

CAMU AIR TRAFFIC FLOW MANAGEMENT UPDATE NO 7

Hello All,

As we approach the end 2009, CAMU is gearing up for the challenges next year. Internal operational validation of the Enhanced Air Traffic Flow Management System is ongoing until the end of January 2010. CAMU will be approaching all aircraft operators early next year to inform and provide training. In tandem our ATS Units will be part of the ATFM rollout next year. Please make it available to ATCs and Pilots.

Attached is the enhanced ATFM SA AIP S004-10 effective 1 March 2010. The Enhanced ATFM operator's Manual will be available by mid January 2010, via the ATNS website under ATFM (www.atns.co.za/atfm). Comments, ideas and queries are welcome. All updates and documents are available for download on the ATNS website under the following link, www.atns.co.za/atfm.

Successful ATFM in South Africa relies on information sharing with aircraft operators, airport authorities, ATS units and CAMU, thus information of ATFM measures will be distributed by the following means:

✚ Bi-annual Airspace Operations Plan

The Bi-annual Airspace Operations Plan (AOP) document provides a consolidated view of the forecast seasonal ATFM situation which includes the traffic and capacity forecast, bottleneck identification and description of the associated ATFM and Traffic Management Initiatives (TMI). The AOP is the final result of the operations planning process which consolidates inputs from the aviation community involved in airspace management operations (i.e. ATS Units, Aerodromes, Airspace Users, Military, etc.). The AOP is published biannually by the CAMU – with summer and winter releases. Each release is usually updated twice per season. The first AOP will be available on the 1st March 2010.

✚ The Daily Airspace Plan (DAP)

The Daily Airspace Plan (DAP) is produced the day prior to the day of operation. The Daily Airspace Plan (DAP) will provide a summary of planned ATFM measures for the 24 hours period. It is updated regularly. The current day's Daily Airspace Plan (DAP) is the result of up to seven days of research, and historical data analysis within the CAMU ATFM system.

✚ The ATFM Flow Advisory Message (FAM)

The Flow Advisory Message (FAM) providing information to ATS Units, Aerodrome Operators and Aircraft Operators about the implementation, revision, compression, and cancellation of a Ground Delay Program (GDP), Ground Stop (GS) and Airspace Flow Program (AFP) will be transmitted. Except for the cancellation of a Ground Delay Program (GDP) or Airspace Flow Program (AFP), the FAM may include the following items:

- ✚ Aerodrome or Airspace;

- ✚ Delay Assignment Mode;
- ✚ Time frame;
- ✚ Program Type. (Optional);
- ✚ Program Rate;
- ✚ Flights Included; (Optional, will be available on CAMU Web and on message exchange)
- ✚ Scope;
- ✚ Additional ATS Units Included;
- ✚ Exempt ATS Units;
- ✚ Delay Assignment Table Applies To. (Optional);
- ✚ Maximum Delay or Delay Limit. (As appropriate);
- ✚ Average Delay. (Optional);
- ✚ Reason;
- ✚ Remarks.

The Daily Airspace Plan (DAP) and Flow Advisory Message (FAM) will be transmitted via AFTN and/or emailed to ATS Units and those Aircraft Operators and Aerodrome Operators who wish to be included in the address list.

✚ **Collaborative Decision Making (CDM) Teleconference (Telcon)**

Collaborative Decision Making (CDM) will allow decisions to be taken, after collaboration of relevant aviation community members, on the basis of the most comprehensive, up-to-date and accurate information. This in turn will facilitate decisions about flights to be made according to the latest information available, thereby enabling the flight trajectory to be dynamically optimised to reflect near or real-time events. This CDM process is a key enabler of the ATFM process allowing the sharing of all relevant information between aviation community members so that the best gate to gate trajectory of flights can be achieved. This will enable the community members to update each other continuously on events from the strategic to tactical phase.

To be efficient and to reach the required objectives, CDM should have the following characteristics:

- ✚ an inclusive process;
- ✚ a transparent process; and;
- ✚ a process that builds trust between the aviation community.

The principles of CDM have been implemented in the CAMU day-to-day operations, planning and developments with active involvement of appropriate members of the aviation community. An ATFM CDM Telcon with all relevant ATS Units and appropriate aviation community members will be held at various times (to be published) to discuss current Daily Airspace Plan (DAP), weather impact, flow rates, Flexible use of airspace (FUA), post event discussion, inputs from ATS Units regarding staffing, consolidation of ATC sectors, anticipated traffic management initiative (TMI), equipment, anticipated traffic volumes, constraints, current configuration and aerodrome arrival rates (AAR), anticipated configuration and aerodrome arrival rates

(AAR), aerodrome departure rates (ADR), special events, military activities that impact ATFM, and flow constraint areas (FCA) – current and anticipated.

📌 **Planning and Review of ATFM Situation CDM Conferences**

Each day at 0500 UTC the ATFS briefs attendees to the daily telcon on the current ATFM situation in South Africa and prospects for the rest of day based upon the plan the CAMU has constructed that day. Follow up telcon may occur at ad hoc intervals depending on circumstance. Special meeting may be scheduled due to special events or situations. Occurrence of these special conferences will be advised by AFTN, email, or other methods.

Regards, and Merry Christmas,

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