



International Civil Aviation Organization

MIDANPIRG Air Traffic Flow Management Task Force

Sixth Meeting (ATFM TF/6)
(Virtual, 27 – 28 June 2022)

Agenda Item 3: Regional Framework

NATIONAL ATFM IMPLEMENTATION STEPS

(Presented by the Secretariat)

SUMMARY

This paper presents ICAO MID Air Traffic Flow Management V.2 (ICAO MID Doc 014) Phase I - A.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/19 and RASG-MID/9 Meetings Report (Riyadh, Saudi Arabia, 14 - 17 February 2022)

1. INTRODUCTION

1.1 The ATFM implementation Actions Plan was endorsed by the MIDANPIRG/17 Meeting (Cairo, Egypt, 15 – 18 April 2019) through Conclusion 17/22, identified 6 key activities required for implementation of ATFM in the MID Region. The key activity “4” is related to “Implementation of the MID ATFM Regional Framework and Common Operating Procedures”.

2. DISCUSSION

2.1 As a prerequisite for implementation of ATFM in the Region, the MIDANPIRG/19 meeting reviewed the MID Doc. 014 (V.2.0) which incorporated the MID ATFM CONOPS, ATFM MID Region Framework as well as implementation guidance and agreed to the following MIDANPIRG Conclusion:

MIDANPIRG CONCLUSION 19/14: MID ATFM PLAN (V2.0)

That, the MID Doc 014 renamed as MID Region Air Traffic Flow Management Plan (V2.0), is endorsed and be published on the ICAO MID website.

2.2 The meeting also urged MID States to take necessary measures to establish ATFM service at national in accordance with the MID Region ATFM Plan. In this respect MIDANPIRG/19, through Conclusion 19/16:

MIDANPIRG CONCLUSION 19/16: ATFM IMPLEMENTATION

That,

- a) *States be urged to take necessary measures to establish ATFM service in accordance with the MID Region ATFM Plan taking into consideration the available relevant guidance materials, and the willingness of ICAO and International organization to provide support as appropriate; and*
- b) *ATFM TF be tasked to*
 - i. *assess the available opportunities for the exchange of information and propose a way forward to the ATM SG;*
 - ii. *develop a checklist for ATFM service implementation assessment and monitoring (regulation, declared capacity, organizational ATFM structure, procedure for information sharing, etc).*

2.3 Based on the above and in accordance with MID ATFM plan (Doc. 014), Part One, Chapter 5 (Performance Improvement Plan), at this stage (**Phase IA**) which is expected to take one year, the following objectives should be achieved:

a) National ATFM Regulations:

All States where air traffic demand at times exceeds, or is expected to exceed declared capacity, should enact regulations for the implementation of ATFM (Annex 11 to the Convention on Civil Aviation section 3.7.5 refers).

b) Strategic Capacity and Demand Monitoring and Analysis

- i. A regular program of bi-annual strategic airport (Runway throughput) and airspace capacity and demand analysis should be implemented for all international airports and associated terminal area within the airspace, and for all en-route ATC sectors supporting the busiest MID city pairs, including consideration of:
 - CNS systems;
 - ATC resources and capability;
 - ATC separation standards and techniques;
 - runway occupancy duration;
 - seasonal flight schedules; and
 - historical traffic data and traffic growth forecasts.
- ii. Where strategic analysis indicates that demand does not yet exceed capacity, preparation for the implementation of ATFM capability should be based on careful analysis of current traffic and expected growth in the next 5 years.

c) Pre-Tactical Capacity and Demand Monitoring and Analysis

Daily pre-tactical airport and airspace capacity and demand analysis should be conducted for all ATFM Program Airports and associated terminal area airspace, and for all en-route ATC sectors supporting the busiest MID city pairs, including consideration of:

- expected runway and airspace configurations;
- forecast meteorological phenomena;
- ATC resources, facilities and equipment;
- other known or expected capacity constraints; and
- updated flight schedule and flight plan information.

d) Pre-Tactical ATFM Execution

- i. ATFM Daily Plan (ADP) for all ATFM Program Airports and associated terminal area airspace, including airport and airspace capacity declarations and related background information, should be prepared and distributed to all relevant stakeholders. ADP should be distributed to stakeholders by either:
 - Web-based ATFM network; or
 - Web-pages hosted by each participating ANSP; or
 - email distribution.

Note: relevant stakeholders include:

- *Neighbouring ATFMUs or, where not provided, ATSU;*
 - *ATSUs supported by the originating ATFMU;*
 - *Relevant airport operators; and*
 - *Participating aircraft operators.*
- ii. ADP should be coordinated by the responsible ATFMU or ATSU and agreed with all relevant stakeholders, through chairing and/or participation in scheduled and, where necessitated by changes in airport or airspace capacity or other events, ad-hoc ATFM conferences for pre-tactical ATFM planning.

e) Post-Operations Analysis

The accuracy and effectiveness of capacity and demand analyses and ADP preparation and distribution, including supporting information listed in the above paragraphs should be verified through comparison with operational outcomes observed, and rectification of discrepancies included in planning for system and process improvements.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage States to implement ICAO MID Doc. 014 Phase IA as indicated in para 2.3 and provide the MID Office with their comments/feedback implementation plan, and progress.