SAFE SKIES.
SUSTAINABLE FUTURE.

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Thailand ATFM Experience

Our Story, Our Lessons Learned, and Our Future

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Thailand ATFM Experience

01 **The Beginning**
BOBCAT ATFM Service

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From 2014 to Where We Are Today

03 **The Learnings**
Challenges and Lessons Learned

04 **The Future**
Looking Ahead

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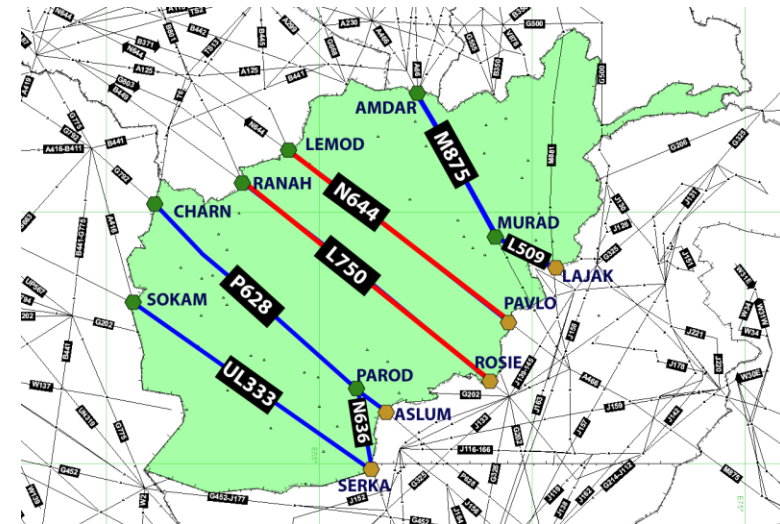# The Beginning: From Back in 2007…

The Operating Environment
Nighttime curfew at European airports causes flights from South/Southeast Asia to converge over Kabul FIR while enroute to Europe between 2000 – 2359 UTC

The Problem Statement
Smooth traffic flow through the limited routes and flight levels available in Kabul FIR

