



**Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/20)**

Salvador, Brazil, 16 – 18 November 2022

**Agenda Item 2: Global and Regional Developments**

**AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN CAR/SAM REGIONS**

(Presented by IATA)

<b>EXECUTIVE SUMMARY</b>	
<p>This working paper presents a proposal for the implementation of an Air traffic flow management (ATFM) tactical coordination mechanism with a view to evaluating alternatives that can reduce or eliminate impacts caused by contingencies or unexpected events, such as alternative routes, exclusion of specific flights from restrictive measures, relaxation of restrictive measures, etc.</p>	
<b>Action:</b>	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Air Navigation Capacity and Efficiency</li> <li>• Economic Development of Air Transport</li> <li>• Environmental Protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Global Air Navigation Plan</li> <li>• Reports of SAM/IG meetings</li> <li>• Reports of NACC/WG meetings</li> </ul>

**1. Introduction**

1.1 A typical ATS Contingency Framework Plan has the following objectives:

- a) provide a framework for contingency responses with which the States can guarantee the controlled continuation of aircraft operations in the affected UIRs/FIRs during contingency events, including the flow between the FIRs not involved;
- b) ensure timely, harmonized, and adequate responses to all events that may result in the interruption of ATS provision, or in which ATS is involved, thus interrupting the normal movement of aircraft;
- c) provide a greater degree of certainty to airspace and aerodrome users during contingency operations; and
- d) facilitate the harmonization of Plans between States/Territories/Organizations in the common limit of the CAR/SAM Regions.

1.2 NACC and SAM Regions have established the formation of the Contingency Coordination Team (CCT), which resides in the need for the Regions to have a coordination mechanism that optimizes the implementation of the contingency measures, without prejudice to the responsibilities inherent to the States in which the contingency situation develops.

1.3 There is a close relationship between the activation of the Contingency Plan and the activities of the pre-tactical and tactical ATFM level, with the aim of evaluating alternatives that can reduce or eliminate main impacts caused by contingency, such as alternative routes, exclusion of specific flights from restrictive measures, relaxation of restrictive measures, etc.

## **2. Analysis**

2.1 In contingency situations and/or unexpected events that cause significant impact to the ANSPs and/or airspace users, it is necessary to adopt tactical coordination mechanisms, with a prompt response, with a view to evaluating alternatives that can reduce or eliminate these impacts, such as alternative routes, exclusion of specific flights from restrictive measures, relaxation of restrictive measures, etc.

2.2 These tactical coordination mechanisms should be established through the adoption of a process that allows their activation by States, ANSPs and/or airspace users. The process should be based on the possibility of using videoconferences involving the States, ANSPs and airspace users involved, who could make quick and effective decisions, based on the agreements reached in the calls.

2.3 It is essential to differentiate the activation of the ATS Contingency Plan, which must be done through the mechanisms established in ATS Contingency plans, and the discussion of alternative measures, which could be established within the scope of the ATFM tactical coordination mechanism.

2.4 For the establishment of the ATFM tactical coordination mechanism, it will be necessary to develop and update a list of ATFM or ATC points of contact (for States that do not have H24 ATFM units), which can be triggered H24 to participate in calls of the Tactical ATFM Coordination Mechanism. These points of contact must have the power to make operational decisions, reached by agreements during the calls, and implement them immediately.

2.5 The success of the ATFM tactical coordination mechanism requires the participation of all CAR/SAM States, taking into consideration that ATS contingencies and unexpected events typically involve several FIRs and ATC facilities.

## **3. Suggested actions**

3.1 The meeting is invited to:

- a) take note of the information provided in this working paper;
- b) evaluate the feasibility of implementing the Tactical ATFM Coordination Mechanism; and
- c) include the development of a CAR/SAM Regions Tactical ATFM Coordination Mechanism in the working program of the projects B1/CAR and B1/SAM - Improve Demand and Capacity Balance (DCB).