



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Fourth Meeting (ATM SG/4)
(Amman, Jordan, 29 April – 3 May 2018)

Agenda Item 5: Airspace Management Issues

**DEMAND VS CAPACITY – MANAGING REGIONAL CAPACITY
DURING DISRUPTION**

(Presented by IATA)

SUMMARY

This paper addresses the current issues pertaining to airport capacity management within the MID Region and the ability to manage demand during mass diversions and disruption.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 With some of the world’s largest carriers along with many international carriers operating within close proximity to each other at international hubs in the MID Region, periods of disruption, including weather or ATC capacity limitations often lead to significant delays, diversion and unprecedented levels of airborne holding.

2. DISCUSSION

2.1 IATA would like to thank ICAO and States for their continued use of CDM processes as we continue to manage ever increasing demand and pressure on current infrastructure.

2.2 If not already implemented, States are asked to consider the need for a Demand Versus Capacity management program during periods of disruption most likely associated with, but not limited to, Low Visibility Operations. This includes consideration of flight cancellations, ground holding and potential exemptions for “Out of Area” inbound traffic in order to maintain an appropriate traffic flow rate.

2.3 Where a Demand Versus Capacity management program already exists, States are asked to consider publishing their process in their AIP and via NOTAM when implemented.

2.4 Where a Demand Versus Capacity management program is not able to reduce air holding times to average levels (approximately 40 minutes) States, ANSPs and airport operators are asked to publish expected airborne holding times in their AIP or via NOTAM to allow operators to appropriately fuel plan during forecast or expected periods of disruption.

2.5 Although the above processes will help to reduce diversions, States are asked to consider, through the use of CDM, the disclosure of airport diversion capacity so that airlines are able to plan realistic and appropriate alternate airports.

2.6 IATA is willing to cooperate with any States & ANSP with the aim of supporting this process within the region. Operators, both regional and international, are keen to assist in any decision-making process and will support any meeting to discuss or implement the above topics.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) consider section 2.2 to 2.6.

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