

1.4 The reports also contribute to fulfilling the objectives of the DECEA ATM Performance Plan (2024), particularly regarding the monitoring of results aimed at improving performance indicators and achieving the set goals.

1.5 Thanks to this systematization, CGNA has been able to:

- a) Consolidate the historical base of operational data
- b) Promote transparency of results
- c) Encourage national and international comparisons
- d) Foster the development of collaborative reports, such as the pilot comparative report for the SAM Region

1.6 Additionally, there is potential for developing new analytical products that support initiatives like the **ATFM Efficiency Project**, which seeks to optimize capacity balance, improve airspace use, and reduce emissions.

2. Analysis

2.1 One of the essential functions of the reports prepared by CGNA's Post-Operations Sector is to provide reliable analytical results that serve as an objective basis for decision-making at all operational levels (strategic, pre-tactical, tactical, and post-operational).

2.2 These products allow authorities to assess operational performance, identify bottlenecks, propose improvements, and anticipate critical scenarios based on trends and historical data.

2.3 They also promote evidence-based management, aligned with international best practices in capacity planning and efficient airspace utilization.

2.4 The reports are directly linked to the guidelines established in DECEA's ATM Performance Plan (2024), particularly the following articles:

- a) **Art. 38:** Establishes that the ATM performance monitoring process must be carried out by the organizations responsible within SISCEAB, aiming to achieve strategic and operational objectives and continuously improve the indicators and targets.
- b) **Art. 63:** Authorizes the creation of new products derived from ATM performance management, in response to specific demands identified by the General Coordinator or subordinate organizations.

2.5 This regulatory structure provides the institutional support necessary for the integration of reports as permanent evaluation and management tools. The reports have proven to be of great practical value to CGNA for the following reasons:

- a) They facilitate the systematic execution of the ATM performance monitoring process
- b) Allow for the regular publication of operational results, fostering institutional transparency
- c) Provide information ranging from simple metrics (e.g., number of movements per aerodrome) to key indicators outlined in the GANP, such as KPI15 (flight time variability)
- d) Support decision-making with both short- and long-term comparative data

2.6 The recognition of the value of these reports—motivated by successful experiences in other regions (such as Europe)—led CGNA to propose a new initiative within the DCB Plan Working Group. The inclusion of SAM Region results in a specific comparative report was suggested, similar to the reports jointly produced by DECEA and EUROCONTROL with selected airports in Brazil and Europe.

2.7 This initiative aims to build a shared regional view of ATM performance, identifying patterns, common challenges, and opportunities for synergy among States.

2.8 Although the first SAM regional report will be experimental, its development during the second half of 2025 will provide:

- a) Practical experience in the collection, integration, and processing of regional data
- b) An opportunity to identify current limitations in interoperability and data availability
- c) A foundation for future improvements in reporting systems, automation, and regional interoperability

2.9 Understanding one's own results, identifying differences with other countries, and spotting areas for improvement. These are just a few of the benefits that this report initiative can bring to the States of the SAM Region.

3. **Suggested actions**

- a) Take note of and review the information provided in this Working Paper; and
- b) continue evaluating the level of implementation of each State with respect to the GANP indicators, through the DCB Plan Working Group.

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