

As we approach the FIFA 2010 World Cup South Africa™ deadline, ATNS has invested heavily into Air Traffic Flow Management. CAMU has been gearing up to meet these challenges, together with ATCs, Aircraft Operators, and finally with Airport Authorities.

Please find attached the enhanced ATFM AIC effective 30 Jul 2009. Comments, ideas and queries are welcome.

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.

When adverse conditions affect an Aerodrome or Flow Constrained Area (FCA), they also affect traffic flow through the National Airspace System (NAS). One method we use to compensate for reduced capacity is to delay flights arriving at that constraint before these flights take off. This is known as a Ground Delay Program (GDP) for an airport or as an Airspace Flow Program (AFP) for an FCA. All Air Traffic Flow Specialists (ATFS) will be using the Airspace Management Tool (AMT) to determine the necessity for a program and other traffic management initiatives (TMIs) and enact them using the Airport Flow Tool (AFT). The information will be shared with our customers and ATS Units through Collaborative Decision Making (CDM).

The CAMU ATFM System must **NOT** be used in any way to relieve ATC of their responsibilities in respect of tactical air traffic management. The requirement for the use of a CAMU ATFM System is as follows:

- Flexible/Special Airspace Facilitation.
- Aerodrome capacity analysis, and demand and capacity balancing,
- Area and Terminal Area Sector capacity analysis, and demand and capacity balancing,
- To determine the necessity for a program and other traffic management initiatives (TMIs) and enact them,
- Impact analysis of re-routing and revised area and terminal structures,
- Assessing and simulation of controller workloads,
- Plotting of data on Temporary Segregated Areas (TSA),
- Measuring and displaying graphically the airspace capacity against demand, overall, per sector or per aerodrome,

- Manage ground delay programmes and tactical slot allocation/substitution.
- Managing pre-tactical air traffic flows,
- Proposing options for AOs around forecasted enroute weather that affects traffic flows.

The Central Airspace Management Unit (CAMU), with all its supporting personnel and systems, will continue to be a vital player in the management of these important functions.

Soon we will be launching a weekly ATFM Newsletter for our ATCs and Customers.

For further information please reply to this email or call, comments, ideas and queries are welcome.

