



**Network Manager**  
nominated by  
the European Commission

# ICAO ATFM Global Symposium November 2017

## Long Range ATFM Day 2 09h00

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# TOWARDS GLOBAL ATM



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ICAO GANP “Goals of a global system” include;

- *‘To create, to the maximum extent possible, a **single continuum of airspace** where boundaries are transparent to users.’*

GANP vision for ATFM

- *An agreed-to structure of **homogeneous ATM areas** and **major traffic flows/routing areas**. These areas and flows tie together the various elements of the worldwide aviation infrastructure into a global system.*

ICAO FF-ICE – document 9965 “Manual on Flight and Flow Information for a collaborative environment “

- *Need for **sharing flight information in a SWIM environment**. Information exchange will increase and involve more than just the present participants. A globally harmonized method for sharing information before and during flight.*

# Priority 1

## Extending data capture to adjacent areas

Ensuring exchange of full data with neighbouring areas (within 3 hours flying time)

 Airport CDM DPI

 ATC First System Activation Message

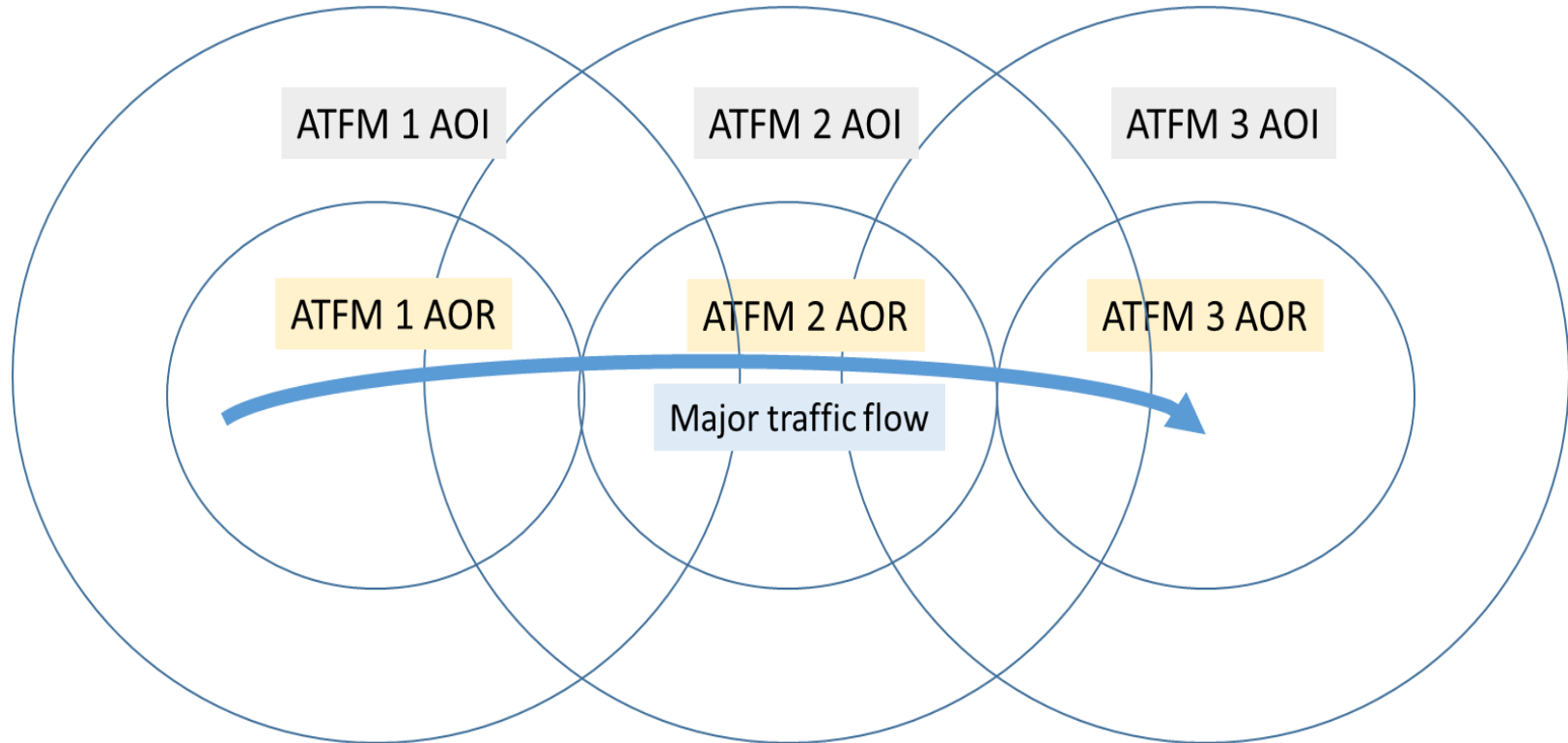
 Surveillance Info (Radar/ADS-B)



