



ICAO

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

E/CAR/CATG/10 — WP/09
07/08/26

Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10)
Martinique, 15 to 17 July 2026

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG
4.3 Progress report of the Air Traffic Management (ATM) Committee

ATFM between TMAs in E/CAR region
(Presented by France)

EXECUTIVE SUMMARY

This Working Paper invites the Meeting to share views, difficulties and needs on Air Traffic Flow Management (ATFM) matters at TMA level within the E/CAR Region. This paper proposes to explain how flow management is managed in Guadeloupe TMA and share the difficulties raised by ATC within the current organization of ATFM. The objective is to trigger discussions and come up with a common action plan at E/CAR level.

Action:	The suggested actions are presented in section XX
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
References:	• ICAO ATFM ICAO • Annex 11 – Air Traffic Services; • Annex 15 – Aeronautical Information Services; • ICAO Doc 4444 – PANS-ATM; • ICAO Doc 8168 – PANS-OPS; • ICAO Doc 9971 – Manual on Collaborative Air Traffic Flow Management; • CAR/SAM Regional Air Navigation Plan.

1. What is Air Traffic Flow Management (ATFM)?

1.1 There is a need for regulation and appropriate measures in the two following situations:

- Situations when there is **an increase in traffic demand superior to the capacity declared**. This is sometimes identified as “hotspots”. This increase in traffic demand could be either anticipated (special events) or sudden (e.g. closure of a runway or an airspace in the region)
- Situations when there is **a decrease in capacity offered not meeting the traffic demand**. These situations could be anticipated/planned (e.g. staff shortage, radar maintenance) or

unplanned/unexpected (e.g. runway closed, failure of equipment). This situation could last from a few minutes to several years.

1.2 What are the pre-requisites for an efficient ATFM?

- A knowledge of available capacity at strategic and tactical levels
- A knowledge of the theoretical capacity of a given sector/TMA
- A reliable, robust, realistic traffic prediction
- A toolbox with the flow management measures applicable
- An appropriate collaborative means to communicate amongst TMAs impacted
- Identified processes adapted to each category of situations

1.3 In the Eastern Caribbean (E/CAR) Region, all these situations may occur, and we are certainly ensuring safety, but we can surely improve our operational efficiency. The immediate domino effect and the occurrence of significant weather phenomena such as storms, hurricanes, earthquakes reinforce the need for communication and coordination.

2. Current situation: How ATFCM is organized in Guadeloupe Operational Center

2.1 How it works?

2.1.1 From Guadeloupe TMA perspective

- According to the event, the supervisor knows the capacity of the TMA as number of flights manageable per hour.
- Flow controls measures are determined based on “expert judgement; indeed, there is no effective knowledge on traffic demand especially at tactical level.
- Flow control measures are expressed and communicated as “a flight every XX minutes” on an identified point of coordination or from an adjacent sector.
- Flow control measures are asked to be managed by the neighboring TMA/sector.
- Transatlantic flights are not concerned by flow control measures, but these flights may significantly impact on the capacity of a given sector.
- Flow management measures integrate flows from and to all airfields of the TMA.

2.1.2 From a neighboring TMA perspective

- The neighboring TMA coordinates with the upstream TMAs/sector/aerodromes.
- There is a significant workload on the neighboring TMA to manage traffic towards the TMA triggering the flow measures.
- There is no reliable traffic prevision to prepare slots for departures towards the impacted TMA.

2.2 What are our main concerns?

- When there is a capacity problem in one TMA, most of TMAs of the E/CAR region are impacted.
- Without a collaborative tool and sharing of information, an adjacent TMA is unable to efficiently manage different incoming flows towards the TMA under regulation
- Some situations include more actors beyond ANSPs (e.g. airport operators)

- This management of flow controls entails an important workload (calculation requiring constant updates, phone calls, multiple coordination for a single flight)

2.3 What are the problems we are trying to solve?

- Reduce margins and inefficiencies based on **lack of predictability**
- Increase our **adaptability** when flow measures are applied following unexpected events
- **Reduce the workload** inherent to the management of the flow control measures
- Facilitate the determination calculation and transmission of **CTOT from TMAs** of the region
- Enable the **coordination between actors** involved (TMAs, ACC, airport operators)

3. **Actions proposed to the meeting**

3.1 The Meeting is invited to:

- a) Share experience of E/ECAR TMAs on ATFM
- b) Participate in a working session with the objectives to identify the problems we are trying to solve and common needs
- c) Confirm willingness to address this issue within a subgroup of the ECAR ATM Committee to address the ATFM
- d) Set up high level principles/objectives of this subgroup