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**JOHANNESBURG (FAJA), CAPE TOWN (FACA) AND OCEANIC (FAJO) FLIGHT INFORMATION  
REGIONS**

**IMPLEMENTATION OF ENHANCED AIR TRAFFIC FLOW MANAGEMENT (ATFM)**

**AIRAC Effective Date:** 14 JANUARY 2010

**Validity:** 01 March 2010 - PERM

**1 INTRODUCTION**

- 1.1 *The responsibility for the management of air traffic flow and capacity management within South African sovereign and delegated airspace resides with the Central Airspace Management Unit (CAMU) which is established at the Johannesburg ATC Centre. The unit's responsibility includes, apart from managing the functions of the slot allocation program, the management of the flexible use of airspace (FUA), facilitating military exercises and operations, special and unusual events and any other activity which might require the use of airspace for a particular time period. The unit is also responsible for the re-routing of traffic, affected by adverse weather and temporary restricted or special use airspace in consultation with the aviation community in a collaborative decision making (CDM) process. In addition they will balance demand against capacity using the ATFM system after CDM with the appropriate aviation community members.*
- 1.2 *Air traffic flow and capacity management has become a vital part of air traffic management in exploiting the full capacity of the air transport system without running the risk of infringing upon safety caused by overload situations. In future the management of ATC capacity will become equally important as managing the traffic flows.*
- 1.3 *ATFM procedures in South Africa, in addition to the general description above are in conformance with the procedures set out in ICAO DOC 4444 - Air Traffic Management Operating procedures for the CAMU ATFM System (internal document) and the Enhanced ATFM Operators Manual (available for download at [www.atns.co.za/atfm](http://www.atns.co.za/atfm)).*
- 1.4 *From 1 March 2010, the enhanced air traffic flow management (ATFM) service is to be established within South African sovereign and delegated airspace. The service will be provided from the CAMU, which is supported by Flow Management Positions (FMP) established in appropriate control centres.*
- 1.5 **The objectives of the enhanced ATFM services are to:**
- *Reduce ground and en-route delays;*
  - *Maximise capacity and optimise the flow of air traffic;*
  - *Provide an informed choice between departure delay, re-routing and/or flight level selection;*
  - *Alleviate unplanned in-flight rerouting;*
  - *Assist ATS Units in planning for and managing future workload in the light of forecast increased traffic flows within South Africa;*
  - *Assessing the impact of FUAs and Temporary segregated areas (TSAs) on the air traffic control system;*
  - *Provide improved solutions around predicted severe weather;*
  - *Balance the demand against capacity of ATC sectors, air routes and aerodromes;*
  - *Determine the necessity for an airspace/ground delay program and other traffic management initiatives (TMI) and to enact them, and;*

- *Enabling aircraft operators to operate as close to their preferred trajectories.*

#### 1.6. **Responsibility for ATFM Measures**

*The CAMU, in co-operation with the Flow Management Positions, including regional ACCs, is responsible for the execution of ATFM measures within the Johannesburg, Cape Town and Johannesburg Oceanic FIRs.*

#### 1.7. **ATFM Phases**

*ATFM has 3 phases:*

- **Strategic Flow Management** *takes place two days or more prior to the day of operation and includes research, planning and coordination activities. This phase consists of analysing the evolution of the forecast demand, historical data and the identification of potential new problems and in evaluating possible solutions.*
- **Pre-Tactical Flow Management** *is applied during two days prior to the day of operation and consists of planning and coordination activities. This phase analyses and decides on the best way to manage the available capacity resources and on the need for the implementation of flow measures. One output is the Daily Airspace Plan (DAP) published via the ATNS website (<http://www.atns.co.za/atfm/dap>) and sent via email to subscribers.*
- **Tactical Flow Management** *is applied on the day of the operation. This phase updates the daily airspace plan according to the actual traffic and capacity. The management of the traffic is made through ATC slot allocation and/or ad-hoc rerouting.*

#### 1.8. **Areas subjected to ATFM**

- 1.8.1 *The ATFM adjacent area is the area, adjacent to Johannesburg and Cape Town FIRs; this includes all the regional airspaces adjoining South Africa.*

