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FUTURE.**



# **ICAO APAC ATFM SG/15 Meeting**

Bangkok, Thailand, 29 – April - 2 May 2025

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## **ATFM New Provisions**

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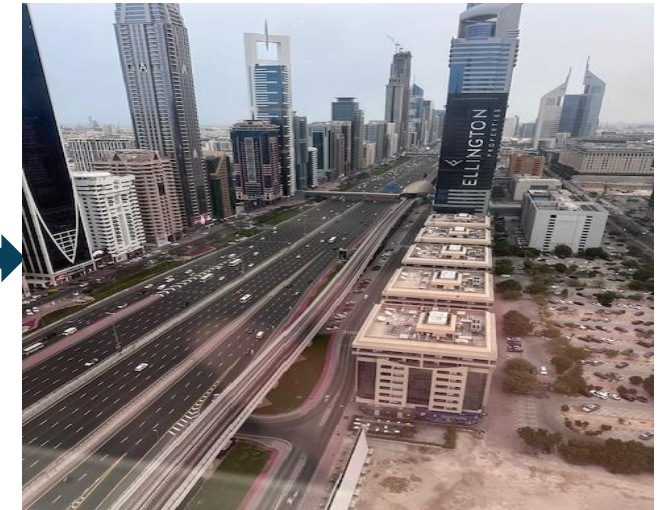
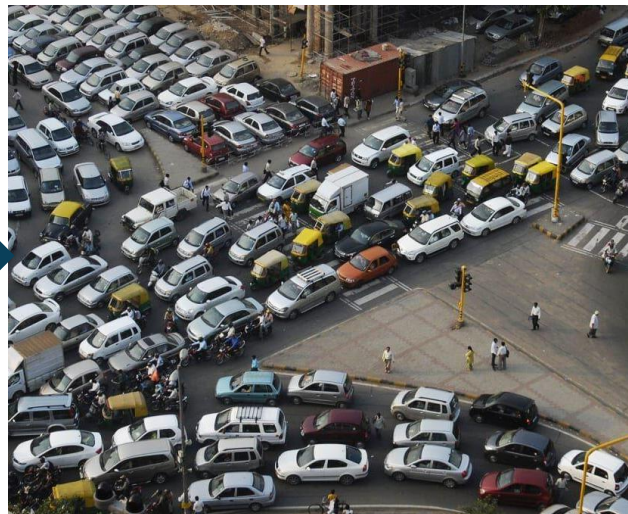
## Amendment of the ICAO Provisions related to ATFM (Annex 11 and PANS-ATM) and the guidance material in Doc 9971





# ATFM is demand/capacity balancing and Collaboration

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# ATFM Provisions - what's new?

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## New Standards in Annex 11

- States shall, individually or in cooperation with other States, arrange for the establishment and provision of ATFM service for all controlled airspace and designated aerodromes.
- Establishment of ATFM Unit with a defined area of responsibility
- Coordination between ATFM units
- Designation of FMP for each applicable ATC unit
- Determination and declaration of the ATC capacity in the form of **Strategic Capacity** and **Operational Capacity**.
- Coordination and communication **between ATFM units**;
- Exchange of ATFM information.

### Currently in PANS-ATM

**ATFM service shall be implemented for airspace where traffic demand at times exceeds the defined ATC capacity.**

## Recommendation in Annex 11

*ATFM services should be implemented on the basis of **regional** air navigation agreements or, if appropriate, through **multilateral** agreements and where possible as a **centralized** ATFM organization.*

# ATFM Provisions - what's new?

- ATFM service into 4 phases:
  - Strategic planning: 7 days or more
  - Pre-tactical: 1 to 6 days
  - Tactical: on the day
  - Post operations: after
- Information to be provided to ATFM units
- Exchange of information between ATFM units
- Communication of ATFM units with ATS units, FF-ICE services units, operators, aerodromes, etc.
- FPL and eFPL:

# ATFM Provisions - what's new?

## Inclusion of ATFM messages:

### General ATFM information

- Publication or revision of the ATFM daily plan (ADP)
- Activation and revision of ATFM measure
- Cancellation of ATFM measure

### Flow-specific ATFM information

- Re-route flow information
- Level capping flow information
- Cancel ATFM measure flow information

### Flight-specific ATFM information

- Ground delay programme flight information
- Ground stop flight information
- Re-route flight information
- Level capping flight information
- Airborne delay programme flight information
- Cancel ATFM measure flight information

