



International Civil Aviation Organization

The Third Meeting of ICAO Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/3)

Singapore, 10 – 14 March 2014

Agenda Item 6: Any Other Business

REVIEW OF THE ATFM/SG TERMS OF REFERENCE

(Presented by the Secretariat)

SUMMARY

This paper presents the Terms of Reference as provisionally amended at ATFM/SG/2, and proposes further amendment in response to the outcomes of the other relevant Task Force meetings.

1. INTRODUCTION

1.1 The ATFM/SG Terms of Reference were developed and agreed at ATFM/SG/1 in December 2010, and updated at ATFM/SG/2. Further amendments are proposed to The Terms of Reference for consideration by the Second Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/2) in August 2014 and subsequently for adoption at the Twenty Fifth Meeting of APANPIRG (APANPIRG/25) in September 2014. Further minor amendments are proposed in response to the outcomes of other ATM-related APANPIRG Task Force meetings.

2. DISCUSSION

Linkage to RACP/TF

2.1 As discussed under WP02 – *Review of Related Meeting Outcomes*, the Third Meeting of the Regional ATM Contingency Plan Task Force (RACP/TF/3, November 2013) noted that a regional network of pre-determined contingency routes was unlikely to be achievable, and would not provide for the flexibility necessary to manage contingency events affecting two or more FIRs. The meeting had also noted that the management of Large Scale Weather Deviations (LSWD) events should include appropriate CDM/ATFM measures to ensure maximum utilization of airport and en-route capacity. This should extend also to the management of other contingency events including reduced or withdrawn ATM services, Volcanic Ash Cloud (VAC) and Radioactive Cloud. RACP/TF also noted the outcomes from ATFM/SG/1, which considered that each of the Major Traffic Flows (MTF) should have ATFM planning regardless of traffic density, to cater for contingency operations in addition to traffic loading.

2.2 RACP/TF agreed that the establishment of a linkage between the Regional ATM Contingency Plan and the Regional Framework for Collaborative ATFM should be explored.

Linkage to MET/R TF

2.3 WP02 also reported the deliberations of the Third Meeting of the Meteorological Requirements Task Force (MET/R TF/3), including the potential MET/ATM work arising from regional collaborative ATFM outcomes, and the proposed revised ATFM/SG TOR which included factors affecting airspace capacity such as weather information.

2.4 MET/R TF/3 agreed that there was considerable benefit in formalizing a link between MET/R/TF and ATFM/SG, and agreed to ***Draft Decision TF 3/1: Revised Terms of Reference*** for further consideration by the Aviation Meteorology Sub-Group (MET SG). The proposed revised TOR for MET/R TF are provided at **Attachment A**.

2.5 ATFM/SG/2 was provided with information on the development of Meteorological Services for the Terminal Area (MSTA), (WP11, Hong Kong, China). Development of MSTA and their inclusion as Standards and Recommended Practices (SARPS) in Annex 3 – *Meteorological Service for International Air Navigation* will be considered by the ICAO Meteorology Divisional Meeting in July 2014. The MET/R TF is the most appropriate body to provide ATFM/SG with meteorological specialist advice and guidance on developments of MSTA and other products relevant to ATFM, and has included a range of ATM and ATFM-related items in their work programme.

ATFM/SG TOR

2.6 ATFM/SG/2 agreed to the following Draft Decision amending the TOR which is yet to be considered by ATM Sub-Group:

ATFM/SG Draft Decision 2/1: ATFM/SG Terms of Reference

*That, the proposed Terms of Reference appended at **Appendix C** to this report be adopted for the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG).*

2.7 It is proposed that the ATFM/SG TOR previously agreed under Draft Decision 2/1 should be updated to including linkages to RACP/TF and MET/R TF:

ATFM/SG Draft Decision 3/1: ATFM/SG Terms of Reference

That, the proposed Terms of Reference appended at **Attachment B** be adopted for the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG).

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the proposed linkages to RACP/TF and MET/R TF;
- c) agree to the Draft Decision as proposed; and
- d) discuss any relevant matters as appropriate.

