

ATM SNAPSHOTS - ATM functionalities in short - AF1

Extended arrival management & integrated arrival/departure management in the high-density terminal manoeuvring areas



The **Arrival Manager system (AMAN)** has to be extended to a minimum of 180 NM.

Traffic sequencing/metering must be conducted in en-route before top-of-descent.

Integration of runway sequence, respecting AMAN and DMAN constraints, **allows for optimum utilisation of runways.**



Air Navigation Service Providers

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Airport Operators



Adolfo Suárez Madrid-Barajas, Amsterdam Schiphol, Barcelona El Prat, Berlin Brandenburg Airport, Brussels National, Copenhagen Kastrup, Dublin, Düsseldorf International, Frankfurt International, Milan-Malpensa, Munich Franz Josef Strauß, Nice Côte d'Azur, Palma De Mallorca Son Sant Joan, Paris-CDG, Paris-Orly, Rome-Fiumicino, Stockholm-Arlanda, Vienna Schwechat

Berlin Brandenburg Airport, Düsseldorf International, Milan-Malpensa, Nice Côte d'Azur, Paris-CDG



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Extended AMAN enables optimum flight trajectories and vertical profiles that improve thrust level requirements.

That results in operations at **lower noise** and **avoiding step climbs over populated areas** close to the airfield

Airports benefit in enhanced stand allocation, passenger handling and better management of ground fleet (vehicles) saving fuel and reducing (ground fleet) noise, reducing CO2 and other suspended particle pollutants.

Airlines benefit from improved time management and runway occupancy, enabling **significant reduction in fuel burn and CO2 emissions.**