International Civil Aviation Organization

MIDANPIRG Air Traffic Flow Management Task Force

Seventh Meeting (ATFM TF/7)
(Doha, Qatar, 8 – 9 February 2023)

Agenda Item 3: **Regional Framework**

OUTCOMES OF THE MID ATFM WORKSHOP

(Presented by the Secretariat)

SUMMARY
This paper presents the outcomes of the MID Air Traffic Flow Management Implementation Workshop (Doha, Qatar, 6 – 7 February 2023)
Action by the meeting is at paragraph 3.
REFERENCES
- MID ATFM implementation Action Plan   - Outcomes of the MID ATFM Workshop

1. **INTRODUCTION**

1.1   The MID Region is well known for its attractive business, religious and its pleasure destinations. The Region is also known by hosting frequent global events that will generate significant increase in air traffic movements. It is geographically located at the interface between Asia APAC and EUR/NAT airspaces. The number of air traffic operation and airport movements are extremely high. The annual air traffic growth in the region, except during COVID-19, is still increasing by more than 5%. Those outstanding factors encouraged MID States to invest in aviation by developing state of the art airports, establishment of famous airlines and enhance the level of ANS or combination of those elements.

1.2   The need for a regional response to the challenges of increasing demand within the Region was recommended by the ICAO ATFM Seminar (Dubai, UAE, from 13 to 15 December 2016). Consequently, the MIDANPIRG/16 meeting, through Decision 16/16 endorsed to establish ATFM Task Force.

1.3   The MIDANPIRG/17 & RASG-MID/7 meetings (Cairo, Egypt, 15 - 18 April 2019) through Conclusion 17/22 agreed on the Multi-Nodal Concept to be implemented in the MID Region as a first phase and tasked the ATFM TF to develop the CONOPS and related documents.

1.4   The MIDANPIRG/17 & RASG-MID/7 meetings Conclusion 17/23 endorsed the ATFM implantation Actions plan and invited States and Stakeholders to support the work of ATFM

implementation related to them.

1.5   The MIDANPIRG/18 & RASG-MID/8 Meetings (Virtual, 15 - 22 February 2021) through Conclusion 18/28 endorsed the MID Region ATFM CONOPS V1.0 and publish it under the ICAO MID website as ICAO Doc 014.

1.6   The MIDANPIRG/19 & RASG-MID/9 was conducted in Riyadh, Saudi Arabia, during the period 14 - 17 February 2022. The Meetings discussed through its WPs the developments related to the ATFM implementation within the MID Region and noted with concern the slow pace of implementation of the agreed actions/requirements of the MID ATFM CONOPS, in particular those related to the establishment of the ATFM service at the national level. It was highlighted that the establishment of ATFM service would vary from one State to another based on the level of airspace complexity, number of movements, the demand of air traffic movement in different phases of flights, etc. However, an ATFM Manager position should be the basis of implementation to ensure effective cross-border coordination and successful implementation of the multi-nodal concept.

1.7   It was noted that the Manual on Collaborative Air Traffic Flow Management (ICAO Doc 9971) in addition to the MID Doc 014 would provide the required guidance for the establishment of ATFM service. Moreover, the meeting noted with appreciation that ICAO MID and International Organizations would provide support, as appropriate.

1.8   The meeting noted with appreciation the offers received earlier from Qatar and CANSO for the use of their ATFM system, and the exchange of operational information.

1.9   The MIDANPIRG/19 Meeting had agreed on the following Conclusion:

> *MIDANPIRG CONCLUSION 19/16:   ATFM IMPLEMENTATION*
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> *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*
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> 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; and*
>
>   ii. *develop a checklist for ATFM service implementation assessment and monitoring (regulation, declared capacity, organizational ATFM structure, procedure for information sharing, etc).*

1.10   According to its Terms of Reference, the ATFM Task Force is tasked with the follow-up on the implementation process related to ATFM and to present to the MIDANPIRG the progress made, achievements, and challenges being encountered.

2.   DISCUSSION

2.1   The meeting may wish to recall the phases of the MID ATFM Implementation plan,

which will be reviewed in detail in WP/8 of this meeting. The meeting may wish to note that the current phase of the plan is Key Activity 6: Training and raising awareness related to ATFM.

2.2   The meeting may wish to note that the MID ATFM Implementation Workshop has been successfully conducted in Doha, Qatar during the period 6 – 7 February 2023. The Workshop reviewed the requirements of ATFM implementation, including the references and guidance materials, and proposed ATFM organizational structure and job tasks that will support the development of National ATFM Plan. The Workshop presented capacity calculation and declaration guidance and the procedures for information sharing between the ATC units. Additionally, it revaluation the results of the MID State ATFM survey established in 2016.

2.3   Additionally, the Workshop proposed checklist, at **Appendix A**, to support States in building the ATFM service requirements on National level and proposed that the current compliance to be survised among the MID States.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

   a) review and amend as deemed necessary, the ATFM Implementation Checklist at **Appendix A**; and

   b) urge MID States to provide the MID Office the current compliance with the ATFM implementation checklist to be consolidated to be presented to the MIDANPIRG.

Note: detail information regarding each element is available in ICAO MID Doc 014, Version 2, Part II Chapter 5.

Checklist for ATFM service implementation assessment and monitoring, Phase IA						State …………..
Item	**Phase**	**Task**	**Subtask / parameters should be considered**	**Target date / intervals**	**Applicable area**	**Status / reference**
1	IA	ATFM Regulations and national guidance material		December 2023	States where traffic demand at times exceeds or is expected to exceed declared capacity.	
2		Strategic Capacity and Demand Monitoring and Analysis: A regular program of strategic capacity and demand analysis	Human resources: Structure, Job description and Training programme	Programme of bi-annual analysis or on ad-hoc basis	Should be implemented for all international airports and associated terminal area airspace, and for all en-route ATC sectors. 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	
			Historical traffic data analysis and traffic growth forecasts			
			Seasonal flight schedules			
			Compliance with other ATC Units, which may be implementing ATFM measures			
			ATC procedures related to ATFM including LoAs			
			ATFM systems/tools (Daily traffic demand analysis)			
3		Methodology for Capacity calculation and declaration	Capacity Calculation	Based on item 2	Should be implemented for all international airports and associated terminal area airspace, and for all en-route ATC sectors. Where strategic analysis indicates that demand does exceed potentially will exceed the 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	
			Policy for identifying the need for tactical ATFM measures (ATFM CONOPS)			
4		Pre-Tactical Capacity and Demand Monitoring and Analysis	Expected runway and airspace configurations	Daily pre-tactical airport and airspace capacity and demand analysis	all ATFM Program Airports and associated terminal area airspace, and for all en-route ATC sectors	
			Forecast meteorological phenomena			

			ATC resources, facilities and equipment			
			Other known or expected capacity constraints (including Military, special movements…)			
			updated flight schedule and flight plan information			
5		Pre-Tactical ATFM Execution	Operational data exchange (Daily Teleconferences between ACCs)	Daily basis	ATFM Daily Plan (ADP) for all ATFM Program Airports and associated terminal area airspace, including airport and airspace capacity declarations and related background information including relevant AIP/NOTAM publication should be prepared and distributed to all relevant stakeholders.	
			Web-based / Email distribution of data			
6		Post-Operations Analysis, where required		Daily basis	The accuracy and effectiveness of capacity and demand analyses and ADP preparation and distribution, including supporting information should be verified through comparison with operational outcomes observed, and rectification of discrepancies included in planning for system and process improvements.	

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