International Civil Aviation Organization

MIDANPIRG ATM Sub-Group

Second Meeting (ATM SG/2)
(Cairo, Egypt, 30 November – 03 December 2015)

Agenda Item 5: Airspace Management Issues

AIR TRAFFIC FLOW MANAGEMENT (B0-NOPS)

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MIDANPIRG/15 and MAEP SC/2 meetings related to Air Traffic Flow Management and the B0-NOPS element in the MID Region, for the meeting review and comments/inputs.

Action by the meeting is at paragraph 3.

REFERENCES

- MAEP SC/2 Report
- MIDANPIRG/15 Report

1. INTRODUCTION

1.1 The meeting may wish to note that Air Traffic Flow Management (ATFM) is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace. ATFM can regulate traffic flows involving departure slots, smooth flows and manage rates of entry into airspace along traffic axes, manage arrival time at waypoints or Flight Information Region (FIR)/sector boundaries and re-route traffic to avoid saturated areas. ATFM may also be used to address system disruptions including a crisis caused by human or natural phenomena. The guidance related to ATFM is available in the Manual on Collaborative Air Traffic Flow Management (ICAO Doc 9971).

B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view				
Elements	**Applicability**	**Performance Indicators/Supporting Metrics**	**Targets**	**Status**
ATFM Measures implemented in collaborative manner	*All States*	Indicator: % of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision Supporting metric: number of States that have established a mechanism for the implementation of ATFM Measures based on collaborative decision	100% by Dec. 2017	To be determined by the ATM SG/2 Dec. 2015

2. DISCUSSION

2.1 The B0-NOPS element, performance indicator/supporting metric, target have been included in the MID Region Air Navigation Strategy, are as follows:

2.2 The meeting may wish to note that MIDANPIRG/15 (Bahrain, 8-11 June 2015) agreed that the subject related to ATFM be further addressed by the ATM Sub Group with a view to reach a final decision with regard to the necessity, feasibility and timelines related to the eventual implementation of a regional/sub-regional ATFM system.

2.3 The MIDANPIRG/15 meeting noted that the First meeting of the MAEP Steering Committee (MAEP SC/1) (Dubai, UAE, 20-22 January 2015) agreed to include in the MAEP Master Plan a project related to a regional/sub-regional ATFM system. Accordingly, the meeting agreed to the following Decision:

DECISION 15/16: COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT (ATFM-CDM)

That, the ATM Sub-Group develop a Preliminary Project Proposal addressing the necessity, feasibility, and timelines related to the eventual implementation of a regional/sub-regional ATFM system, for consideration by the MAEP Steering Committee.

2.4 Based on the above, the MIDANPIRG/15 meeting urged States to provide the ICAO MID Regional Office with their plans related to the implementation of the ASBU Module B0-NOPS.

2.5 The MIDANPIRG/15 meeting noted that an ATFM Seminar will be organized by ICAO in 2016. In this respect, the meeting encouraged all stakeholders to participate in the Seminar and share their plans and experience.

2.6 The meeting may wish to note that a project related to regional/sub-regional ATFM system was endorsed as on the MID Region ATM Enhancement Programme (MAEP). In this respect, the Second Meeting of the MAEP Steering Committee (MAEP SC/2, 20-22 October 2015) noted that ATFM/Collaborative Decision Making (CDM) is used to manage the flow of traffic in a way that minimizes delays and maximizes the use of the entire airspace.

2.7 The MAEP SC/2 meeting emphasized the importance of the project. However, it was agreed that the project implementation could be initiated after 2017, providing that all the enablers/prerequisite are implemented and taking into consideration the initiatives carried out by States.

2.8 The Secretariat is proposing the following Table to be used for the reporting and monitoring of the ASBU B0-NOPS and to be included in the MID eANP Volume III:

B0 – NOPS: Improved Flow Performance through Planning based on a Network-Wide view
Monitoring and Reporting
EXPLANATION OF THE TABLE
Column

1 Name of the State
2 Status of implementation of a mechanism for the implementation of ATFM Measures based on collaborative decision:
  FI – Fully Implemented
  PI – Partially Implemented
  NI – Not Implemented
3 Provide reference to the Document including the mechanism for the implementation of ATFM Measures

4 List of implemented ATFM Measures
5 Provide a list of ATFM Measures, which were coordinated with the neighbouring States
6 Remarks

State	Mechanism for the Implementation of ATFM Measures based on Collaborative Decision	Reference (Document)	ATFM Measures Implemented	ATFM Measures were Coordinated with the Following States	Remarks
1	2	3	4	5	6
Bahrain					
Egypt					
Iran					
Iraq					
Jordan					
Lebanon					
Libya					
Kuwait					
Oman					
Qatar					
Saudi Arabia					
Sudan					
Syria					
Unite Arab Emirates					
Yemen					
Total					
Percentage					

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) discuss and agree on appropriate actions related to the MIDANPIRG/15 Decision 15/16, taking into consideration the outcome of the MAEP SC/2 meeting;

b) review, amend and agree to the Reporting and Monitoring Table for B0-NOPS at para 2.8, which will be included in Volume III of the MID eANP;

c) urge States to provide the ICAO MID Regional Office with their inputs/plans related to the implementation of the B0-NOPS; and

d) encourage all stakeholders to participate in the ICAO ATFM Seminar planned end of 2016.

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