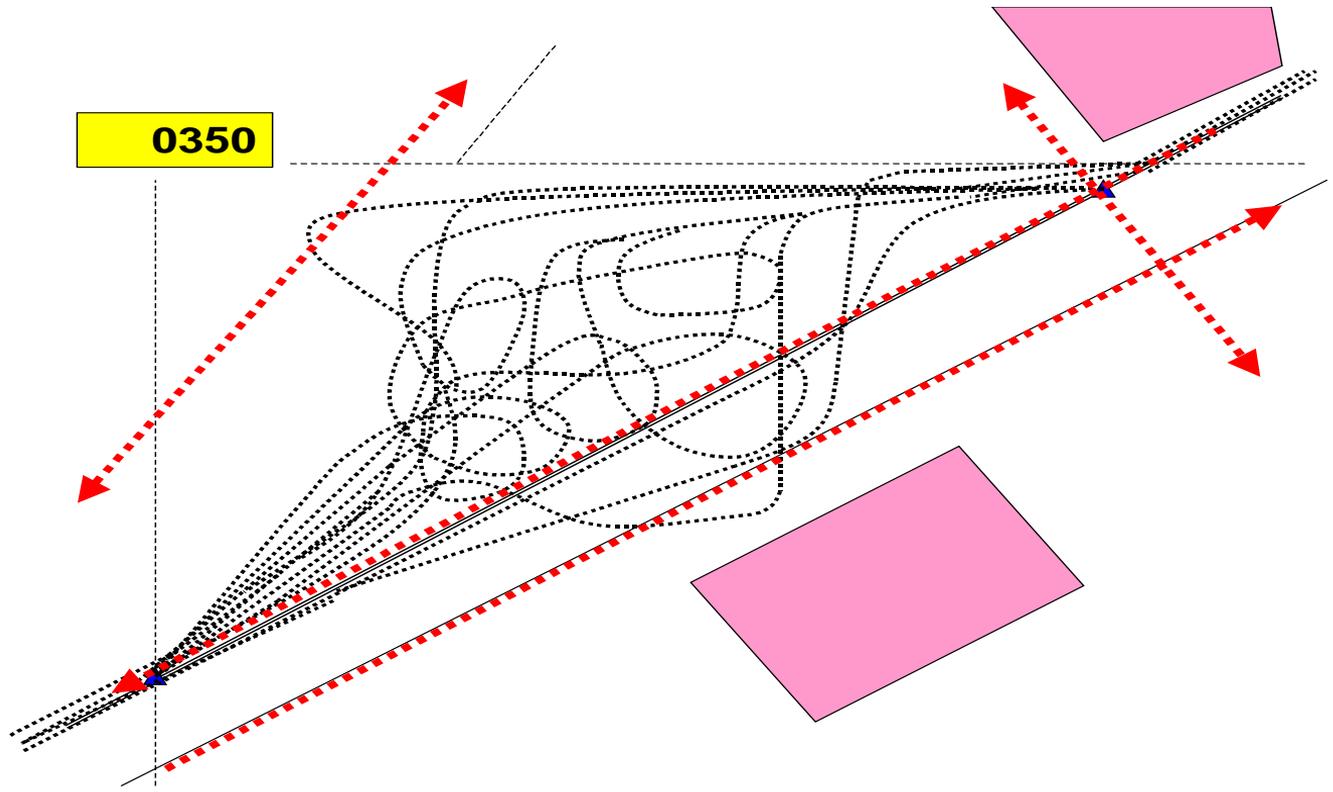
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How?

- ATFM should invoke the core principles of "gate to gate"

    - Doesn't mean we meter to the RWY end

- Need to ensure demand is balanced against capacity but sufficient demand sustained to enable throughput

- ATFM should include identification of all "choke points"

    - Includes departure, arrival and en-route

- Does not need to be H24

ATFM

- Maximise efficiencies (in accordance with user expectations)

- Maximum collaboration with all airspace stakeholders

- Define capacities

- If ATFM required, implemented on a broad regional basis with centralised control
  - Can be virtual
  - Not individual

- Sub-regional (state) systems may assist overload within that region (state) but may be shifting the load elsewhere

- Where possible airport (and approach) capacity issues should not impact overflights (and vice versa)

ATFM

- Early notification/ coordination with operators when capacity exceeded

    - +/- 1min per hour

- Alternatives available (multiple)

- Maximise flexibility

- ATFM should minimise holding (not necessarily eliminate)

- Transparency of measures applied

- Allow operators to manage their own priorities

- Minimise Specific System requirements to operators

ATFM

- All states should be looking towards the regional implementation of ATFM

  But

- **All states must ensure operational efficiencies are maximised first**