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Mexico City, Mexico, 30 September to 04 October 2024

Agenda Item 4: Follow-up to the NACC/WG 2023-2024 work plan

PROGRESS REPORT BY THE ATFM TASK FORCE

(Presented by the ATFM Rapporteur)

EXECUTIVE SUMMARY	
This Working paper presents the progress achieved by the ATFM Implementation Task Force (TF) since its previous progress report. This paper discusses the previous year's work and request support for the revised work programme, establishing future goals for the Task Force.	
Action:	Suggested actions are presented in Section 6
Strategic Objectives:	<ul style="list-style-type: none">• Air Navigation Capacity and Efficiency• Environmental Protection
References:	<ul style="list-style-type: none">• Final Report of the Eighth North American, Central American and Caribbean Working Group Meeting (NACC/WG/8), Mexico City, 29 August to 1 September 2023• Final report of the Fifth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/5), Mexico City, Mexico, 25 to 29 September 2023

1. Introduction

1.1 The establishment of the Air Traffic Flow Management (ATFM) Implementation Task Force (ATFM/TF) in 2013 marked a pivotal moment during the first NAM/CAR Air Navigation Implementation Working Group (NAM/CAR/ANI/WG/1). This highlights the paramount importance of Traffic Flow Management (TFM) in the Region. The prime objective of the ATFM/TF is to foster collaboration and formulate a regionally interoperable ATFM framework in the NAM/CAR Regions. This framework will be in line with ICAO Doc 9971—Manual on Collaborative Air Traffic Flow Management and other pertinent global documents.

2. ATFM Task Force Progress and Results

2.1 The Task Force hosts monthly web conference meetings that provide valuable insights on the global pandemic response, flight operations impact, and future operational forecasts. These dynamic sessions feature expert briefings and compelling discussions on the advantages of sharing regional traffic data.

2.2 In January 2023, the Air Traffic Organization (ATO) of the Federal Aviation Administration (FAA) conducted a virtual course of its Air Traffic Flow Management Workshop and States and Air Navigation Service Providers (ANSPs) in the NACC region attended including Cuba, Jamaica and Mexico. Another session is scheduled for January 15th and 16th, 2025, with up to 1,000 participant capacity. All are invited.

2.3 Collaborative Decision Making (CDM) International Online Workshop made available to the region via the ATFM Learning website. <https://tfmlearning.faa.gov/index.html>

2.4 In March 2023, several States and/or ANSPs travelled to the FAA ATO Command Centre to learn about contingency planning and while there participated in the monthly National Collaboration Forum. States, ANSPs and organizations that participated include Antigua and Barbuda, Costa Rica, Dominican Republic, Honduras, Mexico, Turks and Caicos Islands, COCESNA and ICAO.

2.5 In 2024, the CAR Region has achieved notable progress in improving Air Traffic Flow Management (ATFM) by working closely with the SAM Region and individual States, particularly in ATFM Data and Performance Assessment. The collection and analysis of ATFM data are essential for assessing the performance of air traffic management within the CAR and SAM Regions. The ATFM Task Force remains steadfast in its advisory role for the implementation of the CAR/SAM Regional Air Navigation Plan Volume III, providing critical support to establish a comprehensive performance framework that can drive measurable improvements in the region's air traffic flow. By leveraging data-driven insights, the task force aims to identify areas where efficiency can be enhanced and delays minimized, ultimately contributing to a safer and more efficient airspace.

2.6 The CANSO Air Traffic Flow Management Data Exchange Network for the Americas (CADENA) and its role in the NAM/CAR Regions. The CADENA platform has become an integral tool for the Air Navigation Service Providers (ANSPs) across the NAM/CAR Regions. The NACC/WG ATFM/TF's approval of CADENA as a mechanism for data sharing has significantly enhanced common situational awareness, which is crucial for the safe, efficient, and harmonized flow of air traffic. The task force strongly encourages the continued and expanded use of CADENA, recognizing its effectiveness in supporting the region's ATFM objectives.