*The CAMU may apply ATFM Measures to flights which:*

- *Depart or arrive at: OR Tambo (FAJS), Cape Town (FACT), Durban (FADN), Bloemfontein (FABL), Lanseria (FALA), George (FAGG), Port Elizabeth (FAPE), East London (FAEL), and Kruger Mpumalanga Intl Airport (FAKN). Other aerodromes and airspaces within the Johannesburg and Cape Town FIRs could also be subjected to ATFM.*
- *Enter the Johannesburg, Cape Town and Johannesburg Oceanic FIRs after departing from an adjacent Flight Information Region (FIR) within the ATFM adjacent area.*

#### 1.9 **ATFM Measures**

- 1.9.1. *When adverse conditions affect an aerodrome or a part of the airspace, the capacity of that airspace could be affected, resulting in unoptimised traffic flows through the South African National Airspace, the following ATFM measures could be implemented:*

- *Ground Delay Program (GDP) may be instituted so as to delay the flights on the ground and avoid excessive airborne holding or re-routings. An Airspace Flow Program (AFP) may also be instituted 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).*
- *When adverse conditions or major facility outages cause demand to exceed capacity to such a degree that gridlock occurs, then a Ground Stop (GS) may be declared at an aerodrome.*
- *Level capping, and;*
- *Rerouting of aircraft.*

- 1.9.2. *If an Aircraft Operator (AO) would benefit from a reroute or level capping in-lieu of a departure delay then a reroute proposal (RRP) would be offered. Aircraft Operators would be required to respond by the time indicated in the message, to take advantage of the RRP.*

1.9.3. *The emphasis for ATFM measures is not to use traffic management initiatives (TMIs) exclusively (delaying aircraft on the ground) but more towards capacity management. Only when no other option is available will traffic management initiatives be applied and tactical ATC slots issued in the form of calculated take off times (CTOTs).*

#### **1.10. Functions of the Air Traffic Flow Management Position**

1.10.1. *The Air Traffic Flow Management (ATFM) position within the CAMU, is manned by Air Traffic Flow Specialists (ATFS) who have Air Traffic Control experience and was established to further enhance CDM and its practical application in ATC operations. In pre-tactical flow management they manage the preparation of the Daily Airspace Plan (DAP). For all ATFM operations, the ATFS is the point of contact with the aviation community concerning ATFM measures.*

1.10.2. *ATFS will play an important role during special events and in the event of crisis situation in South Africa whereby they will lead coordination with the aviation community.*

1.10.3. *Through the daily activities of the CAMU, the ATFM position is the focal point for strategic, pre-tactical and tactical information about the airspace and ATFM situation in South Africa. The ATFS will liaise with all relevant aviation community members, aerodrome operators and ATS Units, proposing and implementing ATFM developments. The ATFS will continue to monitor the national airspace system and amend or implement TMI's as required, continually ensuring demand is balanced against capacity and the equity of all airspace users.*

## **2. AIR TRAFFIC FLOW MANAGEMENT PROCEDURES**

### **2.1. Information on ATFM Measures**

*Information on ATFM measures will be distributed by the CAMU via the following methods:*

#### **2.1.1. 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.*

#### **2.1.2. 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.*

#### **2.1.3. 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 ATC Units Included;*
- *Exempt ATC 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 email to ATS Units and those Aircraft Operators and Aerodrome Operators who wish to be included in the address list.

#### 2.1.4. 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.

#### 2.1.5. CAMUWEB

- CAMUWEB is an important part of the enhanced ATFM system, as it allows Aircraft Operators, Aerodrome Operators and ATS Units, access to information about TMIs. AOs will be able to view flight details and manage their own ATC slots during a TMI. ATS Units and Aerodrome Operators will be able to view all flights arriving and departing from their aerodrome. Full details of CAMUWEB process are published in the Enhanced ATFM Operators Manual (Available for download at [www.atns.co.za/atfm](http://www.atns.co.za/atfm)).
- Aircraft operators, Aerodrome Operators and ATS Units are advised to have computer equipment capable of connecting to the CAMU website <https://www.camu.co.za> via the internet and satisfying the following minimum technical requirements:
  - Recommended Web Browser: Designed for Mozilla Firefox 2.0 or newer;
  - Email capability;
  - Monitor Display Resolution: minimum of 1024 x 768 pixels; and
  - Printer.