The Beginning: The BOBCAT ATFM Service
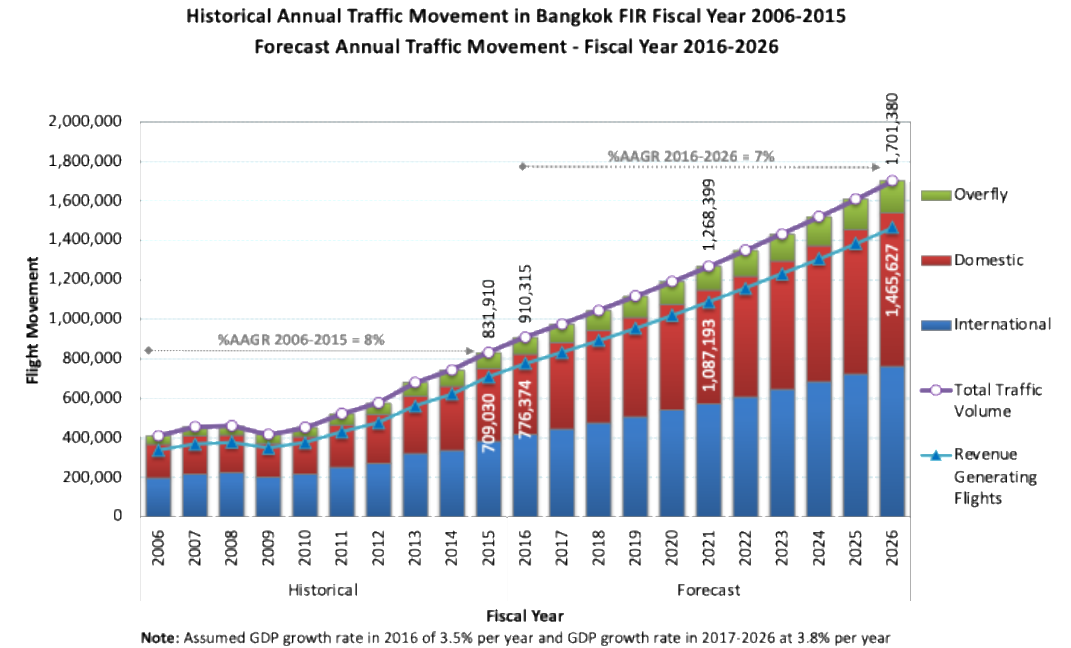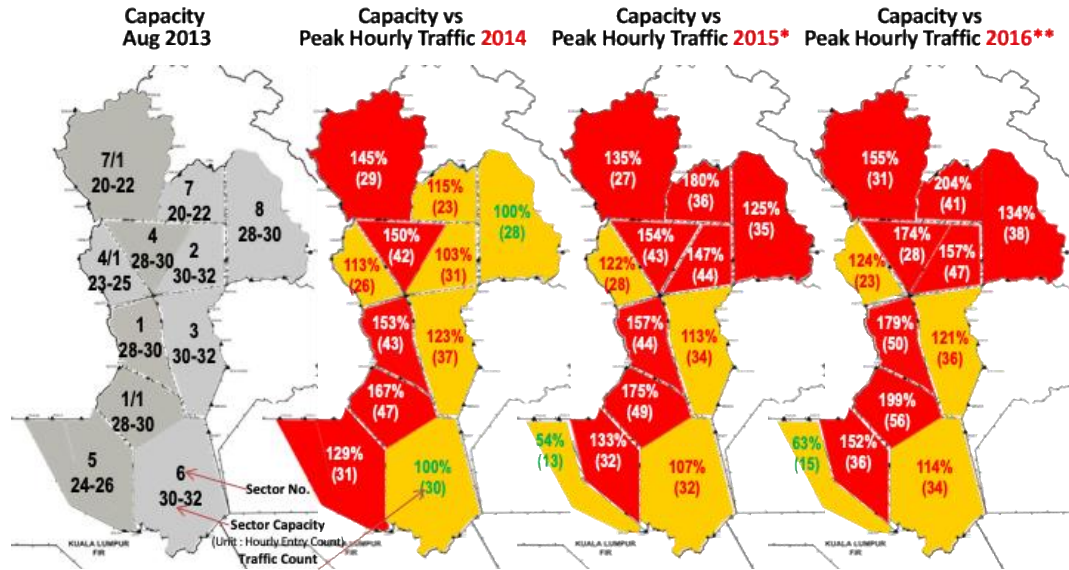
(And we did that from a small room with a few computers…)

> Assignment of **ATFM slots** with **CTOT, CTO & FL allocation** based on airlines' requests

Service Expansion

Then came the mid-2010s...

...when we needed to find ways to cope with the rising traffic demand

Service Expansion: From 2014 to Today
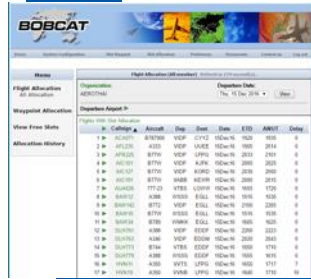
From initial focus on BOBCAT ATFM service

...to expanded ATFM service covering all phases of operations
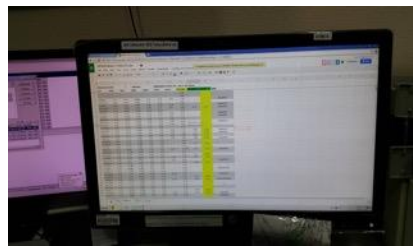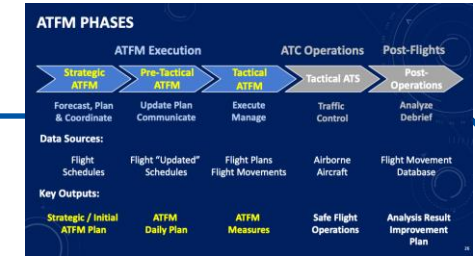
From manual Excel spreadsheet...

