



ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

WORKING PAPER

AO/TF/4/ATFM/TF/6/CIIFRA/8 — WP/08  
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**Fourth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/4), Sixth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/6) and Eight Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/8) Team (AO/TF/4/ATFM/TF/6/CIIFRA/8)**

Havana, Cuba, 23 to 27 September 2024

**Agenda Item 5: Other Business**

**CONSOLIDATION OF AO AND ATFM TASK FORCES**

(Presented by the Secretariat)

**EXECUTIVE SUMMARY**

To streamline operations and enhance collaboration, we propose merging the Airspace Optimization Task Force (AO/TF) and the Air Traffic Flow Management Implementation Task Force (ATFM/TF) into a single entity named the “Air Traffic Management Task Force (ATM/TF).” This change reflects our commitment to creating a more cohesive and efficient approach to managing both airspace optimization and traffic flow across the NAM/CAR regions.

The new name, ATM Task Force, aligns with ICAO Doc 9854, ensuring clarity in our mission while doubling our resources and harmonizing our efforts. By uniting these two critical functions under a single banner, we aim to foster improved coordination, enhance capacity-building, and deliver stronger results in air traffic management for the region.

This change will bring our objectives under one unified framework, simplifying communications and increasing the effectiveness of our initiatives.

<b>Action:</b>	We recommend immediate approval of the proposed name change to the Air Traffic Management Task Force (ATM TF), consolidating the Airspace Optimization Task Force (AO/TF) and the Air Traffic Flow Management Task Force (ATFM/TF). This action will allow us to efficiently align resources, streamline processes, and reinforce collaborative efforts across airspace optimization and traffic flow management.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• ICAO Doc 9854</li></ul>

## **1. Introduction**

1.1 In response to evolving operational demands and the need for greater efficiency, the Secretariat proposes a name change that reflects the merger of two key task forces: the Airspace Optimization Task Force (AO/TF) and the Air Traffic Flow Management Task Force (ATFM/TF). The newly formed Air Traffic Management Task Force (ATM TF) will serve as a unified body dedicated to overseeing both airspace optimization and traffic flow management within the NAM/CAR regions.

1.2 The integration of these two critical functions under one task force will allow for more streamlined decision-making, better use of resources, and a harmonized approach to achieving our strategic objectives. This consolidation not only simplifies our internal structure but also aligns with global best practices, fostering a more cohesive working environment while enhancing collaboration across multiple stakeholders.

1.3 The proposed name change is more than just a rebranding—it's a strategic shift aimed at improving our overall effectiveness and delivering more impactful outcomes.

## **2. Analysis**

2.1 The decision to merge the Airspace Optimization Task Force (AO/TF) and the Air Traffic Flow Management Task Force (ATFM/TF) into the Air Traffic Management Task Force (ATM TF) is based on an in-depth review of current challenges and operational synergies between the two groups.

2.2 By consolidating these functions under one task force, we anticipate significant improvements in coordination and resource utilization. Currently, the overlapping objectives of optimizing airspace and managing traffic flow create redundancies in efforts and communication channels. Unifying the two into a single task force allows for a more streamlined and holistic approach to air traffic management.

2.3 This new structure will also facilitate better alignment with international standards, particularly ICAO Doc 9854, which emphasizes a comprehensive and collaborative approach to air traffic management. Moreover, this change will help eliminate siloed operations, reduce response times in decision-making, and enable more robust data-driven strategies by pooling resources and expertise into one coordinated effort.

2.4 In addition, stakeholders will benefit from improved clarity in reporting structures and goal setting, making it easier to track progress and address challenges in a timely manner. This analysis demonstrates that a single ATM Task Force offers operational, administrative, and strategic benefits that will enhance overall performance in the NAM/CAR Regions.

**3. Conclusions and Recommendations**

3.1 The Secretariat recommends that the group endorse:

- a) sending a formal communication of the name change to all stakeholders;
- b) updating relevant documentation, charters, and task force materials moving forward; and
- c) scheduling strategic planning sessions to establish the unified work plan and objectives for the ATM Task Force.

**4. Suggested actions**

4.1 The Meeting is invited to:

- a) evaluate the progress of the AO Task Force & ATFM Task Force detailed in this paper;
- b) support the recommendations included in Section 3; and
- c) suggest any other action deemed necessary.