

Second Regional Workshop on Air Traffic Management entitled “Key principles and requirements for Air Traffic Flow Management (ATFM) in South Asia” Kathmandu, Nepal, 12 -14 November 2019

Agenda:

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| EASA | Opening and Administrative Matters |
| EASA | Workshop objectives, set-up and expectations |
| South Asia | General Introduction – ATFM developments in the region This is for South Asia States to give a short presentation explaining where they are with the implementation of ATFM. |
| EASA | General Introduction - The application of ATFM in Europe This is to provide information on how ATFM is applied in Europe, both from the perspective of the Network Manager, as well as describing the tasks/responsibilities of a State participating to a regional application of ATFM. This should be a general introduction; the details will be handled in the agenda points that follow. |
| EASA | The regulatory framework in Europe This is to explain the massive amount of documentation that regulates ATFM in Europe, and to emphasise how important it is to have a sufficiently detailed regulation to ensure an effective application of ATFM. The presentation will include the Implementing Rule, ICAO Doc 7030, the ATFCM Operations Manual and the ATFCM Users Manual. We start at the top with the ICAO documentation and the implementing rule, then continue with the ATFCM Manual, and finish off with the specific rules in a State that is governing the work of the FMP. |
| EASA | Training of ATFM personnel Training is a big issue for all States trying to implement ATFM, and this is to give them an idea of how we go about training of ATFM staff in Europe. We will start by a quick recapturing of what is in their own training requirements that are attached to the ICAO/APAC ATFM Framework document. , then continue with what the NM is doing to train staff, and finish off with talking about how an individual State go about training the various staff involved, the ATC supervisor, the FMP Manager and all other staff involved. |
| South Asia | Sharing of data and information, the way forward There is already full understanding that for successful implementation of ATFM across the States in the region, sharing of information among stakeholders is primary. India says in their IP to DGCA/56 that there is an active need in promoting situational awareness through timely communication, collaboration, and coordination of operational data and information to ANSPs, airspace users, and other stakeholders. This agenda item is for SA States to discuss how to best share data. |

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| EASA | <p>Ongoing and future developments of the ATFM service in Europe</p> <p>This agenda item is to give an idea of what has happened lately and what is about to happen in the area of ATFM in Europe. The experts should present the reasoning and idea about the introduction of the C in ATFCM, what is meant by the E for enhanced, the intro and use of the NOP portal, how A-CDM is used to optimise ATFM, and the developments to cater for new concepts such as FAB and FRA. Then, the experts should present from a European States perspective, how has and how will the tasks of an FMP change.</p> |
| EASA | <p>The responsibilities of a State participating to a regional ATFM application</p> <p>This is to explain in more detail the tasks and responsibilities of a State involved in a regional, coordinated application of ATFM. It is intended to understand that ATFM in Europe is not done only by the NM, but that there are significant responsibilities placed on the individual States participating.</p> |
| EASA | <p>Crisis Management</p> <p>To give a better understanding of how in Europe we deal with crisis management. Mainly from the NM point of view, added by a slide or two to explain the role of the individual State and the FMP in crisis management.</p> |
| All | <p>Requirements for an efficient application of ATFM without a central unit like NM</p> <ul style="list-style-type: none"> ○ How to replace the role of NM ○ Pre-requisites that needs to be in place ○ Common procedures agreed <p>This is an activity where the EU experts together with the experts from South Asia will define what is needed for an efficient application of a rather simple form of ATFM, one that is mainly dealing with the capacity at airports.</p> <p>To set the scene for an open discussion where the experts from South Asia can share their views on this issue, the expert should start by presenting from a European point of view what they think is required and that needs to be in place for an efficient ATFM service and highlighting the following:</p> <ol style="list-style-type: none"> 1) the need for agreements/rules/procedures including some form of a governing body 2) the need for accurate data in a harmonised format, collected and shared between all parties 3) the need for a platform for a constant information exchange 4) the need for monitoring and an effective post-ops activity, 4) the need for system interoperability, etc <p>This presentation will include re-iterating the responsibilities of the Network Manager, what services a State in Europe gets from the NM, emphasising those that has to be picked up by someone else if there is no central function.</p> |

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| All | <p>Key principles and requirements for ATFM in South Asia</p> <p>This should be done in the form of an exercise where the group is divided into smaller groups that should try to come up with a list of key principles and requirements that they think they need to be implemented in a harmonised manner to be able to efficiently run a regional ATFM service.</p> <p>At the start of the exercise the expert should present a couple of slides with questions for the SA experts to think about during the group activity. Those slides should be put together after the first two days discussion to take account of what has been discussed.</p> <p>The key messages to convey throughout the entire workshop are:</p> <ol style="list-style-type: none"> 1. ATFM in Europe is mainly the responsibility of the individual States, facilitated and supported by NM; 2. The rules that govern the activities are developed in collaboration and they provide the necessary basis for the application. Without common, agreed rules and procedures it would not work; 3. Sharing of data is a pre-requisite for an efficient application of ATFM; 4. ATFM in Europe did work also before the European Commission developed the SES regulation. Initially it was based on a consensus decision of the transport ministers of the States. |
| EASA | <p>Conclusions and recommendations</p> |