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North American, Central American and Caribbean Office

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Agenda Item 3: Air Navigation Services
3.1 CNS/ATM

FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC FLOW MANAGEMENT ACTIVITIES

(Presented by the United States of America)

SUMMARY

This paper addresses the Federal Aviation Administration's air traffic flow management (ATFM) activities and its intent to work with the Caribbean Region to develop an ATFM concept and implement the corresponding initiatives.

1. Introduction

1.1 Air traffic flow management (ATFM) is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that Air Traffic Control (ATC) capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the appropriate Air Traffic Services (ATS) authority. ATFM provides benefits to airspace users and air traffic service providers, alike.

1.2 ATFM has recently been added to the Air Traffic Management (ATM) work program for the Caribbean Region. The Federal Aviation Administration (FAA) has been actively engaged in the discussions, supporting the region as it addresses the concept and works to identify how ATFM can be used to enhance ATM within and across flight information regions (FIRs) and regional boundaries, all leading to a seamless global ATM system.

2. Discussion

2.1 The FAA has been engaged in ATFM activities for many years, domestically and internationally. The need for flow management in the U.S. domestic airspace has been driven primarily by demand at the airports, a demand that has often greatly surpassed capacity. Meteorological conditions affecting both en route and terminal operations also place strains on the system and are most effectively dealt with through ATFM initiatives.

2.2 The FAA has worked cooperatively with Canada and our international colleagues in the Pacific and North Atlantic to manage traffic demand in oceanic airspace. These partnerships have provided the airspace users, our customers, with the most efficient routings and altitudes by taking into account forecasted weather, minimum time tracks and balancing requested routes and altitudes.

2.3 The future direction of the FAA encompasses a drive towards a seamless global air traffic system. This system will traverse State boundaries merging data, knowledge, ideas, and concepts. It will capitalize on benefits such as enhanced security, increased capacity, and improved effectiveness and hemispheric interaction.

2.4 There has been increased activity in regard to ATFM in the Caribbean and South American regions. The Caribbean/South American Air Traffic Flow Management Task Force met recently in Brazil, the North American and Caribbean Regions met in Mexico City during the second week of August 2005, and the GREPACAS ATM Committee met during the third week of August 2005, each discussing ATFM. All three groups have a common mission, which is to introduce the ATFM concept, discuss how it can help manage traffic to gain efficiency and integrate the concept into airspace management.

2.5 The FAA will work closely with all our neighbors in the Caribbean Region as the ATFM concept is developed. We are eager to share our expertise, lessons learned and other pertinent aviation information. We also will work with our colleagues in the region to share radar and flight plan data and to provide ATFM technical assistance and training if desired.

2.6 We would encourage the Directors to support and provide the necessary resources for the development and implementation of ATFM concepts within their States, Territories and International Organizations.

3. **Conclusion**

3.1 The Meeting is invited to note the information provided in this paper.