#### 2.2. Slot allocation

Slot allocation is an ATFM measure established to balance the demand against capacity. Airport slots are allocated during the strategic phase of ATFM. Air Traffic Control slots are allocated during the pre-tactical and tactical phase of flight when conditions are causing demand to exceed capacity. For the process to work effectively Aircraft Operators are to ensure they are fully informed on the following procedures:

- Strategic ATFM measures (e.g. strategic traffic routing/strategic airport slot allocation etc);
- General ATFM procedures including flight plan filing and CAMU web interaction; and
- Current ATFM measures (e.g. specific measures applicable on the day in question) Aircraft Operators shall ensure that their crews are informed of, and adhere to, ATC slots issued by the ATFM service.

### 2.3. **Slot allocation procedures**

- 2.3.1. *The airport slot allocation procedures remain in force as described in SA AIP ENR 1.9.1 part 1 and Aircraft Operators are to comply with their EOBT unless subjected to an Air Traffic Control Slot.*
- 2.3.2. *When other ATFM processes are exhausted, traffic management initiatives (TMIs) will be applied by CAMU to balance demand against capacity and departure times will be issued in the form of a Calculated Take Off Time (CTOT). AOs must plan their flight to be ready for takeoff at the calculated take off time (CTOT) (At the holding point). The calculated take off time (CTOT) is a nominal time with a tolerance of -5 to +10 minutes, this enables the ATC to manage traffic tactically.*
- 2.3.3. *The calculated take off time (CTOT) is generally issued not later than 2 hours before EOBT, however Aircraft Operators and ATS Units are to monitor the CAMU web for the latest information on calculated take off time (CTOT) as this could change as tactical conditions dictate.*
- 2.3.4. *The calculated take off time (CTOT) is included in a slot allocation message (SAM), which is sent by the CAMU to:*
- *The address notified in advance to the CAMU by the aircraft operator, or*
  - *When the address is not known with the CAMU:*
    - *The ATC Tower of the aerodrome of departure, and*
    - *If different, the flight plan originator;*
  - *The CAMU web's slot substitution and flight elements subpages.*
- 2.3.5. *Furthermore, ATC is informed about the calculated take off time (CTOT) issued. If no slot allocation message (SAM) is received before EOBT, it can be assumed that the flight concerned may depart in accordance with the filed EOBT.*
- 2.3.6. *Aircraft Operators shall arrange the departure of their flights to comply with the calculated take off time (CTOT) issued. A slot window is available to ATC to optimise the departure sequence. This is not for use by AOs who should plan an EOBT consistent with the CTOT.*
- 2.3.7. *All flights subjected to a calculated take off time (CTOT) will be displayed on the CAMU Web's Initiatives page.*
- 2.3.8. *Full details of the Slot Allocation Process are published in the Enhanced ATFM Operators Manual (Available for download at [www.atns.co.za/atfm](http://www.atns.co.za/atfm)).*

### 2.4. **Modification of Estimated Off Block Time (EOBT)**

- 2.4.1. *It is a requirement for both ATC and ATFM that the EOBT of a flight shall be an accurate EOBT. This applies to all flights, whether subject to ATFM or not. Any change to the EOBT of more than 15 minutes (+ or -) for any IFR flight must be addressed to CAMU via an amendment message (eg DLA or CHG). The Aircraft Operator (AO) will receive a new Slot Allocation Message (SAM) or Slot Revision Message (SRM), whichever is applicable.*
- 2.4.2. *Once a flight plan has been filed for a flight subject to ATFM measures, any change in EOBT of more than 15 minutes shall be submitted, using a DLA message or by canceling the original FPL and filing a new flight plan.*
- 2.4.3. *Aircraft Operators will be able to interact with CAMU via the CAMU website, <https://www.camu.co.za> to amend calculated take off times (CTOT), suspend, re-instate and to perform a slot swap within own aircraft schedule or move the flight to the acceptable open slot in the future.*

### 2.5. **Responsibility of Air Traffic Service Units**

- 2.5.1. *ATS Units at aerodromes shall ensure that departing flights adhere to notified calculated take off time (CTOT) issued by the CAMU.*
- 2.5.2. *Flights failing to adhere to issued calculated take off time (CTOT) shall be denied start-up clearance until the Aircraft Operator has obtained a NEW CTOT. The AO will have to obtain a new slot on the CAMU WEB.*
- 2.5.3. *ATS Units shall make every effort to enable departing flights to comply with calculated take off time (CTOT) and flights should not be prevented from departing due to minor taxiing delays.*

2.5.4. ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT.

