

ATFM implementation in the MID Region

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Outline

- **History/Background**
- **The Way Forward – Next Steps**
- **ATFM Implementation in the MID REGION**

History/Background

2003

ACAO signed an
Agreement of Co-operation
with
EUROCONTROL

The main purposes of this Agreement of Co-operation are:

- Co-operation in the field of airspace structure and ATS route network, including exchange of information on traffic forecast,
- Cooperation in matters of Air Traffic Flow Management (ATFM)

2005

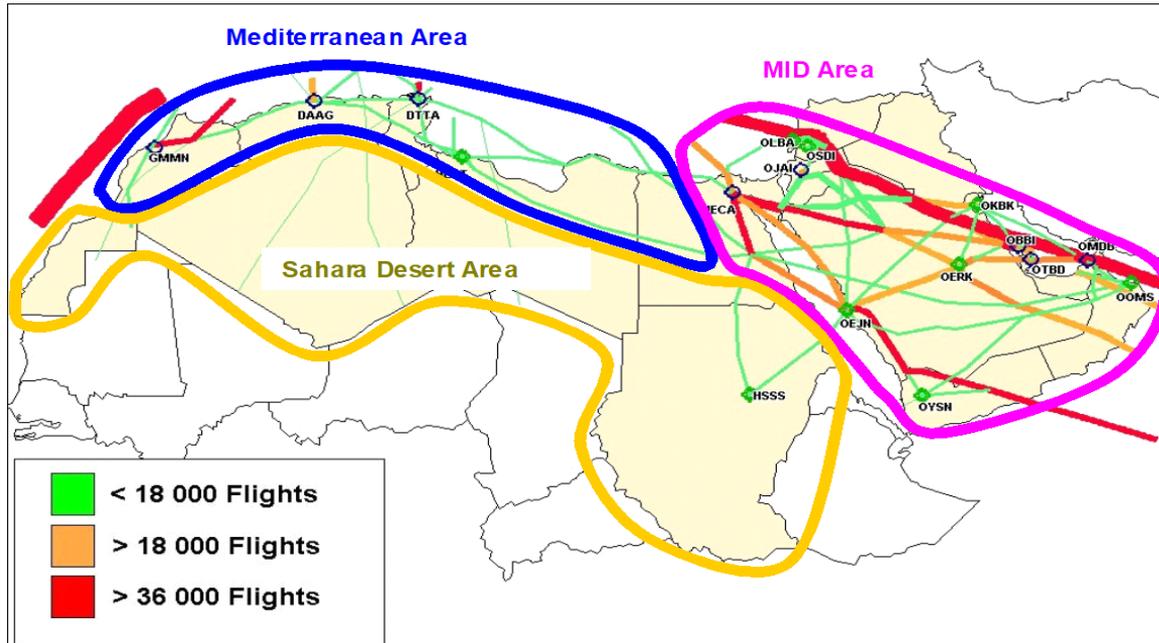
ACAC CNS/ATM Study conducted by Sofréavia
in 2005 has pointed the following :



- Development and implementation of formal regional and local ATFM capabilities and systems
- Creation of *three homogenous areas* that reflect different fundamental traffic flows and operational air traffic density

History/Background (Cont'd)

Homogenous areas



ACAC took a decision to establish an ATFM Unit in Riyadh-SA and an IFPS in Bahrain to support the ATFM Unit which was approved by the ACAC General Assembly N°26 GA / 8 in 2006

2006-2009

The task force created to follow up the establishment of the ATFM Unit
Conducted a detailed (Technical and Financial) study for the establishment of
IFPS system in Bahrain (Backup in KSA)
ATFM unit in KSA

May 2015:

EUROCONTROL site visit to Saudi Arabia and Bahrain

- Demonstration of IFPS ATFM Prototype for airspaces of Saudi Arabia and Bahrain
- Meetings with operational and technical experts
- General discussion on possible arrangements to facilitate further cooperation
- Initial discussions on possible arrangements

Capabilities identified during KSA-BAH site visit

- ▶ Recognition of regional dimension
- ▶ Commitment to build collaborative model
- ▶ Strong technical innovation drive
- ▶ Series of local initiatives that could be leveraged in a wider context
- ▶ Need for a phased approach
- ▶ Integrated technical and operational solutions

History/Background (Cont'd)



March 2016
ACAC organized an ATFM
Workshop in
collaboration with
Eurocontrol

Choice 1: ACAC builds its own systems and own ops

'White sheet scenario'

- a) EUROCONTROL helps with drafting a specification (to ensure compatibility & interoperability with neighbouring regions, in line with global ATFM concept etc.) OR
- b) EUROCONTROL is helping/partnering with those building the ACAC systems and operations

Choice 2: ACAC uses EUROCONTROL systems to build its own ops - 'Prototype scenario'

- EUROCONTROL provides ACAC with flight plan processing (IFPS) & flow management (ETFMS) systems AND
- ACAC finds location(s) for ACAC ops centre, recruits and trains ops staff

Choice 3: ACAC connects to EUROCONTROL systems and ops - 'Morocco scenario'

- a) Partially (e.g. ACAC Mediterranean States) OR
- b) all ACAC

Main Outcomes of the WS

- ▶ ACAC has to continue raise awareness regarding the Air Traffic Management (Workshops, Seminar and training,...)
- ▶ A potentially viable ACAC ATFM System Implementation Project would be the following:
 - ▶ For the Mediterranean Arab countries:
 - ▶ seek to become part of the EUROCONTROL ATFM area (systems and operations) as members of the ICAO EUR region.

Main Outcomes of the WS ((Cont'd)

- ▶ For Arab countries located in the Middle East the implementation should be in two phases:
- ▶ Phase 1: Short-term
 - ▶ *Implementation of strategic ATFM level which has objectives:*
 - ❖ *Understand and define sector capacities within the participating states (FIRs) with identification of capacity constraints.*
 - ❖ *Enable better management of regional disruption, crisis & critical event and presentation of dynamic demand data.*
 - ❖ *Maintain safe demand/capacity balancing and to monitor the Airspace congestion.*
 - ❖ *Introduction of a coordinated “traffic orientation scheme” and development the publication of a common format of Route Availability Document*

History/Background (Cont'd)

Main Outcomes of the WS (Cont'd)

- ▶ For Arab countries located in the Middle East the implementation should be in two phases:
- ▶ Phase 2: Medium and Long Terms
 - *The phase consists as the following:*
 - ❖ *ACAC seeks to use EUROCONTROL systems to build its own operation*
 - ❖ *ACAC requests EUROCONTROL to provide ACAC with flight plan processing (IFPS) and flow management (ETFMS) systems, and*
 - ❖ *ACAC agrees location(s) for ACAC Ops Centre(s) and recruits/trains staff*

It was agreed to have a meeting in Riyadh – KSA during the GMA Summit August 2016,



It was agreed that the ACAC will continue to coordinate with Eurocontrol regarding the implementation of strategic ATFM level for Arab countries located in the Middle East (Phase 1: Short-term)

The Way Forward – Next Steps

- All options/choices proposed should contribute to Collaborative Global ATFM concept
- Any option/choice – for **the Mediterranean Arab countries should be** subject to agreement
- Formal discussions EUROCONTROL and ACAO to adopt this approach
- Detailed proposal (technical (ConsOPS) and financial) is needed to enable states to allocate the required resources.

ATFM in the MID Region

2017-2018

ACAO and ICAO started work jointly on the ATFM and agreed to establish an ATFM Task Force Mainly to discuss and agree on recommendations for the implementation of ATFM in the MID Region