Collaborative Decision Making:
ATFM

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AIM
What role does Air Traffic Flow Management play in CDM
SCOPE
SCOPE:

- What is CDM?
- Characteristics of Efficient CDM
- CDM Partners
- Air Traffic Flow Management Position
- ATFM CDM Teleconference
- Equipment used by CAMU to enhance CDM
  1. Airspace Management Tool (AMT)
  2. Airport Flow Tool (AFT)
  3. CAMU Web
- Airline Operator Roles
- Recommendations on CDM between CAMU and stakeholders
- Information on the CAMU
WHAT IS CDM?

- Common Sense applied on a daily basis
- A concept requiring a culture change
- Sharing of information to create a common world view
- Acting on shared information to improve decisions
- About People; Not Technology
- Bringing benefits to all airport partners
CHARACTERISTICS OF CDM

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

- An Inclusive process,

- A Transparent process, &

- A Process that builds Trust within the aviation community
CDM PARTNERS:
Air Traffic Flow Management Position

- Manned by an Air Traffic Flow Specialist, who have Principal ATC experience.
- Position was established to further enhance CDM.
- Focal point for strategic, pre-tactical & tactical information for the airspace & about ATFM situations in South Africa.
- ATFS will monitor the NAS & amend or implement TMI’s as required, continually ensuring demand is balanced against capacity and equity for all airspace users.
ATFM CDM TELCON

- Monday-Friday at 0630Z
- ATFS will host
- ATSU’s and aviation community members to join
- DAP, WX, FUA, TMI’s, Military activities, etc

Tel nr (011) 928 6590
EQUIPMENT TO ENHANCE CDM

Airspace Management Tool (AMT)

Airport Flow Tool (AFT)

CAMU Web
Main Capabilities:

- Display of the **current air situation** wrt Flight Plan tracks, Graphical routes, Maps, Lists of flights, Weather data, Storm TSA
- Display of the **future air situation** (Strategic Mode)
- Displaying of sector/position/TSA traffic load
- Quick **Sorting/Filtering** capabilities.
AIRPORT FLOW TOOL (AFT)

What is it?

AFT is a
- pre-tactical advanced decision support tool used to
- monitor system demand and capacity, and
- implement traffic management initiatives to resolve imbalances within the South African Airspace.

AFT provides CAMU
- with a common situational awareness
CAMUWEB

What is it?

CAMU Web is a web-based analysis and tactical slot management tool.

The primary purpose of CAMU Web is to:

- Display current TMI s and associated parameters.
- **Assess the performance** of Ground Stops (GS), Ground Delay Programs (GDP) and Airspace Flow Programs (AFP) in real-time.
- Provide tactical slot management capabilities through Substitutions.
ATS ROLE IN ATFM

- ATS Units at aerodromes shall ensure that departing flights adhere to notified calculated take off time (CTOT) issued by the CAMU.

- 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.

- ATC shall provide all possible assistance to Aircraft Operators to meet a CTOT. Flights should not be prevented from departing due to minor taxi delays.
AIRLINE OPERATORS’ ROLE

- AOs must plan their flight to be **ready for takeoff at the CTOT**.

- 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**. AOs should **plan an EOBT consistent with the CTOT**.

- **Compliance with the CTOT is important** because it allows **system-wide demand to be managed** in an FCA or in a GDP.
AIRLINE OPERATORS’ ROLE

- Manage slots effectively to ensure that no capacity is wasted. This is an important element in ATNS’s ATFM system. Flight Substitutions is the way in which Aircraft Operators manage their slots. Through the Substitutions interface of CAMU Web, users are able to:

- Suspend cancelled flights from their slots, which will free up that slot for use by another flight.

- Assign a new slot if the current assigned slot is unachievable, or too far in the future.

- Airline Operators should release slots at least 15 minutes before the CTOT, in order for other operators to make use of the CTOT.
RECOMMENDATIONS

- From previous interaction with our stakeholders it has become apparent that a **specific person** should be tasked with CAMU related issues.

- We encourage **Telcon participation** by all stakeholders.

- During the Telcon stakeholders are encouraged to mention any **operational issues**, that might be useful to the CAMU.

- Airline Operators are encouraged to use the **CAMUWeb** to proactively **manage slots** to make sure that no capacity gets wasted.
  Specific system requirements for CAMUWeb can be obtained on the ATNS webpage. We suggest **Google Chrome** as a browser.
METRON – ATNS VIDEO

Metron – ATNS video
Information on the CAMU

www.atns.co.za/atfm

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Tel number: 011-928 6433
“A boat doesn’t go forward if each one is rowing their own way.”
~ Swahili proverb