## 2.6. **ATM/Aerodrome System Impact Reports**

2.6.1 The CAMU is the focal point for the collection of information relating to operational system impacts; i.e., NAVAID/radar shutdowns, runway closures, aerodrome constraints or any system event that has the potential to create an operational impact.

2.6.2. Therefore, all ATS Units/Aerodrome Operators shall ensure that a dissemination and communication process is established to keep the CAMU informed of all constraints and/or equipment malfunctions that could have a significant impact on capacity.

2.6.3. The ATSU are to provide the CAMU with advance notification of planned equipment outages, staff constraints, and runway closures etc, that will impact the air traffic system capacity and additionally provide in writing a system impact report (available on [www.camu.co.za](http://www.camu.co.za)) that describes in detail the following items:

- Description of outage/construction project;
- Dates/times of project or maintenance;
- Impact. Describe projected impact in regard to the operation;
- Specify the AAR under various conditions/scenarios, e.g., IFR/VFR;
- Delays. What type of delays can be expected?
- Traffic management initiatives. What type of initiatives can be expected?
- Notification to AOs/ATSU. Coordination/notification provided to AOs/ATSUs; and
- Any other pertinent information.

## 2.7. **Flight plans**

2.7.1. All aircraft operators are requested to file non-repetitive (ICAO) flight plans at least 3 hours before EOBT to provide CAMU with accurate forecast of potential air traffic demand. Early filing of flight plans will ensure that the calculated take off time (CTOT) issued is as close to the requested EOBT + published Taxi time as possible. Aircraft Operators (AOs) should be aware that filing a flight plan late may lead to a disproportionate delay. It is in the best interest of Aircraft Operators (AOs) to initiate prompt revisions or cancellations, thus permitting the system to maximise use of available capacity and minimise delay. The later the revision is made the greater the probability of a delay.

## 2.8. **ATFM Messages**

Each ATFM message comprises a number of fields some of which are mandatory and some optional. Their number varies according to the message type. The fields used ATFM messages are summarized as follows.

<i>FIELDS</i>	<i>DEFINITION</i>
<i>ADEP</i>	<i>ICAO indicator of aerodrome of departure</i>
<i>ADES</i>	<i>ICAO indicator of aerodrome of destination</i>
<i>CTOT</i>	<i>Calculated Take-Off Time</i>
<i>EOBD</i>	<i>Estimated Off-Block Day.</i>
<i>EOBT</i>	<i>Estimated Off-Block Time</i>
<i>FILTIM</i>	<i>Date and time stamp of original message</i>
<i>NEWCTOT</i>	<i>Revised CTOT</i>
<i>NEWEOBT</i>	<i>Revised EOBT</i>
<i>NEW RTE</i>	<i>New Route</i>
<i>REGUL</i>	<i>Identifier for the restriction imposed (may include more than one)</i>
<i>RESPBY</i>	<i>Latest time by which a response is required</i>
<i>RVR</i>	<i>Runway Visual Range (this field is optional in certain messages)</i>
<i>COMMENT</i>	<i>Commentary</i>
<i>TAXITIME</i>	<i>Taxi Time</i>
<i>REGCAUSE</i>	<i>Regulation Cause</i>
<i>TITLE</i>	<i>Title of the message</i>

## 2.9. **ATFM Messages Lists**

ATFM Messages issued by CAMU: SAM, SRM, SLC, FLS, DES, RRP.

## 2.10. **ATFM Messages Examples**

The following tables give examples of all ATFM messages currently in use. The tables include a brief description of each message and subsequent actions.

