



| ICAO

**AIR NAVIGATION WORLD**

---

**AIR TRAFFIC FLOW MANAGEMENT**

**ATFM 2026**

---

5 - 9 October | Montréal, Canada

Programme and Directory

	Day 1	Day 2	Day 3	Day 4	Day 5
08:00 – 09:30	<b>Registration</b>				
Session 1 09:00 – 10:30	<b>1<sup>st</sup> Day Opening at 09:30</b> Opening & Welcome  1.1 Setting the Scene	2.1 Interaction with ATFM: A-CDM and TAM	3.1 Interaction with ATFM: FF- ICE - Towards TBO	4.1 ATFM Case Studies	09:00 – 10:15 5.1 Contingency Management
					10:15 – 10:30 Skytalks
10:30 – 11:00	<i>Coffee Break</i>				
Session 2 11:00 - 12:15	1.2 Implementation, Expectation and Challenges	2.2 Airspace and Airport Capacity Determination	3.2: FUA and FRA	4.2 ATFM Case Studies	5.2 Interactions with ATFM: UAS and AAM
12:15 - 12:30	Skytalks	Skytalks	Skytalks	Skytalks	Skytalks
12:30 – 13:30	<i>Lunch Break</i>				
Session 3 13:30 - 15:00	1.3 Milestones Towards Air Traffic Flow Management - Part I	2.3 Enhancing Capacity – Enroute Airspace	3.3 Information Management in support of ATFM – Aeronautical Information	4.3 HAO	5.3 Interactive Session
15:00 - 15:15	Skytalks	Skytalks	Skytalks	Skytalks	<b>5.4 Wrap Up &amp; Closing</b>
15:15 – 15:45	<i>Coffee Break</i>				
Session 4 15:45 - 17:00	1.4 Milestones Towards Air Traffic Flow Management - Part II	2.4 Enhancing Capacity – Terminal Airspace	3.4 Information Management in support of ATFM – Meteorological Information	4.4 TBD	



## DAY 1 – MONDAY, 5 October 2026

### Opening and Welcome

9:30-10:00

*Mr. Juan Carlos Salazar, Secretary General, ICAO*

### 1.1 Setting the Scene

10:00-10:30

The session will look at the current global status of air traffic management (ATM) performance and highlight the air traffic flow management (ATFM) building blocks that will enable tangible network improvements in the coming years. It will also explore how these flow management strategies align with the long-term global aspirational goal of net-zero carbon emissions by 2050, demonstrating how optimized traffic flows minimize environmental impact. Additionally, the session will address the critical change management strategies States and air navigation services providers (ANSPs) will need to plan, implement and manage the organizational, process and technological shifts to successfully meet the upcoming mandatory ATFM requirements.

- *Ms. Michele Merkle, Director of the Air Navigation Bureau, ICAO*

10:30 – 11:00

**Coffee Break**

### 1.2 Implementation Expectations and Challenges

11:00-12:15

The session aims to present an overview of the ICAO standard-making process and how ICAO provisions address operational needs while supporting the ongoing evolution of the aviation sector. It will also examine regional experiences in implementing operational and technical improvements in ATM, with a particular focus on ATFM initiatives, as well as the challenges faced by States and air ANSPs. Additionally, the session will discuss whether the operational requirements and capabilities of airspace users have been adequately considered by ANSPs.

12:15 - 12:30

**Skytalks**

12:30 – 13:30

**Lunch Break**

### 1.3 Milestones Towards Air Traffic Flow Management - Part I

13:30 - 15:00

Collaborative ATFM has evolved into a key enabler of safer, efficient and environmentally sustainable flow of air traffic, while also supporting cross-border collaboration and optimizing air traffic control capacity. This session will provide an overview of proposed amendments to Annex 11 and PANS-ATM, envisioned to come into effect in 2030. The discussion will cover the establishment of ATFM services and the ATFM framework at both national and regional levels. Key topics will include the necessary regulations, organizational structures, functions and operating procedures, among others. The session will also share current experiences and challenges related to ATFM implementation.

15:00 - 15:15

**Skytalks**

15:15 – 15:45

**Coffee Break**



ICAO AIR NAVIGATION WORLD  
 AIR TRAFFIC FLOW MANAGEMENT  
**ATFM 2026**

5 - 9 October | Montréal, Canada

**1.4 Milestones Towards Air Traffic Flow Management - Part II**

15:45 - 17:00

Continuing the discussion from Session 1.3, this session will explore the experiences and challenges of States related to ATFM implementation as well as airspace users' needs concerning ATFM.

