

**Twenty Fourth Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/24)**

Brisbane, Australia, 11-12 March 2010

Agenda Item 4: Review Open Action Items

New ALOFT Procedures to be Implemented by Air Services Australia

Presented by IATA – United Airlines

SUMMARY

Air Services Australia is planning to implement a “new” ATM Long-range Optimal Flow-management Tool referred to as ALOFT in April 2010 to address ATM issues at Sydney Airport during the 1900 to 2100 UTC period. These new procedures could require various speed, flight level, and other Air Traffic initiatives to meet the intended outcome of the program, that being to have an orderly sequencing of flights into Sydney following the night curfew period.

1. INTRODUCTION

- 1.1 The early morning international arrivals at Sydney airport have experienced various delays, airborne holding, and vectoring due to airport/runway capacity verses demand. In order to improve the efficiency of arrivals during the 1900 to 2100 UTC period, Air Services Australia has modified their ALOFT program to better address this issue.
- 1.2 The proposed procedures of new ALOFT could have significant affect on International arrivals from various origins, and especially those conducting UPRs from North America. This affect will likely be in both the en-route sector, as well as the terminal sector.

2. DISCUSSION

- 2.1 Flow Management Procedures (ATFM) and runway capacity constraints have been designed by Air Services Australia for International arrivals at Sydney between the hours of 1900 and 2100 UTC.
- 2.2 The new ALOFT program can, and most likely will, have an affect on the en-route operations of flights in various FIRs destined Sydney for arrival between 1900 and 2100 UTC.

- 2.3 A self regulating program to align the Airline Scheduled In Block Times (SIBT) with Air Traffic is the goal of this program.
- 2.4 Presented in the new ALOFT procedures are assumptions concerning use of RTA. Increased use of the Required Time of Arrival (RTA) function of the aircrafts Flight Management System (FMS) which allows the flight crew to specify a RTA at an along track waypoint, such as a 200NM SY Gate or 200 DME SY. The accuracy of the RTA can be manipulated by the Flight crew and can range between plus or minus 5 seconds to plus or minus 30 seconds,
- 2.5 **newALOFT** is programmed to handle a coarser figure (plus or minus 2 minutes) this will result in a very high level of compliance which is necessary for this self regulatory procedure to succeed.
- 2.4.1 The concept is to have the aircraft sequenced in landing order at 200NM Sydney; there will be a small allowance for variation at 200NM (plus or minus 2 minutes) The Pilot in Command (PIC) is required to conform to these times; non compliance will result in ATM intervention being taken and immediate reporting to the operating company of non compliance with these agreed procedures.
- 2.4.2 The assumption that RTA can handle the variable in arriving over a particular point that could be as much as 5 to 6 hours away does not take into consideration the criticality of fuel reserves and potential increased fuel burn to meet these objectives.
- 2.7 The variables include considerably changes in day to day(flight by flight) winds that will change the en-route flight time. In addition there are frequent requirements to deviate en-route weather between North America and Sydney. In addition UPRs are operated to provide the most fuel efficient routing based on a specific speed regime and altitude profile.
- 2.8 The assumptions within the new ALOFT procedures may result in unplanned technical stops based on an inability to meet the goals of the program..

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) Note the concerns voiced of the assumptions made in the new ALOFT procedures, and the potential en-route variables that could affect these flight operations.
 - b) Consider the variables of long range operations and need for collaboration between Air Traffic Service providers and operators.