



International Civil Aviation Organization

**The Fourth Meeting of the Air Traffic Flow Management Task Force
(ATFM/TF/4) and BOBCAT Workshop**

Bangkok, Thailand, 7 to 11 November 2005

Agenda Item 2: Review Terms of Reference

**AIR TRAFFIC FLOW MANAGEMENT TASK FORCE
REVIEW OF TERMS OF REFERENCE**

(Presented by the Secretariat)

SUMMARY

This paper presents the Terms of Reference (TOR) for the Air Traffic Flow Management Task Force (ATFM/TF) for review by the meeting.

1. INTRODUCTION

1.1 Matters relating to air traffic flow management in the Bay of Bengal were considered by the Special Coordination Meeting – Bay of Bengal (SCM-BOB), which was held in conjunction with the BBACG/16 meeting at the ICAO Regional Office (Bangkok), during 31 January – 4 February 2005.

2. DISCUSSION

2.1 The SCM-BOB meeting concluded that a dedicated Air Traffic Flow Management Task Force (ATFM/TF) should be established under BBACG to progress the establishment of an ATFM plan and implementation of ATFM automated systems for the Bay of Bengal and South Asia traffic flows, and drafted terms of reference and objectives accordingly.

2.2 To meet these objectives the SCM-BOB meeting adopted a phased implementation programme as per the following:

Phase One: Flights planning to transit the Kabul FIR

Phase Two: Other international flights crossing the Bay of Bengal and/or South and South East Asia areas

Phase Three: Future planning for increased traffic within the Bay of Bengal and South and South East Asia areas

Phase One

2.3 The SCM-BOB meeting agreed that priority should be given to resolving the immediate problems encountered by westbound traffic operating to Europe during the nighttime period. In order to achieve a solution, the following steps were identified to assist in the implementation of ATFM by the third quarter of 2005:

- a) complete an analysis of the traffic data including Departure/Arrival data;
- b) identify bottleneck areas;
- c) develop an ATFM tool to optimize the usage of all ATS routes and levels available through the Kabul FIR;
- d) Undertake a series of trials and demonstrations of the ATFM tool; and
- e) Develop an Action Task List.

2.4 In view of the timeframe adopted to develop an operational system by the third quarter of 2005, the SCM-BOB meeting agreed that the Task Force should hold its first meeting as soon as practicable. In this regard, the Secretariat advised that the joint FIT-BOB/SEA seminar and meeting was scheduled for 18-22 April 2005, and if States included the ATFM/TF member in their delegation, it would be possible to arrange an initial meeting of the Task Force during the period of the seminar (18-19 April). Also, States were urged to nominate a person to serve on the Task Force and provide contact details to the Secretariat.

2.5 The SCM-BOB meeting agreed that in view of the tight timescale, the Task Force would need to perform its tasks in an efficient and timely manner, and a core team approach would be adopted. In consideration of appointing a chairperson, the meeting requested Australia if they would be prepared to make Mr. Ron Rigney available to chair the Task Force as he had considerable experience in a leadership role with ICAO regional projects such as Y2K contingency planning, EMARSSH and RVSM. Australia supported the request, subject to the normal Airservices Australia approval process.

2.6 The SCM-BOB meeting requested Thailand to provide more details on the concept of operations of the ATFM system being developed. Thailand agreed to make this available to the Regional Office by early April 2005 for circulation to States and users concerned. The SCM-BOB meeting requested the Task Force members to continue discussions over next the few weeks “off-line” with key organizations/industry stakeholders to consider/evaluate options for an ATFM tool and to update FIT-BOB/SEA at its April meeting.

2.7 The first meeting of the Air Traffic Flow Management Task (ATFM/TF/1) was held at the ICAO Asia and Pacific Regional Office, Bangkok between 18 to 22 April 2005, in conjunction with the combined meetings of the Fifth FANS Implementation Team – Bay of Bengal (FITBOB/5) and the Second FANS Implementation Team – South East Asia (FIT-SEA/2).

ATFM/TF Terms of Reference

2.8 The ATFM/TF/1 meeting reviewed and amended the initial Terms of Reference which had been drafted by the SCM-BOB, as per the following:

Terms of Reference for the Air Traffic Flow Management Task Force for the Bay of Bengal and South Asia region (ATFM/TF)

The Air Traffic Flow Management Task Force (ATFM/TF) will report via the BBACG to the ATM/AIS/SAR Sub Group of APANPIRG.

Objectives:

The objectives of the ATFM/TF are to:

1. To enhance and facilitate the orderly and efficient flow of air traffic across the Bay of Bengal and South Asia;
2. To minimize ground and enroute delays;
3. To maximize capacity and optimize the flow of air traffic within the area;
4. To plan for and manage future ATS workload in the light of forecast increased traffic flow within the area; and
5. To assess the economic and environmental impact of the implementation of the ATFM system.

Implementation Programme

To meet these objectives the ATFM/TF shall adopt a phased implementation programme as per the following:

Phase One: Flights planning to transit the Kabul FIR

Phase Two: Other international flights crossing the Bay of Bengal and/or South and South East Asia areas

Phase Three: Future planning for increased traffic within the Bay of Bengal and South and South East Asia areas

(Note: For the purposes of the ATFM/TF, South Asia includes India, Nepal, Pakistan and Sri Lanka).

ATFM Meeting programme

2.9 Difficulties in respect of traffic flows in the Bay of Bengal had been identified by the BBACG and RVSM/TF during 2003 and reported to APANPIRG/15 (August 2004). The matters were further addressed during RVSM/TF/24 in November 2004 and since that time, in addition to the ongoing work of the ATFM/TF core team, the following meetings have been held:

- a) Special Coordination Meeting – Bay of Bengal (SCM-BOB), in conjunction with BBACG/16 during 31 January – 4 February 2005;
- b) Informal Singapore ‘Mini’ Meeting of ATFM/TF, 14 & 15 March 2005;
- c) First meeting of the Air Traffic Flow Management Task (ATFM/TF/1), in conjunction with Combined FIT – BOB & FIT SEA during 18 to 22 April 2005;
- d) Second Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/2), 28 June to 1 July 2005.
- e) Special Coordination Meeting of the Air Traffic Flow Management Task Force in respect of Establishing a Project Management Team (SCM ATFM/TF PMT), 10 & 11 August 2005.

- f) Third Meeting of the Air Traffic Flow Management Task Force (ATFM/TF/3), 6 to 9 September 2005.
- g) BOBCAT Paper Trials, 5 to 7 October 2005

Delays to Operational Trial Implementation dates

2.10 During the SCM-BOB and Singapore ‘mini’ meeting it was agreed that ATFM/TF/1 fully consider the options available for the delivery of an ATFM system tool for use in the Bay of Bengal and South Asia and that a decision be taken as to which system tool was to be adopted by the ATFM TF. This would provide the nominated organization with sufficient time to develop the ATFM system and associated management arrangements for implementation of an operational trial by AIRAC date 29 September 2005.

2.11 During ATFM/TF/3, the Regional Office highlighted the significant costs to all parties in respect of the number of meetings and the delays in implementation, noting that despite the evident work of the task force the proposed date for implementation of the ATFM operational trial had slipped from 29 September 2005 to 22 December 2005.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review, and if necessary, update the ATFM/TF Terms of Reference.

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