End of Day 1

**DAY 2 – TUESDAY, 6 October 2026**

**2.1 Airport-Collaborative Decision Making (A-CDM) and Total Airport Management (TAM)**

9:00-10:30

With airports worldwide facing growing congestion both in the vicinity of the aerodromes and on the airside, A-CDM and TAM play a key role in optimizing airport efficiency and unlocking residual capacity, while ensuring safety. This session will provide an overview of ICAO provisions and guidance to improve their implementation, while highlighting the importance of seamlessly integrating aerodrome traffic operations with ATFM to achieve a synchronized, network-wide traffic flow.

10:30 – 11:00

*Coffee Break*

**2.2 Airspace and Airport Capacity Determination**

11:00-12:15

The capacity of an aerodrome or airspace is a cornerstone of ATFM: as air traffic demand grows, it provides the baseline against which demand can be compared and, where necessary, balanced. Determining the strategic capacity for an aerodrome or airspace is critical for the ATFM service to perform. There are several elements that would affect aerodrome capacity, including runway throughput, runway configuration and mode of operation, parking availability, and local geography, while, for airspace, consideration must be given to airspace structure, separation minima applied, airspace management, and the types of services provided. This session will dive into the practical methods used to determine capacity for airspace and aerodromes, including a demonstration of how capacity assessments can be conducted. The session will also consider how a strategic capacity can be used to determine an operational capacity.

12:15 - 12:30

**Skytalks**

12:30 – 13:30

*Lunch Break*

**2.3 Enhancing Capacity – En-route Airspace**

13:30 - 15:00

In the en-route environment, capacity is shaped by airspace structure and the separation minima applied within it. This session will examine how increasingly efficient ICAO separation minima enhance en-route capacity and strengthen ATFM. The expansion of air traffic services (ATS) surveillance services into airspace previously reliant on procedural separation, together with communication, navigation and surveillance (CNS) capabilities, has enabled performance-based separation minima, reducing the airspace required to maintain safe separation and raising the strategic capacity of en-route sectors and flight information regions.



**ICAO AIR NAVIGATION WORLD**  
**AIR TRAFFIC FLOW MANAGEMENT**  
**ATFM 2026**

5 - 9 October | Montréal, Canada

15:00 - 15:15	<b>Skytalks</b>
15:15 - 15:45	<i>Coffee Break</i>
<b>2.4 Enhancing Capacity – Terminal Airspace</b>	
15:45 - 17:00	While ATFM seeks to balance demand and capacity across the network, some of the most significant constraints — and opportunities for improvement — exist within terminal airspace and at airports. This session will explore how operational enhancements and enabling technologies can increase terminal capacity, improve predictability and strengthen operational resilience during periods of degraded or disrupted operations. Improved terminal performance establishes a stronger capacity baseline for ATFM, reducing demand-capacity imbalances, minimizing the need for flow management measures and contributing to more efficient and predictable network operations.
<b>End of Day 2</b>	

**DAY 3 – WEDNESDAY, 7 October 2026**

<b>3.1 Interaction with ATFM: Flight and Flow Information for the Collaborative Environment (FF-ICE) - Towards Trajectory-Based Operations (TBO)</b>	
9:00-10:30	The FF-ICE concept was developed to address the limitations and constraints of the current flight planning mechanism, commonly known as FPL2012, and the increasing need for the exchange of flight and flow information in a trajectory-based operations (TBO) environment. The session will provide an overview of the FF-ICE concept and global requirements and procedures, while considering how FF-ICE and TBO will support and integrate with ATFM.
10:30 – 11:00	<i>Coffee Break</i>
<b>3.2 Flexible Use of Airspace (FUA) and Free Route Airspace (FRA)</b>	
11:00-12:15	The FRA concept is a flexible, efficient approach to airspace management, which allows airspace users to plan their own trajectories within specified airspace without following predetermined airways. This concept aims to enhance airspace utilization, reduce fuel consumption and minimize emissions by enabling greater aircraft navigation freedom and flexibility. An overview of the FRA concept will be provided, covering planning and implementation considerations, the criteria used and lessons learned. The session will also address civil-military cooperation in ATM and its key role in optimizing airspace management, including the implementation of FUA.
12:15 - 12:30	<b>Skytalks</b>
12:30 – 13:30	<i>Lunch Break</i>
<b>3.3 Information Management in Support of ATFM – Aeronautical Information</b>	



