



Agenda Item 3: Review of the GREPECAS Programmes and Projects

3.2 ATFM Programme Projects

AIR TRAFFIC FLOW MANAGEMENT (ATFM) PROGRAMME PROJECT SUMMARY

(Presented by the United States)

SUMMARY	
This Information Paper provides an update regarding the Air Traffic Flow Management (ATFM) Programme objectives with regard to the GREPECAS Programmes and Project Review Committee.	
Reference:	
<ul style="list-style-type: none">• Non applicable	
Programme Objective(s)	<i>B-1. Improve the Balance between Demand and Capacity. B-2. Flexible Use of the Airspace.</i>

1. Introduction

1.1 In 2012, the U.S. Federal Aviation Administration (FAA) was selected as the Programme Lead to support, lead and implement ATFM Programme initiatives as outlined by the GREPECAS Programmes and Project Review Committee (PPRC). From the onset, the goal was to deliver an introduction to basic principles, promote collaboration, offer subject matter expertise, and establish a basic core foundation of ATFM principles to build upon for the future.

1.2 Improve the Balance between Demand and Capacity

1.2.1 A series of Go-To-Meeting (GTM) Webinars was established with the purpose of providing an introduction to the application of ATFM methodologies. A secondary goal was to develop team dynamics amongst the regional participants so as to learn and benefit from each other's diverse experiences. The following subjects were addressed:

- a) Introduction to using the Go-To-Meeting software
- b) Macro overview of ATFM principles
- c) Introduction to Collaborative Decision Making (CDM) process
- d) Operations Teleconference- Format and Procedures (The Value of Information Sharing)
- e) Introduction and benefits of Data Sharing
- f) Airport/Sector Capacity Calculations (Future projection)
- g) Flexible Use Airspace (Future projection)

1.3 **Establishment of Operational Teleconference**

1.3.1 In support of Programme Objective B-1 (*Improve the Balance between Demand and Capacity*), a series of practice operational teleconferences was initiated to apply learned knowledge, build confidence and familiarity, and refine skill sets. After several practice sessions, an active live operational teleconference was implemented with several ANSPs from the CAR Region participating.

1.3.2 The frequency of this operational teleconference was adjusted seasonally to correspond with traditional regional demand. From October – April, the teleconference was conducted three times per week (Friday, Saturday and Sunday morning). This was scaled back to once per week during the non-peak season (May – September) to correspond with the reduction of aircraft demand, forecasted constraints and consideration of facility personnel schedules.

1.3.3 The operational teleconference proved to be quite successful during seasonal weather events such as tropical storms which commonly impact the Caribbean region affecting all segments of the aviation community in general.

2. **Flexible Use of the Airspace (FUA)**

2.1 The “*Flexible Use of the Airspace*” programme objective was incorporated into the curriculum and was scheduled to be delivered to CAR and SAM ANSPs. The original intent was to build forward momentum amongst ANSPs and afterwards provide more advance concepts with regard to FUA in order for the overall syllabus to be complimentary with one another.

2.2 Due to a lack of interest, active participation and overall support, this programme objective was postponed for the future.

3. **Conclusion**

3.1 As with any new outreach initiative, time, resources and availability are essential to achieving tangible realistic results. Proper evaluation of personnel, corporate knowledge of subjects and active interest is critical when attempting to reach a diverse audience. Availability and time required for ANSPs to devote resources was evident as the participation in these outreach initiatives steadily declined over time. Challenges such as scheduling, allocating personnel to join, and a lack of interest made this outreach initiative difficult to achieve within the time frame established.

3.2 In closing, the future appears to be quite promising and offers plenty of opportunity for achieving tangible results in the areas of collaboration, flow management concepts, system efficiency, and harmonization amongst stakeholders. Best practices, conceptual understanding of systemic applications and working closely with adjacent ANSPs will be critical elements in obtaining realistic results.

3.3 The meeting is invited to note the information provided.