



International Civil Aviation Organization

MIDANPIRG Air Traffic Flow Management Task Force

Second Meeting (ATFM TF/2)  
(Casablanca, Morocco, 19 - 20 March 2019)



Hosted by ACAO

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**Agenda Item 5: Future Work Programme**

**FUTURE WORK PROGRAMME**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to review the terms of reference of the ATFM Task Force, as deemed necessary, and agree on the tentative dates and venue for the next meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ATFM Task Force Terms and Reference

**1. INTRODUCTION**

1.1 The ATFM Task Force is expected to review and update, as necessary, its Terms of Reference and to decide on the dates and venue of its next meeting.

**2. DISCUSSION**

2.1 The Terms of Reference of the ATFM Task Force as endorsed by MSG/6 meeting (Cairo, Egypt, 3-5 December 2018) are at **Appendix A**.

2.2 It is proposed that the Third meeting of the ATFM Task Force be held in the first quarter of 2020 at the ICAO MID Regional Office, Cairo, Egypt, unless a State offers to host the meeting. The meeting agreed that the ATFM Core Team might meet beforehand, if required, to work on the development of the required documentation and preparation for the ATFM TF/3 meeting.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) review and update, as deemed necessary, the ATFM Task Force terms of reference at **Appendix A**; and
  - b) agree on the proposed dates and venue of the next meeting.
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**TERMS OF REFERENCE (TOR) OF THE  
MIDANPIRG AIR TRAFFIC FLOW MANAGEMENT TASK FORCE  
(ATFM TF)**

**I. TERMS OF REFERENCE**

- 1.1 Perform a joint assessment and confirmation of the Pre-requisites for a regional ATFM. This shall include
- 1.2 Assessment of the performance objectives of the individual cooperating States and definition of common performance objectives for a regional ATFM service.
- 1.3 Perform a data collection and analysis to identify the hot-spot areas and critical times in a regional ATFM service area where demand consistently exceeds capacity. The reasons and contributing factors for unbalanced demand and capacity are to be identified.
- 1.4 Analysis of air traffic flows within the designated area of the regional ATFM service that is causing unbalanced demand and capacity. The analysis shall identify the traffic fractions that due to their uniformity are candidates for effective ATFM measures to increase the efficiency without violating the equity principle.
- 1.5 Develop an ATFM Concept of Operations and a Framework which addresses ATFM minimum requirements for the implementation of ATFM in the ICAO MID Region.
- 1.6 Agree on a mechanism to support the phased implementation of ATFM measures in the MID Region, when and where required.
- 1.7 Identify, research and recommend appropriate guidance regarding:
  - a) aerodromes and enroute capacities under the normal circumstances and adjustment factors affecting the capacity;
  - 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, Organizations and ICAO, which may include:
    - i. adjusted aerodromes and enroute capacity due to 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.
- 1.8 Consider existing and planned ATFM initiative in the Region, and make specific recommendations to ensure their alignment.

- 1.9 Ensure inter-regional ATFM harmonization with adjacent ICAO Regions.
- 1.10 Recommend appropriate inputs to the ASBU Modules relevant to ATFM such as NOPS, A-CDM, etc.
- 1.11 Report to the ATM SG.
- 1.12 Review periodically its Terms of Reference and propose amendments as necessary.
- 1.13 Coordinate as deemed necessary with the Runway and Ground Safety Working Group (RGS WG) and the Meteorology Sub-Group (MET SG) the issues of mutual interest.

## II. COMPOSITION

- 2.1 The Sub-Group is composed of MID ATFM focal points and experts from:
  - a) MIDANPIRG Member States;
  - b) India, FAA, AACO, ACAO, AEROTHAI, CANSO, EUROCONTROL, IATA, and ICAO (Bangkok, Cairo, Paris Offices and HQ); and
  - c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.
- 2.2 The Task Force shall elect a Chairperson to act as the point of contact on behalf the Task Force.
- 2.3 The Task Force shall meet at least once a year and when deemed necessary.
- 2.4 ICAO MID Office will act as the Secretary of the ATFM Task Force meetings.

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