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2. DESCRIPTION	
Objective	Improve safety, efficiency and sustainability of ATM and operators by providing MET information needed to meet current and future requirements.
Benefits	Increase efficiency – save time and fuel as well as reduce carbon emissions
Terms of Reference	<p>Under guidance from ICAO Secretariat:</p> <ul style="list-style-type: none"> a) Obtain and evaluate the current and future requirements for MET (including space weather) in support of ATM (includes ATFM), as well as ATM in support of MET, in the ASIA/PAC Region and update Regional Air Navigation Plan accordingly and provide guidance material to assist States to develop MET services to meet these requirements; b) Assess aviation aeronautical meteorological services, systems and architecture in the region and how they can integrate weather information into ATS/aircraft operator ATM, airspace user systems and decision support tools; c) Investigate sub-regional exchange of MET information (including digital) and associated agreements that facilitate ATM operations particularly over busy routes that overlap different FIRs; d) Promote coordination between MET and ATM communities in the ASIA/PAC Region to enhance the level of understanding of MET requirements and capabilities in support of ATM; e) To study the successful involvement of MET in the development of CDM/ATFM in other regions with a view to future application in ASIA/PAC; f) Monitor global policy associated with source data and delivery of MET information for ATM; g) Coordinate with MET/H TF on framework for ATM contingency plan for specific phenomenon including volcanic ash, radioactive cloud, tropical cyclone and Tsunami with reference to developments made by the global ICAO groups and WMO developments; h) Coordinate with the ATFM/SG to provide expertise on MET services and information to assist the establishment of sub-regional ATFM and to identify what kind of MET services/information can be considered as the most important for it; i) Enhance regional implementation of MET services in support of ATM in line with the priorities defined in the ASIA/PAC Seamless ATM Plan, closely referring to the Global Air Navigation Plan (GANP) and the Aviation System Block Upgrades (ASBUs); and j) Report to the MET Sub-group of APANPIRG for further co-ordination through the ICAO Secretariat with other relevant bodies (ATM SG, APSAPG, CNS SG).; <p>and, Obtain and evaluate the current and future requirements for ATM in support of MET in the ASIA/PAC Region and update Regional Air Navigation Plan accordingly and provide guidance material to assist States to develop MET services to meet these requirements.</p>

Terms of Reference

AIR TRAFFIC FLOW MANAGEMENT STEERING GROUP (ATFMSG)

1. Having considered the ~~ATS Planning Manual (Doc 9426)~~ relevant documents such as the ~~Manual on Collaborative Air Traffic Flow Management (Doc 9971)~~, regional air traffic data and the ~~Major Traffic Flows Asia/Pacific Region city pairs and associated airspace and ATS routes experiencing the most significant traffic demand~~, and noting that ~~recognized structural airspace capacity increasing measures have preference to use of ATFM~~ the Asia/Pacific Seamless ATM Plan provisions for structural airspace capacity increasing measures, develop an Asia/Pacific Regional ATFM Concept of Operations (including principles and objectives) Framework which addresses ATFM implementation and ATFM operational issues in the Asia/Pacific Region;
1. ~~Review and update the ATFM Communications Handbook for the Asia Pacific Region until superseded by Global Material;~~
2. Encourage and develop ~~Identify, research and recommend appropriate guidance regarding:~~
 - a. ~~capacity assessment and adjustment mechanisms;~~
 - b. ~~regular review for all aerodromes and ATC sectors where traffic demand is expected to reach capacity, or is resulting in traffic congestion;~~
 - c. ~~mechanisms for ATFM data gathering, collation and sharing between States, International Organizations and ICAO, which may include:~~
 - i. ~~capacity assessments, including factors affecting capacity such as special use airspace status, runway closures and weather information;~~
 - ii. ~~traffic demand information which may include flight schedules, flight plan data, repetitive flight plan data as well as associated surveillance updates of flight status; and~~
 - iii. ~~ATFM Daily Plan;~~
 - d. ~~compliance by airspace users with ATFM measures; and~~
 - e. ~~any other guidance relevant to the Regional ATFM Framework.~~
3. ~~Research suitable and regionally harmonized benchmarks for airport acceptance rates (AAR) and the throughput of airspace (sector capacity) which may vary depending on weather conditions, and associated technique, e.g. the ground delay programme and miles/minutes in trail (MIT). Maintain an overview of CDM/ATFM programs being conducted within the Region, with a view to facilitating their coordination and alignment.~~
4. Review the ~~safety and efficacy of~~ effectiveness of existing and planned ATFM systems programs in the Asia and Pacific Region, and make specific recommendations regarding ATFM, including any adjacent airspace affecting the Asia and Pacific Regions, and research and recommend appropriate mechanisms for the on-going review of such programs.
5. ~~Encourage the development of an ATFM web site by Asia and Pacific Region States with significant experience in ATFM, which contains information on regional ATFM, including *inter alia*,~~

real time flight delay data.

6. The Group has linkages to the Regional ATFM Contingency Plan Task Force (RACP/TF) and the Meteorological Requirements Task Force (MET/R TF) for the purposes of:

- a. developing collaborative ATFM responses to ATM contingency events;
- b. maintaining awareness of global developments in new meteorological products supporting ATM and ATFM; and
- c. defining meteorological products to support regional collaborative ATFM.

7. The Group reports to the ATM/AIS/SAR Sub-Group.

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