...to automated ATFM system with slot management
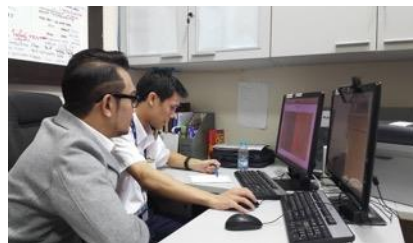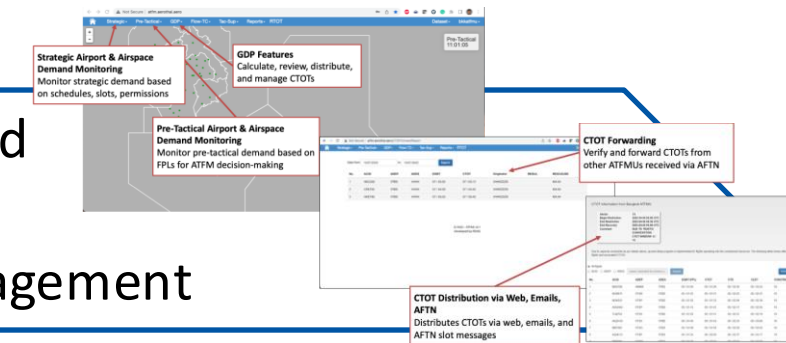
From the early days of developing expanded operating procedures...

...to a comprehensive set of operations manual and instructions

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Service Expansion: From 2014 to Today
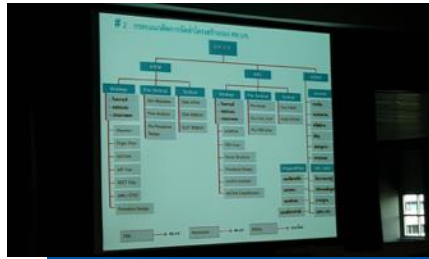
From independently establishing the ATFM service in AEROTHAI

...to being an approved ATFM service provider

From co-pioneering the concept development for APAC ATFM

...to co-leading an operational regional ATFM network

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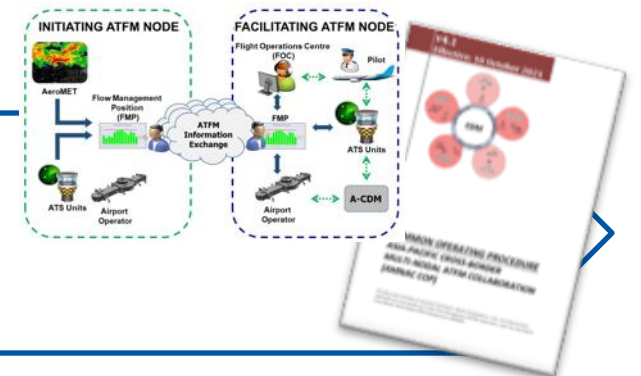
The Learnings

👉	"Internal" Stakeholders Engagement	Engage ATC units early in the implementation Set realistic expectation; differentiate ATFM from ATS
👍	"Local" Stakeholders Engagement	Engage Airspace Users, Airport Operators, and Ground Services ATFM is a "collaborative" service by design
👍	"Regional" Network Connection	ATFM is best implemented as a regional network Get regional partners involved
👍	Well-Established Administrative System	SMS, QMA, HRD…it's not just about ATFM "operations" Regulatory framework support can go a long way

👍 We are already doing well   👉 We have some rooms to improve

The Learnings

👍 **Needs-Based Software Development**　　Develop / procure software based on operational concept and true working requirements

👉 **Post-Operations Analysis and Continuous Review**　　Conduct post-operations analysis regularly & Use the analysis for ATM planning and improvement

👉 **Accurate ATC Capacity Assessment**　　Accurate ATC capacity numbers need to be developed for effective ATFM operations

👍 We are already doing well　　👉 We have some rooms to improve

The Future: Where We Are Headed

Software enhancement, with improved DCB algorithm and integration with A-CDM process

Furthering regional ATFM, by supporting other regional ANSPs and engaging in the review of APAC ATFM concept

Administrative improvement, through established quality management, human resource development, and regular audits

Future-proofing ATFM operations, through engagement in forward-looking projects in ATFM-on-SWIM and ATFM/FF-ICE integration

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Thank You!

Reach out if you
want to connect!

Thank You

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