### ATFM measures mitigation information

- Request ATFM measure slot swap
- Request ATFM measure flight calculated take off time (CTOT) adjustment
- Request ATFM measure flight exclusion or re-inclusion
- Request ATFM measure flight manual exemption

# ATFM Guidance - what's new?

## Doc 9971: Manual on...

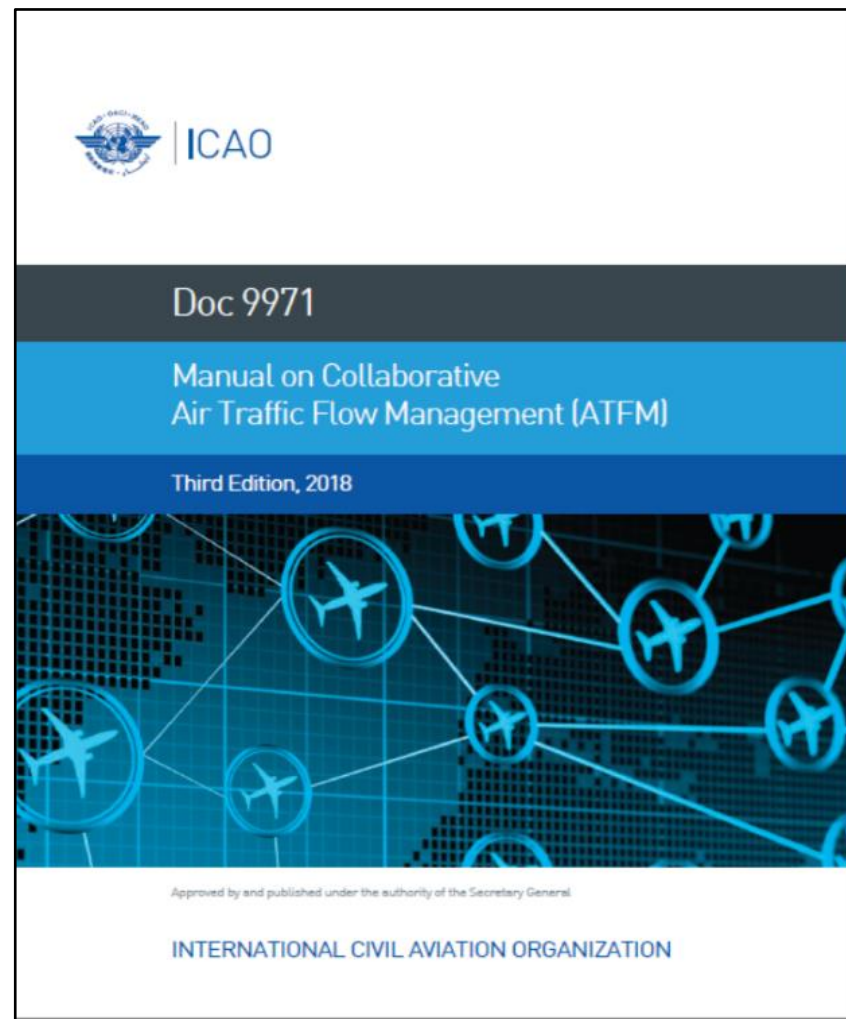
Doc 9971 was published in 2012 (3<sup>rd</sup> Edition in 2018)

Part 1 – Collaborative Decision Making (CDM)

Part 2 – Air Traffic Flow Management (ATFM)

Part 3 – Airport CDM (A-CDM)

**New Part 4: Operational Handbook**





# ATFM Provisions - what's this require?

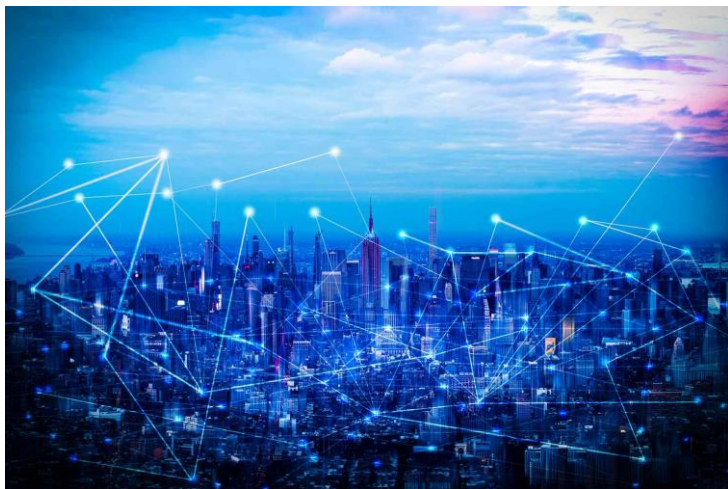
An ATFM Implementation Plan ( Regional and National) to cover:

- ATFM Civil Aviation Regulations
- ATFM unit with a defined area of responsibility
- Designation of FMPs
- ATFM service Organization structure
- Roles and Functions of ATFM personnel
- System to be used
- Capacity Determination for airspace and designated airports
- ATFM Daily Plan (ADP)
- ATFM Measures to be used
- FF-ICE
- Stakeholders
- Expected timeframe to establish the basic ATFM service
- Training requirements for ATFM personnel, air traffic controllers, and others involved in ATFM
- ATFM CONOPS
- Common operating procedures
- others



Long Term Objective is to achieve the  
**ATFM NETWORK OF THE NETWORKS**  
For Global Cooperation

ATFM cross-border  
Intra-regional and regional ATFM  
Inter-regional ATFM



**Outcomes of the  
ICAO APAC/MID ATFM and FF-ICE Seminar 2025  
Dubai, UAE, 23 – 26 February 2025**

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**ICAO APAC/MID ATFM & FF-ICE  
SEMINAR 2025**





1. The Seminar was hosted by the General Civil Aviation Authority (GCAA) of the United Arab Emirates (UAE) in Dubai from 23 to 26 February 2025 and attended by 154 participants from APAC and MID States and international organizations.
2. The Seminar provided comprehensive background information on the ATFM and FF-ICE, including the requirements and the prerequisites, services and planning phases. In addition, the Seminar provided a forum for sharing experiences, lessons learned and perspectives from the States/ANSPs and airspace users with a highlight on cross-border solutions.
3. The Seminar was apprised of the ongoing work concerning the amendments of the ICAO provisions and guidance material related to ATFM and the cessation of FPL 2012.
4. The Seminar recalled the benefits of trajectory-based operations (TBO) and relationships between its key enablers (ATFM, SWIM, FF-ICE, Data Link).
5. The Seminar noted the importance of optimizing the airspace to enhance efficiency and increase capacity through the implementation of more efficient longitudinal separation, enhanced civil-military cooperation and flexible use of airspace, free route airspace, to meet growing air traffic demand.
6. The Seminar acknowledged that the level of preparedness to implement ATFM and FF-ICE would differ across various States and ICAO Regions. The Seminar stressed the importance of a well-prepared and coordinated implementation of these initiatives in order to achieve more substantial and immediate benefits on regional and global levels.



7. There is a strong need to expand the training and knowledge sharing among all stakeholders to support the planning and implementation of ATFM and FF-ICE.
8. The Seminar reminded of the critical importance of engaging all stakeholders at an early stage in planning the implementation of ATFM and FF-ICE.
9. The Seminar recalled the requirement of the PANS-ATM concerning the use of information services for the implementation of FF-ICE.
10. The Seminar recalled the importance of States taking necessary measures to support and foster the implementation of ATFM at the national level, which is essential for any sub-regional and regional solutions. It was highlighted that promulgating necessary ATFM civil aviation regulations and the development of a National ATFM Concept of Operations, among others, are key elements for the establishment of the ATFM Service.
11. The Seminar noted that the main enabler for effective ATFM service is strategic and operational capacity determination, accordingly, States must take necessary measures to determine these capacities.
12. The Seminar noted that the majority of the States indicated that the target date for the cessation of the ICAO 2012 Flight Plan could be met between 2032 – 2034.
13. Active participation and contributions in regional ATFM and FF-ICE meetings are essential to ensure harmonized procedures.
14. The Seminar observed that there is a need to establish a regional target date to terminate the mixed-mode operations.



15. The Seminar noted the necessity for a broader work programme to enhance the planning and synchronization of the development and execution of all pertinent TBO enablers, particularly the implementation of FF-ICE and ATFM.
16. The Seminar noted that the APAC FF-ICE Ad Hoc Group and MID ASM Working Group would draft the FF-ICE regional transition plan, for their respective region, for further review by the ATM SGs and endorsement by APANPIRG and MIDANPIRG.
17. The Seminar noted the benefits of integrating A-CDM into ATFM implementation.
18. ATFM post-operations analysis to be conducted as appropriate and data are shared to identify bottlenecks and areas for improvement.
19. The Seminar received with appreciation an offer from CANSO to further support the training and knowledge sharing on ATFM implementation.
20. Participants appreciated the value of joint events and invited ICAO to organize more joint events to support inter-regional cooperation and harmonization.

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## Q & A



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# Thank You

