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(NACC/DCA/08)**

Ottawa, Canada, 31 July to 2 August 2018

**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation/Aviation Security/Facilitation
Implementation Matters
6.3 Air Navigation Implementation Matters**

AIR TRAFFIC FLOW MANAGEMENT TRAINING

(Presented by United States)

EXECUTIVE SUMMARY

To assist the NAM/CAR region and encourage a collaborative approach to Air Traffic Flow Management (ATFM) for the region, the Air Navigation Implementation Work Group (ANI/WG) North American and Caribbean (NAM/CAR) ATFM Implementation Task Force (TF) developed a Work Programme that provides specific initiatives to improve the development of a regional concept of ATFM implementation. One of the initiatives is ATFM Training. This training encourages a collaborative and harmonized approach to ATFM amongst States, International Organizations and regional Air Navigation Service Providers (ANSPs) to enhance global ATFM. The ICAO NACC office, CANSO ATFM Data Exchange Network for the Americas (CADENA) and FAA are working together to develop a three-phase ATFM Training program for the NAM/CAR and regional Stakeholders.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• 2016-2030 Global Air Navigation Plan ICAO Doc 9750• ICAO DOC 9971

1. Introduction

1.1 The ICAO Global Air Navigation Plan (Doc 9750) places Air Traffic Flow Management (ATFM) as one of the top priorities for implementation, considering that its benefits transcend borders, enabling improved efficiency in operations, by preventing airspace congestion, saving fuel consumption and reducing gas emissions. ATFM aims at enhancing safety by ensuring the delivery of safe densities of traffic and by minimizing traffic surges. Its purpose is, when needed, to balance traffic demand and available capacity.

1.2 At the Regional level, ATFM is part of the agreed Aviation System Block Upgrades (ASBU) modules, included in the Regional Performance Based Air Navigation Implementation Plan (RPBANIP). Due to the strategic location of the CAR Region, and the increased importance of air transport in local economies, to handle flights in a safe and efficient manner is key to maintain a sustainable growth of air traffic.

2. Discussion

2.1 At the Fifth North American, Central American and Caribbean Working Group Meeting held from 22 to 26 May 2017, the ANI/WG ATFM TF identified that, as part of the support activities for the ATFM implementation in the CAR Region, an ATFM Basic Training was required in order to provide the knowledge and competencies required for progressive implementation.

2.2 The FAA developed the ATFM Basic Training, and made it available to States and ANSPs of the Region. The ATFM Basic Training teaches ATS service providers the history, present, and future of ATFM. Students learn the ATFM mission requirements and ATFM structure and responsibilities of Flow Management Units (FMU). In addition, collaborative decision-making (CDM), System Thinking within ATFM, communication and effective listening skills, conflict management and resolution are all discussed.

3. ATFM Training Phases

3.1 Phase 1 ATFM Basic Training: ICAO and FAA instruct ATFM Overview, System Thinking, Communication and Conflict Management, TMM Overview and Hurricane Contingency Planning. Once the ATFM Basic Training course is completed, selected personnel will teach the ATFM course in their own facilities or underlying facilities. The ATFM Basic Training course takes 3 1/2 days to complete.

3.2 Phase 2 ATFM Workshop: This will be additional ATFM instruction. ICAO and FAA will instruct recommended CADENA ATFM unit structure, FMU responsibilities, CADENA planning and facilitating Web Conferences, CADENA Operational Information System development, ATFM advisories and Quality Control (QC) documentation. In addition, development and coordination of contingency plans between FIR's and ANSP's with table top exercises and introduction of CDM with stakeholders will be discussed. Anticipated delivery for the ATFM Workshop is the first quarter of 2019.

3.3 Phase 3 ATFM Advanced Workshop: As ANSP's are able to calculate air traffic airport or sector demand, ICAO and FAA will provide an ATFM Advanced Workshop. This will include instruction on State agreements, advanced QC review (trends and effect), simulator/table-top sessions, dynamic capacity, ICAO GDP, using ATFM Tools and continued CDM development between stakeholders and ANSPs.

4. Conclusions

4.1 The goal of the ATFM Training is to develop a global standardization of ATFM for the region to ensure optimum usage of available airspace/airports (minimize impact of airspace and airport constraints and maximize efficiency). Strong collaboration is required throughout the region to develop,

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plan, operate and maintain regional ATFM. This training develops a stronger understanding of interrelationships and interactions between FIR's, Terminal Control Areas (TCA's) and the regional Stakeholders.

4.2 The FAA Command Center and the ICAO NACC Office are working together to enhance ATFM implementation in the Region, providing guidance and assistance for a sustainable ATFM implementation.

4.3 As training is critical to the regional development of the overall ATFM concept, regional implementation and enhancing global ATFM, members of the ICAO NACC Region, as well as International Organizations and ANSPs should collaborate closely to develop, update and provide ATFM training.

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