Message	Originator and Description	Action
<ul style="list-style-type: none"> <li>- TITLE SAM</li> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0925</li> <li>- CTOT 1037</li> <li>- REGUL FAJS</li> <li>- COMMENT CLDT 100303 1237</li> <li>- COMMENT PR03</li> <li>- TAXITIME 0010</li> <li>- REGCAUSE CA 83</li> </ul>	<p><b>SAM: Slot Allocation Message</b></p> <p>Sent to AO/ATC 2 Hours before last received EOBT.</p> <p>CAMUWEB shows CTOT.</p> <p>The <b>SAM</b> is used to inform AOs &amp; ATS of the Calculated Take-Off Time (CTOT) computed by CAMU for an individual flight, to which AOs/ATC must adhere.</p>	<p>Sent to AOs/ATS 2 hours before the last received EOBT. AOs/ATC must comply with the CTOT.</p>
<ul style="list-style-type: none"> <li>- TITLE SRM</li> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0925</li> <li>- NEWCTOT 1037</li> <li>- REGUL FAJS</li> <li>- COMMENT CLDT 100303 1237</li> <li>- TAXITIME 0010</li> <li>- REGCAUSE AD 89</li> </ul>	<p><b>SRM : Slot Revision Message</b></p> <p>Sent to AO/ATC to pass or confirm any revision to a CTOT following the issue of the initial SAM.</p> <p>This message may be used to indicate a delay increase or decrease.</p>	<p>The SRM notifies a significant change of slot. AOs/ATC must comply with the NEWCTOT.</p>
<ul style="list-style-type: none"> <li>- TITLE SLC</li> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0925</li> <li>- TAXITIME 0010</li> </ul>	<p><b>SLC: Slot Requirement Cancellation Message</b></p> <p>Sent to AO/ATC to advise that a flight which has received a CTOT is no longer subject to a restriction.</p>	<p>Flight may depart without restriction unless a new message is received later.</p>
<ul style="list-style-type: none"> <li>- TITLE FLS</li> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0815</li> <li>- TAXITIME 0010</li> </ul>	<p><b>FLS : Flight Suspension Message</b></p> <p>Sent to AO/ATC at or after Slot Issue Time to suspend a flight due to exceptional conditions or adverse weather conditions or AO delays flight will enter suspension mode on CAMUWEB.</p>	<p>Flight must be de-suspended to become active again via the CAMUWEB.</p>
<ul style="list-style-type: none"> <li>- TITLE DES</li> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0815</li> <li>- COMMENT CLDT 100303 1015</li> <li>- TAXITIME 0010</li> </ul>	<p><b>DES : Flight De-suspension Message</b></p> <p>Sent to AO/ATC to de-suspend , a SAM will be sent as well.</p>	<p>No action is normally required of AOs/ATS and the flight if subjected to ATFM regulation will be issued with a CTOT.</p>
<ul style="list-style-type: none"> <li>- ARCID ABC123</li> <li>- ADEP FAJS</li> <li>- ADES FACT</li> <li>- EOBD 100303</li> <li>- EOBT 0925</li> <li>- ORGRTE N0280F180 RAGUL</li> </ul>	<p><b>RRP : Rerouting Proposal Message</b></p> <p>This message is sent to an AO to offer a reroute avoid the need for a slot on a new route or to</p>	<p>The message is sent to an AO to offer reroute to avoid or reduced a delay AO must response by RESPBY</p>

UQ10 WY DCT FACT - NEWRITE N0280F180 RAGUL BLV WY FACT - RESPBY 0755 - TAXITIME 0010	improve the CTOT. A "respond by time" is also added.	time if contend with the RRP.
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### 2.11. Delay Codes

Correlation between IATA delay codes and the CAMU's reasons for TMI's, the reasons are indicted in REGCAUSE field and in the FAM.

