International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

Eighth North American, Central American and Caribbean Working Group Meeting (NACC/WG/8)
Mexico City, 29 August - 1 September 2023

Agenda Item 3: **Follow-up of the Activities of the NACC/WG Task Forces**
3.6 **NACC/WG progress in operations: AO, Air Traffic Management (ATM), Search and Rescue (SAR), ATFM and Aerodromes and Ground Aids (AGA)**

PROGRESS REPORT BY THE ATFM TASK FORCE

(Presented by the ATFM Task Force Rapporteur)

EXECUTIVE SUMMARY
This Working paper presents the progress achieved by the ATFM Implementation Task Force (TF) since its previous progress report. This paper discusses the previous year's work as well as future goals for the Task Force.

Action:	Suggested actions are presented in Section 6.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport • Environmental Protection
References:	• Meeting Report of the Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/7). • Meeting Report of the Second North American, Central American and Caribbean Working Group Rapporteurs Meeting NACC/WG/RAP/02, Mexico City, Mexico 28 to 31 March 2023.

1. **Introduction**

1.1 The Air Traffic Flow Management (ATFM) Implementation Task Force was established during the first ICAO NACC Air Navigation Implementation Working Group Meeting (ANI/WG/1) in 2013, to reflect the importance of Traffic Flow Management (TFM) to the Region. The objective of the ATFM TF is to work collaboratively and develop a regionally interoperable ATFM framework in the NAM/CAR Regions that is consistent with ICAO Doc 9971 — Manual on Collaborative Air Traffic Flow Management and other related global documents.

2.   ATFM Task Force Progress and Results

2.1   The Task Force holds monthly web conference meetings. The meetings have included information on the response to the global pandemic, impacts to flight operations and forecasts for future operations. These web conference meetings include briefings by the Task Force members and discussions on the benefits of sharing traffic data for the region.

2.2   In January 2023, the Air Traffic Organization (ATO) of the Federal Aviation Administration (FAA) conducted a virtual course of its Air Traffic Flow Management Workshop and States and Air Navigation Service Providers (ANSPs) in the NACC region attended including Cuba, Jamaica and AFAC/SENEAM.

2.3   Collaborative Decision Making (CDM) International Online Workshop made available to the region.

2.4   In March 2023, several States and/or ANSPs travelled to the FAA ATO Command Centre to learn about contingency planning and while there participated in the monthly National Collaboration Forum. States, ANSPs and organizations that participated include Antigua and Barbuda, Turks and Caicos, COCESNA, DGAC, ECNA, IDAC, SENEAM/AFAC and ICAO,

3.   Deliverables and results

3.1   ATFM Minimum requirements for the CAR Region.

3.1.1   ATFM should be implemented based on regional air navigation agreements or, if appropriate, through multilateral agreements. Such agreements should make provision for common procedures and common methods of capacity determination.

3.1.2   The ATFM Taskforce will continue to work with the secretariat on the development of the CAR/SAM ANP Vol 3.

3.2   Support ATFM Performance Measurement.

3.2.1   The evolution and enhancement of the ATM system will be directly related to the ATM community's ability to clearly define performance expectations, set a relevant performance framework, set achievable targets and implement change cost-effectively, based on capabilities at any particular time along the planning horizon. Like any other component of the ATM system, ATFM must be evaluated to ensure that the ATM community's expectations of it are being met. The ATFM programme performance may be generically evaluated, from three perspectives:

- ATFM programme effectiveness: How effective is the ATFM measure implemented in delivering the intended level of traffic?
- Compliance assessment: How well do stakeholders comply with the ATFM measure?
- Impact analysis: Who are impacted by the ATFM programme, and how?

3.2.2   The CAR and SAM Regions are working collaboratively to develop the CAR/SAM Electronic Air navigation plan (e-ANP) Vol. III. The CAR/SAM e-ANP Vol. III will have a performance-based framework for ANS planning and implementation in the CAR/SAM Regions. As part of this process, the CAR/SAM Region identified three Key Performance Areas (KPAs) to be addressed by the CAR/SAM ANP Vo. III:

Capacity, Efficiency and Predictability.

4.   Future Work Programme priorities

- Improve Pre-Event Planning and coordination/collaboration with stakeholders.
- Task force will support planning for the FIFA 2026 World Cup which will be held in three states within the region.
- Continue Collaborative Decision Making outreach via virtual workshops.
- Improve Post-Event Analysis.
- Improve Seasonal Review Capability with stakeholders.
- Continue efforts to enable ANSPs to connect to the basic ATFM platform for real-time demand visualization and awareness.

5.   Conclusions and Recommendations

5.1   ATFM implementation must adjust to the reality of the different airspaces and evolve in those Flight Information Regions (FIRs) where better strategic decision-making regarding air traffic is necessary. The ATFM task force will continue to support the region in its ongoing evolution.

5.2   ATFM provides data that is used to measure performance in the CAR Region. The ATFM Task Force must maintain its advisory role to provide support for the establishment of the performance framework in the CAR Region.

5.3   The CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA) platform is widely used by the ANSPs of the NAM/CAR Regions. Last year the NACC/WG ATFM/TF approved the use of the CADENA (CANSO ATFM Data Exchange Network for the Americas) as a mechanism to facilitate data sharing and promote a common situational awareness that is vital to the safe, efficient, and harmonized flow of air traffic. The task force encourages the continued use of CADENA as an effective tool supporting the region in ATFM matters.

6.   Suggested actions

6.1   The Meeting is invited to:

a) evaluate the progress of the ATFM Task Force detailed in this paper; and

b) support the recommendations included in Section 5.

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