# Extending the horizon of ATFM with Interoperable systems and data



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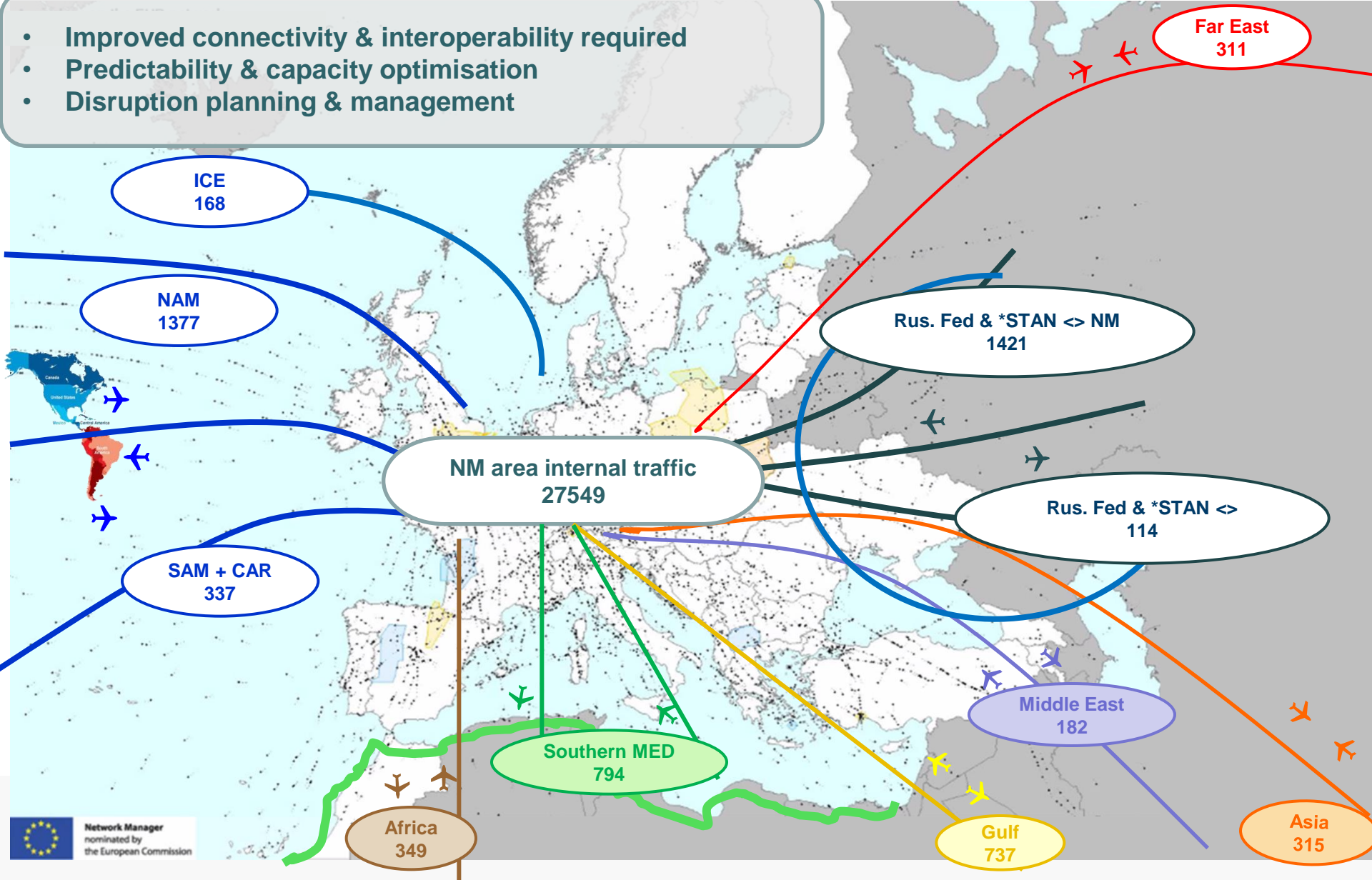
- Strategic planning of traffic flows
- Management of disruptions
- Long term predictability of all European ATM partners

# 2017 Busy July Week – Average Daily Flights in European NM Area



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- Improved connectivity & interoperability required
- Predictability & capacity optimisation
- Disruption planning & management



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# Benefits of “Long Range ATFM”



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- ATM resources (airspace and airports) within and especially on the periphery an ATFM area can operate at optimum or maximum capacity as the **level of uncertainty and unpredictability is decreased**.
- Major traffic flows can be efficiently managed across ATM regions as a **common long range situational awareness** is established.
- Facilitate the **collaborative management of traffic flows between regions** when security situations and other disruptive factors disturb or threaten to disturb normal traffic patterns.
- The **horizon of ATFM can be extended** to include all traffic entering an ATFM area in the processes of capacity optimisation and appropriate ATFM measures.
- **Airspace users, airports and other ATM stakeholders will benefit** from this by higher predictability and flexibility of operations.