CAMU DELAY CODES						
Reason for Traffic management initiatives	CODE	Regulation Location	EXAMPLE	Code	IATA Delay Cause	CAMU Regulation Example Code
ATC Capacity	C	D	Demand exceeds the capacity	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	CD 89
		E		81	ATFM DUE TO ATC ENROUTE DEMAND/ CAPACITY	CE 81
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	CA 83
ATC Ind Action	I	D	Controllers' strike	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	ID 89
		E		82	ATFM DUE TO ATC STAFF/ EQUIPMENT ENROUTE	IE 82
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	IA 83
ATC Routeings	R	E	Phasing in of new procedures	81	ATFM DUE TO ATC ENROUTE DEMAND/ CAPACITY	RE 81
ATC Staffing	S	D	Illness; traffic delays on the highway	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	SD 89
		E		82	ATFM DUE TO ATC STAFF/ EQUIPMENT ENROUTE	SE 82
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	SA 83
ATC Equipment	T	D	Radar failure; RTF failure	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	TD 89
		E		82	ATFM DUE TO ATC STAFF/ EQUIPMENT ENROUTE	TE 82
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	TA 83
Accident/ Incident	A	D	RWY23 closed due accident	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	AD 89
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	AA 83

Aerodrome Capacity	G	D	Lack of parking; taxiway closure; areas closed for maintenance; demand exceeds the declared airport capacity	87	AIRPORT FACILITIES	GD 87
		A		87	AIRPORT FACILITIES	GA 87
Equipment non-ATC	E	D	Runway or taxiway lighting failure	87	AIRPORT FACILITIES	ED 87
		A		87	AIRPORT FACILITIES	EA 87
Ind Action non-ATC	N	D	Firemen's strike	98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE	ND 98
		A		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE	NA 98
Military Activity	M	D	Golden eagle;	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	MD 89
		E		82	ATFM DUE TO ATC STAFF/ EQUIPMENT ENROUTE	ME 82
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	MA 83
Special Event	P	D	FIFA football cup; Heads of Government meetings	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	PD 89
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	PA 83
Weather	W	D	Thunderstorm; low visibility; X winds	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	WD 89
		E		73	WEATHER EN ROUTE OR ALTERNATE	WE 73
		A		84	ATFM DUE TO WEATHER AT DESTINATION	WA 84
Environmental Issues	V	D	Noise	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	VD 89
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	VA 83
Other	O	D	Initial Airport Slot Allocation	89	RESTRICTIONS AT AIRPORT OF DEPARTURE	OD 89
		E		81	ATFM DUE TO ATC ENROUTE DEMAND/ CAPACITY	OE 81
		A		83	ATFM DUE TO WEATHER AT DESTINATION	OA 83

## 2.12. **Special status flights**

2.12.1. *It is possible for Aircraft Operators to obtain exemptions from the ATFM restrictions for certain flights through the use of STS/indicators in FPL. The STS indicator in field 18 of a flight plan will identify that a flight may require special handling.*

### 2.12.2. **Flights exempted from ATFM measures**

*The following flights are exempted from ATFM slot allocation and shall include, in Item 18 of the flight plan form, the appropriate STS indicator:*

- a) Flights in a state of emergency, including flights subject to unlawful interference; STS/EMER;*
- b) Flights conducting search and rescue operations; STS/SAR;*
- c) Flights carrying South African Head of State; STS/HEAD;*
- d) Flights for medical reasons, specifically declared by the medical authorities; STS/MERCY; and*
- e) Flights for humanitarian reasons; STS/ATFMEXEMPTAPPROVED.*

2.12.3. *The decision to use a particular status indicator is the responsibility of the Aircraft Operator. Unauthorised use of any of these indicators with the intention of avoiding flow regulations is considered as a serious breach of procedure.*

## 2.13. **Failure of CAMUWEB**

*During CAMUWEB failures, AO and ATS Units must rely on the ATFN messages being issued and may contact CAMU for email/fax printouts. However if no TMs are in place AOs are to depart flights according to their EOBTs.*

## 2.14. **Contact details**

*Aircraft Operators, Aerodrome Operators and ATS Units having general queries on ATFM matters and on CAMU operations should contact the CAMU Helpdesk. The CAMU contact numbers and address is as follows;*

<b>Postal Address:</b>	CAMU (ATNS) Private Bag X1 Bonaero Park 1622 SOUTH AFRICA	<b>Site Address:</b>	CAMU (Johannesburg ATCC) Gate 14 OR Tambo Intl Airport OPS Complex Bonaero Drive Bonaero Park KEMPTON PARK
<b>Tel:</b>	+27 (0) 11 928 6433		
<b>Fax:</b>	+27 (0) 11 928 6420		
<b>AFTN:</b>	FAJSATFM		
<b>Email:</b>	camuhelpdesk@atns.co.za		