

AIR TRAFFIC FLOW MANAGEMENT UPDATE NO 5

Hello All,

All updates and documents are available for download on the ATNS website under the following link, <http://www.atns.co.za/products-and-services/air-traffic-management/camu/air-traffic-flow-management>.

Today we continue with Traffic Management Initiatives (TMI) programs.

Airspace Flow Programs (AFP) marks a significant new step in en-route traffic management. The principal goal for the initial deployment will be to provide enhanced en-route traffic management during severe weather events and sector overloads.

The CAMU ATFM system identifies constraints in the en-route system, and develops a real-time list of flights that are filed into the Flow Constrained Area (FCA). CAMU will use AFPs to manage the flow into these areas, and distributes Calculate Take Off Times (CTOT) to manage the demand through the area.

Once a Traffic Management Initiatives (TMI) is declared and when a flight is included, the aircraft operator will receive a Slot Allocation Message (SAM) and it will be visible on the CAMU WEB, issuing a CTOT. Meeting the CTOT is important because it allows the demand to be managed into the FCA.

Depending on the severity of the constraint leading to AFP, you may:

- ✚ be rerouted to avoid the AFP altogether; or
- ✚ be allowed to enter the AFP with a minimal delay; or
- ✚ want to re plan your flight outside the time frames.

An AFP provides:

- ✚ an equitable distribution of delays among flights filed through the constrained airspace; and
- ✚ ATM community with more predictability, flexibility, and options during a severe weather event.

CAMU Helpdesk

