

Quick Guide to ATFM

Clients experiencing problems should inform the relevant Units as indicated below depending on the nature of the problem.

FLIGHT PLAN FILING PROBLEMS

A problem with an FPL excluding RPLs

Action Contact Aeronautical Information Management Unit (AIMU)

ATNS Johannesburg OPS TELEPHONE ++27 (0) 11 928 6517/18/19
OPS FAX ++27 (0) 11 975 1592
OPS AFTN FAJSZPZX
SITA JNBXYF

mailto: jsbrief@atns.co.za

OPERATIONAL ATFM PROBLEMS

Action Contact the CAMU HELPDESK

TELEPHONE ++27 (0) 11 928 6433
OPS FAX ++27 (0) 11 928 6420

CAMU ATFM MAN

TELEPHONE ++27 (0) 11 928 6422
OPS FAX ++27 (0) 11 928 6420

mailto: camuhelpdesk@atns.co.za

OPERATIONAL POST EVENT PROBLEMS

Action Contact the CAMU Incidents Team

FAX ++27 (0) 11 928 6420

mailto: flowops@camu.co.za

STANDARD PROCEDURES

FPL FILING

When do I file an FPL?

Not later than 3 hours before EOBT. You will get either: SAM or SRM when a TMI is active. CAMUWEB will display your CTOT as well.

FPL UPDATES

How do I revise my FPL?

When a TMI is active for your aerodrome, change your slot via the CAMUWEB and then send a DLA/CHG via the AIMU/Tower.

When no TMI in place, send a DLA/CHG via the AIMU or Tower.

When do I notify a delay?

When a TMI is active for your aerodrome or airspace change your slot via the CAMU WEB and then send a DLA/CHG for any change of EOBT greater than 15 minutes via the AIMU.

SLOT

When do I get a slot (CTOT)?

At the earliest, 2 hours before EOBT you will receive a SAM with a CTOT. However, if a regulation is applied after this time a slot will be issued immediately. CAMUWEB will be display your CTOT.

Why have I not received a slot 2 hours before EOBT?

Flight is currently not subject to regulation.

What happens if my slot changes?

You will receive an SRM with a new CTOT. CAMUWEB displays the new CTOT.

Why did I receive an SRM?

There are several reasons why an SRM would be sent such as: A better slot has been found for you. In response to a rate change in a regulation. In response to a change made by you on the CAMU WEB

What action do I take if I receive an SRM?

Comply with the new CTOT stated in the message.

What action do I take if I cannot comply with my slot?

As soon as possible change your slot via the CAMU WEB and send a DLA/CHG stating your new EOBT, if your new EOBT is not known, to ensure that the slot can be reused and to minimise your risk of substantial delay.

What do I do if I have missed my slot?

Change your slot via the CAMUWEB and then send DLA/CHG.
- You will receive either :
- SRM, SLC or FLS, You may suspend your flight via the CAMU web which releases your slot. You will receive an FLS (Flight Suspension message) and will remain suspended until you move your slot in the active slot area, and then send a DLA to provide your new EOBT.

What do I do if I am a private pilot that has not registered for the CAMUWEB?

Contact CAMU for your changes.

What do I do if I get an SLC?

You are no longer subject to ATFM measures and may depart without delay. If the SLC is issued after EOBT+15 minutes you must update your EOBT by sending a DLA/CHG

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Can I 'freeze' my slot?

No. You may suspend your flight and reintroduce later via the CAMUWEB, however, if the CTOT received is not acceptable, then change your slot via the CAMUWEB and send a DLA message should be sent to using the following formula:

New EOBT must not be later than CTOT minus taxi time.
Example : EOBT 1000, CTOT 1100, but the flight cannot go off blocks until 1042. The taxi time is 18 minutes.
Calculation: 1100 – 18= 1042.

The new EOBT must be earlier than 1042

What should I do if I need to make a last minute revision to CTOT?

Revisions to CTOTs should be done via the CAMUWEB as soon as possible thus ensure that your slot will be free for others.

CALL HELP DESK

When do I call the Central Flow Help Desk?

If your delay is significantly above average. If you have a critical ATFM problem on the day of operations.

UNUSUAL SITUATIONS

LOW VISIBILITY

What will the CAMU do in the event of low visibility at my destination airport?

If require CAMU will issue a TMI to manage the demand.

CLOSURE OF AERODROME OR AIRSPACE

What may I expect if an aerodrome closes?

The CAMU will assess the duration and nature of the closure and declare a ground stop. After the ground stop

ATFM CONTINGENCY

What will the CAMU do if its system fails?

In the event of the system failure a contingency procedure will be started and instructions will be issued by the CAMU. To permit resumption of slot allocation following recovery, AOs should continue to send flight plans and flight plan update messages

Traffic Management Initiatives (TMI)

Ground Delay Programs (GDP) may be instituted so as to delay the flights on the ground and avoid excessive airborne holding or re-routings;

An **Airspace Flow Programs (AFP)** may be institute for an airspace constraint. When an Airspace Flow Program (AFP) is declared, the area subjected to the program will be called a flow constraint area (FCA);

A **Ground Stop (GS)** may be declared at an aerodrome when adverse conditions or major ATS outages cause demand to exceed capacity to such a degree that gridlock occurs at an aerodrome;