



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 – 25 May 2017)

Agenda Item 5: Airspace Management Issues

AIR TRAFFIC FLOW MANAGEMENT

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MIDANPIRG/16 meeting related to ATFM for the meeting follow-up actions.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/16 Report

1. INTRODUCTION

1.1 MIDANPIRG/16 meeting was held in Kuwait, from 13 to 16 February 2017. The meeting adopted thirty two (32) Conclusions and Decisions of which twenty one (21) are considered relevant to the work of the ATM Sub-Group.

2. DISCUSSION

2.1 The MIDANPIRG/16 meeting was apprised of the outcome of the ICAO ATFM Seminar (Dubai, UAE, 13-15 December 2016). It was highlighted that the third day of the Seminar was dedicated to the ICAO MID Region to address the challenges facing the MID States related to air traffic flows and agree on the way forward for Collaborative ATFM implementation in the MID Region, taking into consideration the lessons learned and best practices presented during the first two days of the Seminar. The Seminar recognized the need for a collaborative phased approach toward the implementation of a regional ATFM system in accordance with the region requirements.

2.2 The main recommendations of the Seminar are as follows:

- establishment of a ATFM TF/WG under the ATM SG;
- development of ATFM Concept of Operations taking into consideration Asia Pacific and Europe experiences;
- need to raise awareness about ATFM;
- conduct training courses related to ATFM;

- States to consider the establishment of ATFM Cell or National Operation Centre composed of all concerned Stakeholders;
- carry out a survey to determine airspace and sector capacity, hotspots, ATFM systems/measures, etc.;
- expedite MID IFPS project implementation; and
- continue working on airspace improvements.

2.3 The MIDANPIRG/16 meeting encouraged States and Stakeholders to implement the Recommendations emanating from the ATFM Seminar. Accordingly, the meeting agreed to following Decision:

DECISIONS 16/16: ATFM TASK FORCE

That,

- a) an ATFM Task Force be established to develop an ATFM Concept of Operations for the MID Region;*
- b) the ATM SG/3 meeting develop the terms of reference of the ATFM Task Force; and*
- c) States support the ATFM Task Force through:*
 - i. assignment of ATFM Focal Point to contribute to the work of the Task Force; and*
 - ii. provision of required data in timely manner, and in particular to the survey that will be carried out related to the airspace and sectors capacity, hot-spots, ATFM measures/system, etc.*

2.4 The ICAO MID Office issued State Letters Ref.: AN 6/5.5-17/121 dated 12 April 2017 requesting States and Organizations to nominate their ATFM Focal Points. The consolidated list of the MID Region ATFM Focal Point is at **Appendix A**.

2.5 The draft ATFM Task Force Terms of Reference (ToR) at **Appendix B** are presented for the meeting review.

2.6 The meeting may wish to recall that the ATM SG was tasked to agree on revised elements for the ASBU B0-NOPS with their associated indicators, metrics, applicability and targets. The meeting should also agree on the monitoring table for the B0-NOPS to be included in the MID eANP Volume III.

Cross Border Arrival Management

2.7 The subject was presented to the MIDANPIRG/16 meeting by UAE. The meeting recognized that demand surpasses the capacity of major airports during peak periods, which requires applying delaying measures such as holding, vectoring, etc.

2.8 The Cross Border Arrival Management (XMAN) is a new operational procedure utilized by Air Traffic Service Units of multiple States that aims to improve and optimize arrival management operations for major airports. XMAN reduces the drawbacks of pro-longed holding in stacks, such as, fuel burn, CO2 emissions and noise. With XMAN procedure the holding time of an aircraft is cut by reducing their cruising speed during the final enroute phase of flight, several hundred miles away from the airport.

2.9 Taking into consideration the advantages of the XMAN, the MIDANPIRG meeting urged States to support the implementation of the initiative in the Region, wherever it is possible.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and update the draft terms of reference of the ATFM Task Force;
- b) review and update the elements of the ASBU Module B0-NOPS taking into consideration the latest developments;
- c) agree to the monitoring table of the B0-NOPS that should be included in the MID eANP Volume III; and
- d) explore means and ways that would foster the implementation of XMAN, with the definition of the applicability area(s).

LIST OF ATFM FOCAL PONTS

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	Mr. Tariq Alghareeb						
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**TERMS OF REFERENCE (TOR) OF
AIR TRAFFIC FLOW MANAGEMENT TASK FORCE
(ATFM TF)**

I. TERMS OF REFERENCE

- 1.1 Develop an ATFM Concept of Operations and a Framework which addresses ATFM implementation and ATFM operational issues in the ICAO MID Region.
- 1.2 Identify, research and recommend appropriate guidance regarding:
 - a) capacity assessment and adjustment mechanisms;
 - 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. capacity assessments, including 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.
- 1.3 Review existing and planned ATFM initiative in the Region, and make specific recommendations to ensure their alignment.
- 1.4 Ensure inter-regional ATFM harmonization with adjacent ICAO Regions.
- 1.5 Recommend appropriate inputs to the ASBU Modules relevant to ATFM such as NOPS, A-CDM, etc.
- 1.6 Report to the ATM SG.
- 1.7 Review periodically its Terms of Reference and propose amendments as necessary.
- 1.8 The Task Force has linkages to the Runway and Ground Safety Working Group (RGS WG) and the Meteorology Sub-Group (MET SG).

II. COMPOSITION

- 2.1 The Sub-Group is composed of experts from:
 - a) MIDANPIRG Member States;
 - b) AACO, ACAC, AIROTHAI, CANSO. EUROCONTROL, FAA, 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.