



International Civil Aviation Organization

**THIRTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)
Bangkok, Thailand, 9 to 13 September 2002**

Agenda Item 2.4: Other Air Navigation Matters

**NEED FOR ADEQUATE RESOURCES FOR REGIONAL TRAFFIC
FORECASTING GROUPS**

(Presented by the Secretariat)

SUMMARY

The primary function of each of the Traffic Forecasting Groups (TFG), which are now in place for all ICAO regions, is to respond to requests for forecasts and other economic planning data from the respective regional planning groups (PIRGs). The work of the TFGs has been continuously expanding over the past several years based on the needs determined by the PIRGs concerned. While the Secretariat had been able to accommodate some of the more recent requests, it had not been possible to meet all the demands. The ICAO Council, on 3 June 2002, in its review of the activities of TFGs, noted that some new requests for data cannot be accomplished and consequently called for additional resources and expertise from the States, or additional funding to the Secretariat to enable personnel to recruitment under a contractual or temporary basis.

Action by the APANPIRG is proposed at paragraph 4.

1. INTRODUCTION

1.1 The Traffic forecasts serve an important function in anticipating facilities and services which are necessary in determining where and when airspace or airport congestion may occur. The forecasts also have a special role in planning the cost-effective implementation of CNS/ATM system components. In 1996 the Council adopted a strategy and plan of action for establishing traffic forecasting groups in all ICAO regions in order to provide broader support for the planning and implementation of air navigation systems. The goal of this strategy has been to provide all ICAO regions with traffic forecasts and other planning parameters required to support the planning of air navigation facilities and air traffic services in a uniform manner.

1.2 Based on the Council strategy, TFGs are now in place for all ICAO regions: the North Atlantic Traffic Forecasting Group (NAT TFG) was previously established in 1965, and the Asia/Pacific Area Traffic Forecasting Group (APA TFG) in 1991; the Caribbean/South America Region Traffic Forecasting Group (CAR/SAM TFG) was established in late 1996, and the establishment of TFGs for the Middle East Region (MER TFG) and the Africa-Indian Ocean Region (AFI TFG) took place in 1997 and 1998, respectively. The air traffic forecasts for the European and North American regions are being developed by their respective (non-ICAO) bodies. Of the five ICAO TFGs, four are presently being

served by the Secretariat while NAT TFG operates under the aegis of ICAO, working independently but in coordination.

2. ROLE AND FUNCTIONS OF TFGs

2.1 The primary function of each of the TFGs is to respond to requests for forecasts and other economic planning data from the respective regional planning groups (PIRGs). In all regions, the basic requirements from the TFGs are forecasts of aircraft movements to, from and within the region concerned, for selected route groups, including forecast movements in peak or busy periods for areas of high traffic density. These forecasts are intended to replace the table of aircraft operations provided to Regional Air Navigation meetings in the past. Traffic flow forecasts are developed as required for route groups and major city-pairs and progressively for the full population of the city-pairs concerned. These forecasts are also used to predict future equipage of aircraft which determines the level of ground infrastructure required to meet the demand. They are also used as a major input for safety studies related to reductions in separation minima or other safety management items as required. In addition, the World-Wide CNS/ATM Systems Implementation Conference in 1998 confirmed the need for Contracting States and regional bodies to be able to develop economic planning parameters including business cases for the implementation of CNS/ATM. Consequently, in most of the regions, the terms of reference of TFGs have been broadened to incorporate economic aspects of the implementation of CNS/ATM systems.

3. NEED FOR ADEQUATE RESOURCES FOR TFGs

3.1 The work of the TFGs has been continuously expanding over the past several years based on the needs determined by the PIRGs concerned. The ICAO Council, on 3 June 2002, reviewed the activities of TFGs including the current work programme and proposals aimed at responding to demands of increasing requests from PIRGs. The Council noted that while the TFGs were created to facilitate the requirements of the PIRGs, the vast majority of the work in some of the TFGs is currently being carried out by the Secretariat. The requirements of the PIRGs necessitate meetings on a more frequent basis than every second year as provided for in the Programme Budget. The Council recognized that while the Secretariat had been able to accommodate some of the more recent requests, it had not been possible to meet all the demands. The Council noted that some new requests for data cannot be accomplished without additional resources and expertise provided by States, or additional funding to the Secretariat to enable personnel recruitment under a contractual or temporary basis.

3.2 Bearing the above in mind, the Council considered that in order to meet the full requirements of the PIRGs in an effective manner, additional commitment by States is essential in supporting the activities of the TFGs. In this regard, a strategy for the long term should be aimed at making all the TFGs largely self-sufficient as regards development of forecasts and business cases, with Secretariat support limited to that of providing coordination.

4. ACTION BY APANPIRG

4.1 The meeting is invited to:

- a) note the role and functions of TFGs; and
- b) urge States to provide adequate resources for the TFGs, which should include the designation of suitable experts to participate in the development of forecasts and regularly attend TFG meetings along with the provision of data and other information required for the development of forecasts.

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