



## **INTERNATIONAL CIVIL AVIATION ORGANIZATION**

### **MIDDLE EAST OFFICE**

### **AIR TRAFFIC FLOW MANAGEMENT SEMINAR (SIP) (ATFM)**

**(CAIRO, EGYPT 20-21 JULY 2009)**

### **SUMMARY OF DISCUSSIONS**

#### **1. INTRODUCTION**

1.1 The Air Traffic Flow Management (ATFM) Seminar was organized by ICAO MID Regional Office at Concord El Salam Hotel in Cairo, Egypt, from 20-21 July 2009.

#### **2. OBJECTIVE OF THE SEMINAR**

2.1 The objective of the Seminar was to facilitate the development of a defined progressive strategy for the implementation of ATFM in the MID Region, taking into consideration regional and national planning processes in accordance with the global planning framework. In this context, in addition to ICAO provisions, the Seminar will apprise the participants on approaches to, and experiences in the implementation of ATFM in the States of the MID Region, and other ICAO Regions, as well as to discuss the related implications on safety, airspace capacity and efficiency.

#### **3. OPENING OF THE SEMINAR**

3.1 Mr. Mohamed R. M. Khonji, ICAO Regional Director, Middle East Office opened the Seminar by thanking the delegates for their Participation, Speakers, and International Organizations for the time other resources expended to attend and support the Seminar. He recalled the objectives of the Seminar which were similar to the ones indicated in paragraph 2.1 (above). Finally, Mr. Khonji wished the participants and presenters fruitful outcome and a pleasant stay in Cairo.

#### **4. OFFICERS AND SECRETARIAT**

4.1 Mr. J. Faqir, ICAO Deputy Regional Director, Middle East Office acted as the moderator and secretary of the Seminar.

## **5. ATTENDANCE**

5.1 The Seminar was attended by a total of 39 Participants from 10 States (Bahrain, Egypt, Iran, Jordan, Kuwait, Oman, Saudi Arabia, Syria, United Arab Emirates, and United States) and six organizations (Aerothai, Eurocontrol, IACA, IATA, IFALPA, and IFATCA).

5.2 The Seminar speakers were from ICAO MID Office, EUROCONTROL, United States, IATA, Egypt, Bahrain and AEROTHAI from Thailand. The list of participants and speakers is at **Attachment A** to this Summary of Discussions.

## **6. WORKING LANGUAGES**

6.1 The Seminar was conducted in the English language.

## **7. THE SEMINAR PROGRAMME**

7.1 The Programme of the Seminar covered the following items:

- ICAO Provisions and Statistical Information
- ATFM and CFMU Organization in Europe/History and Concepts
- Eurocontrol as a Multinational Organization in Support of ATFM
- Air Traffic Flow Management (ATFM) model
- Benefits of ATFM :
  - ANSP Perspective
  - Airspace User Perspective
- Benefits of ATFM : IFPS initial study for Mid Region
- Benefits of ATFM : Bay of Bengal ATFMU
- Presentation of Eurocontrol IFPS and Flight Planning
- Calculation of Aerodrome acceptance rate & Sector capacity
- Benefits of a regional planning (Route, capacity, airspace, relations with Aircraft Operators)
- ATFM Operational experiences, Collaborative Decision Making (CDM)/ PT I & PT II

## **8. OUTCOME OF THE SEMINAR**

8.1 The Seminar agreed to the following outcomes :

- a) noted the MID Region traffic forecast which is above the world average and recognized the need to develop an adequate infrastructure to handle the traffic growth within MID Region;
- b) noted the variety of ATFM resources available in the other ICAO regions;
- c) reviewed a model available for calculating and establishing Aerodrome Acceptance Rate (AAR) for each significant aerodrome in the MID Region;
- d) reviewed a model available for calculating and establishing sector capacity for each significant en route sector in the MID Region;
- e) reviewed the concept of Collaborative Decision Making (CDM) as it is applied and acknowledged the need to establish a CDM process in the MID Region;
- f) recognized the benefits of implementing Initial Flight Planning Processing System (IFPS) in the MID Region and that IFPS would provide only a partial solution; that full Control Flow Management Unit (CFMU) should be considered in future and the Eurocontrol model be adopted after modifications to meet local and regional requirements;
- g) acknowledged that the introduction of IFPS to the MID region is feasible provided that :
  - The MID States are committed to the development, implementation and operation of a full scale IFPS.
  - Develop and maintain necessary guidelines, rules and regulations for running IFPS through an appropriate Regional mechanism; and
  - A suitable funding mechanism for the initial development, implementation and long term operation is provided
- h) agreed that the political will and cooperation between MID States and commitment to provide airspace data is an imperative and is key to successful implementation of any ATFM system;
- i) agreed that ATFM based on the ICAO Centralised Development Traffic Organisation (CTMO) concept should be considered in the MID region when all other alternative measures such as airspace initiatives; better coordination along FIR boundaries and CNS improvements have been implemented;

- j) urged MID States to accord high priority to measures aiming at reducing congestion by implementing PBN for en route and TMA including arrival and departure procedures (SID & STAR); and
- k) recognized that MID and European Regions need to work together to improve ATM.

## **9. CONCLUSION**

9.1 The Seminar was characterized by high interest and interaction from participants who appreciated the material delivered by speakers. The Participants also expressed appreciation at the efforts of the ICAO MID Region Office to organize the Seminar. The Seminar was successful in all intended respects, particularly in identifying the ATFM and IFPS operational requirements, challenges and measures to be considered through the examples and demonstration of ATFM of other Regions.

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International Civil Aviation Organization

**Air Traffic Flow Management Seminar (ATFM)**

(Cairo, 20 – 21 July 2009)

**LIST OF PARTICIPANTS**

21 July 2009

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