2.7 The effective and strategic implementation of ATFM must be tailored to the unique needs of different airspaces and must continue to evolve within Flight Information Regions (FIRs) to enhance decision-making for air traffic management. The ongoing support from the ATFM task force is crucial in driving this necessary evolution

2.8 The NACC/WG/ATFM Task Force is currently focused on assessing the ATFM services in the CAR Region by prioritizing the specific needs of each State. The Region is developing a more practical and actionable plan for ATFM improvements. Efforts have been directed towards understanding and streamlining the travel process from point A to point B, ensuring better coordination and efficiency. These initiatives involve making slight regional adjustments to align with state priorities, laying the groundwork for more effective ATFM services in 2025 and beyond.

3. Deliverables and results

3.1 ATFM Minimum requirements for the CAR Region.

3.1.1 ATFM implementation should be based on regional air navigation agreements or, if deemed necessary, through multilateral agreements. These agreements should incorporate provisions for common procedures and standardized methods of capacity determination.

3.2 Support ATFM Performance Measurement.

3.2.1 The evolution and advancement of the ATM system are directly tied to the ATM community's ability to clearly define performance expectations, establish a relevant performance framework, set attainable targets, and implement cost-effective changes based on capabilities at any time in the planning horizon. Like any other element of the ATM system, the ATFM program must undergo evaluation to ensure that it meets the expectations of the ATM community. The performance of the ATFM program can be evaluated in a comprehensive manner from three perspectives:

- ATFM programme effectiveness: How effective is the ATFM measure implemented in delivering the intended level of traffic? (ICAO KPIs 06, 09, 10)
- Compliance assessment: How well do stakeholders comply with the ATFM measure (ICAO KPIs 01, 03, 14)
- Impact analysis: Who are impacted by the ATFM programme, and how? (ICAO KPIs 02, 04, 05, 07, 08, 11, 12, 13, 15, 16, 17, 18, 19)

3.2.2 The CAR and SAM Regions are currently engaged in joint efforts to develop the CAR/SAM Electronic Air Navigation Plan (e-ANP) Vol. III. This forthcoming plan is set to establish a performance-based framework for Air Navigation Services (ANS) planning and implementation within the CAR/SAM Regions. As a part of this collaborative process, the CAR/SAM Region has duly identified three Key Performance Areas (KPIs) that merit attention and will be appropriately addressed in the CAR/SAM ANP Vol. III:

Capacity, Efficiency and Predictability

4. Future Work Programme priorities

- Improve Pre-Event Planning and coordination/collaboration with stakeholders.
- Task force will support planning for the FIFA 2026 World Cup which will be held in three states within the region.
- Continue Collaborative Decision-Making outreach via virtual workshops.
- Improve Post-Event Analysis.
- Improve Seasonal Review Capability with stakeholders.
- Continue efforts to enable ANSPs to connect to the basic ATFM platform for real-time demand visualization and awareness.

5. Conclusions and Recommendations

5.1 Establishing a robust ATFM performance framework in the CAR Region is paramount to achieving strategic goals. The task force's ongoing support in this area is vital for setting benchmarks and KPIs that will guide the region's progress. The emphasis on data-driven decision-making will ensure that the region continues to evolve and adapt to emerging challenges, leading to a more resilient and responsive air traffic management system.

5.2 Tailoring ATFM strategies to the specific requirements of each FIR is essential for achieving optimal air traffic management. The ATFM Task Force plays a critical role in this process by providing the expertise and guidance needed to adapt ATFM practices to the unique challenges of each airspace. This targeted approach will lead to more effective management of air traffic flows, reducing congestion and delays while maintaining safety and efficiency.

5.3 The adoption of CADENA has been a pivotal step in advancing ATFM capabilities in the NAM/CAR Regions. The task force's endorsement of CADENA as a cornerstone of regional collaboration underscores the importance of shared information in optimizing air traffic flow. Continued utilization and development of CADENA will not only support current ATFM operations but also lay the groundwork for future innovations, ensuring that the region remains at the forefront of global air traffic management practices.

6. Suggested actions

6.1 The Meeting is invited to:

- a) evaluate the progress of the ATFM Task Force detailed in this paper;
- b) support the recommendations included in Section 5; and
- c) suggest any other action deemed necessary.