	As aviation evolves towards a more automated, digitalized and interconnected environment, accurate, timely and trusted information is becoming increasingly critical to the safe and efficient management of air traffic. Aeronautical information plays a fundamental role in supporting ATFM, enabling stakeholders to make informed decisions and optimize the use of finite air navigation resources. This session will explore the role of aeronautical information in ATFM, examine emerging information-sharing requirements and discuss how evolving information management capabilities will support future concepts of operations.
15:00 - 15:15	<b>Skytalks</b>
15:15 – 15:45	<b>Coffee Break</b>
<b>3.4 Information Management in support of ATFM – Meteorological Information</b>	
15:45 - 17:00	With significant advances in weather observations, forecasts, and information technologies, aeronautical meteorological services are now evolving beyond traditional meteorological reports toward the delivery of increasingly precise and quantitative data sets, which enhance the ability of ATFM stakeholders to anticipate weather impacts on higher air traffic demand. This session will explore the latest developments in aeronautical meteorology and examine emerging requirements for advanced meteorological services, with a focus on integrating advanced meteorological information into modern ATFM decision-support systems.
<b>End of Day 3</b>	

## DAY 4 – THURSDAY, 8 October 2026

<b>4.1 ATFM Case Studies</b>	
9:00-10:30	This session will provide hands-on experience with case studies on ATFM service.
10:30 – 11:00	<b>Coffee Break</b>
<b>4.2 ATFM Case Studies</b>	
11:00-12:15	This session will provide hands-on experience with case studies on ATFM service.
12:15 - 12:30	<b>Skytalks</b>
12:30 – 13:30	<b>Lunch Break</b>
<b>4.3 Higher Airspace Operations (HAO)</b>	
13:30 - 15:00	HAO continues to develop as an important frontier for aviation, with high-altitude platform systems (HAPS) already in operation and supersonic aircraft in their testing. Their global and cross-border nature raises important questions for ATFM, including safe transit through controlled airspace, separation management, contingency handling, interoperability and coordination among States, ANSPs and



**ICAO AIR NAVIGATION WORLD**  
**AIR TRAFFIC FLOW MANAGEMENT**  
**ATFM 2026**

5 - 9 October | Montréal, Canada

	operators. This interactive session will explore how HAO traffic concepts work in practice, encouraging the development of safe, efficient and globally harmonized approaches for integrating HAO into the evolving aviation system.
15:00 - 15:15	<b>Skytalks</b>
15:15 – 15:45	<b>Coffee Break</b>
<b>4.4 TBD</b>	
15:45 - 17:00	TBD
<b>End of Day 4</b>	

**DAY 5 – FRIDAY, 9 October 2026**

<b>5.1 Contingency Management</b>	
9:00-10:15	As the aviation network faces an increasingly complex disruption landscape, maintaining network stability is no longer the isolated responsibility of ANSPs – it requires a collaborative resilient ecosystem. This session will detail the latest developments in the ICAO Global Crisis Management Framework (ICMF) and highlight strategies for harmonizing Regional ATM Contingency Management Frameworks (RACFs). It will also provide insight into how the impending 2030 ICAO ATFM mandates transition contingency planning into a dynamic, performance-driven approach that directly protects the safety of flight operations and ensures global airspace continuity.
10:15-10:30	<b>Skytalks</b>
10:30 – 11:00	<b>Coffee Break</b>
<b>5.2 Interactions with ATFM: Unmanned Aerial Systems (UAS) and Advanced Air Mobility</b>	
11:00-12:15	As AAM concepts mature and UAS traffic management (UTM) services are planned or implemented across different regions, the aviation community will need to consider how to balance demand and capacity in increasingly automated operating environments. This session will provide an overview of ICAO's AAM activities, while examining how AAM and increasingly dense unmanned aircraft operations may be supported through ATFM services.
12:15 - 12:30	<b>Skytalks</b>
12:30 – 13:30	<b>Lunch Break</b>
<b>5.3 Interactive Session</b>	
13:30 - 15:00	Details to be provided during the event.



## 5.4 Wrap Up and Closing

15:30-15:45

*Mr. Pascal Luciani, Deputy Director, Air Navigation and Aviation Safety, ICAO*

End of Day 5

— END —