



International Civil Aviation Organization

MID Region ATM Enhancement Programme Steering Committee

Second Meeting (MAEP SC/2)
(Cairo, Egypt, 20-22 October 2015)

Agenda Item 2: MAEP Projects/Working Packages

MID REGIONAL/SUB-REGIONAL ATFM SYSTEM

(Presented by the Secretariat)

SUMMARY

This paper presents an update on the developments related to ATFM in the MID Region, and invites the meeting to agree on the way forward for the establishment of the MID regional/sub-regional ATFM System.

Action by the meeting is at paragraph 3.

REFERENCES

- MAEP SC/1 Report
- MIDANPIRG/15 Report
- MSG/4 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.

1.2 It is to be highlighted that ATFM and its applications should not be restricted to one State or FIR because of their far-reaching effects on the flow of traffic elsewhere. The *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) recognizes this important fact, stating that ATFM should be implemented on the basis of a Regional Air Navigation Agreement or, when appropriate, a Multilateral Agreement.

2. DISCUSSIONS

2.1 The meeting may wish to recall that ATFM is among the ICAO Global priorities and the ASBU B0-NOPS related to ATFM has been included in the MID Region Air Navigation Strategy as priority for the short term implementation.

2.2 Based on the outcome of the MSG/4 related to the eventual implementation of a regional/sub-regional ATFM system, the MAEP SC/1 meeting agreed that a Draft Project Proposal addressing the project overview, objectives, necessity, feasibility, cost benefit analysis and timelines,

should be developed and presented to the MAEP SC, for consideration. Accordingly, the meeting agreed to include in the MAEP Master Plan a project related to regional/sub-regional ATFM system.

2.3 ATFM was addressed during MIDANPIRG/15, Bahrain, 8-11 June 2015. The meeting agreed that the subject 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. 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, 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 meeting may wish to note that some States started/completed the implementation of ATFM systems at the national level. Moreover, some initiatives are taken place for bilateral or multi-lateral ATFM system.

2.6 The meeting may wish to note that an ATFM Seminar will be organized by ICAO, tentatively in UAE, November 2016.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) agree on the way forward for the establishment of the MID regional/sub-regional ATFM System;
- b) urged States to provide the ICAO MID Regional Office with their plans related to the implementation of ATFM; and
- c) encourage all stakeholders to participate in the Seminar and share their plans and experience.