



International Civil Aviation Organization

The Sixth Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/6)

Bangkok, Thailand, 06 – 10 June 2016

Agenda Item 3: ATFM/CDM Global Update

ATFM GLOBAL STANDARDIZATION UPDATES

(Presented by Australia, Thailand, United States, CANSO and ICAO)

SUMMARY

This paper provides status updates of ATFM standardization under the auspices of ICAO ATM Operations Panel. The ATFM Subgroup was convened to update ICAO Manual on Collaborative ATFM (Doc 9971), while identifying, in parallel, ICAO provisions that would need to be updated in Annex 11 and PANS-ATM (Doc 4444).

1. INTRODUCTION

1.1 The meeting would recall from discussion during ICAO ATFM/SG/5 in March 2015 that ATFM Subgroup of ICAO ATM Operations Panel (ATMOPSP) was formed to update ATFM part of ICAO Manual on Collaborative ATFM (Doc 9971), while identifying, in parallel, ICAO provisions that would need to be updated in Annex 11 and PANS-ATM (Doc 4444).

1.2 The ATFM Subgroup began work to update ATFM part of Doc 9971 in late 2015 with participation from Australia, Canada, France, Thailand, United Arab Emirates, United Kingdom, United States, EUROCONTROL, CANSO, IATA mainly through correspondence.

1.3 Meanwhile, ICAO ATMOPSP has been collaborating with Aerodrome Operations Panel (ADOP) through Airport Collaborative Decision Making (A-CDM) Subgroup to develop A-CDM guidance material, which would also be incorporated into the new expanded Doc 9971.

2. DISCUSSIONS

Doc 9971 Restructuring

2.1 While the current edition of Doc 9971 includes CDM and ATFM parts, addition of the third part on A-CDM necessitates restructure of the document. The new Doc 9971's title might be changed to reflect addition of A-CDM part. Furthermore, the Foreword section of all parts would be integrated into single Foreword section.

Doc 9971 Update – ATFM Part

2.2 ICAO ATMOPSP ATFM Subgroup work on ATFM Part of Doc 9971 Update was organized in three phases:

- a) Scoping Phase (Nov – Dec 2015): listed issues that need to be added or amended in the manual
- b) Strawman Phase (Jan – Feb 2016): organized the work and establishment of a strawman document to collate outcomes into single comprehensive document
- c) Drafting and Review Phase (Feb – Jun 2016)

2.3 In order to complete review process, a face-to-face meeting of ATFM Subgroup is being organized in the period from 27 – 30 June 2016 in ICAO Headquarters.

2.4 In order to further enhance readability of the ATFM part, chapters would be reordered as per **Table 1**.

Title	New Genre	New Chapter No.	Current Chapter No.
Introduction	General description to detailed considerations	1	1
ATFM services		2	2
Capacity, demand & phases		3	4
ATFM measures		4	6
Data exchange	Communications	5	7
Communication		6	8
Structure	Building an ATFM service	7	3
Implementation strategy		8	5

Table 1: Revised Chaptering of Doc 9971 (ATFM Part)

2.5 Ongoing development of the revised ATFM part is expected to reach maturity by end of June 2016 with draft document reviewed by ICAO ATM Operations Panel before its fourth meeting (ATMOPSP/4) in October 2016 with target publication in December 2016.

Doc 9971 Update – A-CDM Part

2.6 ICAO ATMOPSP A-CDM Subgroup work on is also in advanced stage with completion of the overall documentation expected by end of May 2016. It is expected that the A-CDM part of new Doc 9971 would be co-reviewed with ATFM part of new Doc 9971 to ensure consistency between and harmonization of material in both parts. It is expected that co-review would start by end of June 2016 with draft document reviewed by ICAO ATM Operations Panel before its fourth Meeting (ATMOPSP/4) in October 2016 with target publication in December 2016 along with revised ATFM part.

2.7 It is expected that the A-CDM part of new “Doc 9971” would comprise the following chapters:

- a) Chapter 1: Description / Purpose of A-CDM
- b) Chapter 2: A-CDM Actors and Stakeholders
- c) Chapter 3: Methods and Tools
- d) Chapter 4: Implementation

2.8 In drafting A-CDM part of the new Doc 9971, it was recognized that the level of A-CDM harmonization needed might not be as significant as was the case for ATFM. It was noted that the scope of A-CDM should be centered on local airport operations, and therefore be local before anything else, while ATFM had by nature a larger impact. The A-CDM part endeavored to describe a generic situation, where various modules, relating to set of identified actions, describe the A-CDM process in a consistent and scalable manner. A number of specific event were identified. Some are of significance to A-CDM only and others are of significance to ATFM process. It was further reflected that the necessary level of harmonization for A-CDM events with significance to ATFM process would be more significant.

Annex 11 Update

2.9 ICAO ATMOPSP ATFM Subgroup expected to update Annex 11 in the following sections:

- a) Chapter 3 Para 3.7.5 – revise definition of ATFM to broaden focus of ATFM from Demand – Capacity Balancing mechanism to capacity optimization mechanism, including replacement of “flow control” by “flow management” and addition of the term “ATFM Unit”
- e) Chapter 6 Para 6.2 – add basic ATS communications requirements for ATFM

2.10 It is expected that revision of Annex 11 would be presented to ICAO ATM Operations Panel Meeting (ATMOPSP/4) in October 2016 as draft Proposal for Amendments with planned effective date in November 2018.

PANS-ATM (Doc 4444) Update

2.11 ICAO ATMOPSP ATFM Subgroup expected to update PANS-ATM (Doc 4444) in the following sections:

- a) Chapter 10 – Coordination – add new paragraph on coordination in respect of provision of ATFM
- b) Chapter 11 – ATS Messages – add new paragraph on ATFM messages

2.12 It is expected that ATFM revision of PANS-ATM (Doc 4444) would be presented to ICAO ATM Operations Panel Meeting (ATMOPSP/4) in October 2016 along with proposed revision of Annex 11 with planned effective date in November 2018.

3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note information presented in this working paper; and,
- b) Discuss relevant matters as appropriate.

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