



Agenda Item 4: Report on activities and deliverables for the GESEA and Subgroups

ATFM EFFICIENCY PROJECT – CGNA BRAZIL

(Prepared by Brazil)

SUMMARY

This information note presents Brazil’s initiative within the ATFM Efficiency Project, aimed at improving air traffic flow management. The action aligns with ICAO guidelines and the strategic plan of DECEA, seeking to optimize the use of available capacity, increase operational efficiency, and enhance air traffic safety.

References

- Doc 9971 – Manual on Collaborative Air Traffic Flow Management (3rd edition)
- ICA 100-22 – Air Traffic Flow Management, DECEA – Brazil

1. Background

1.1 The Air Navigation Management Centre (CGNA), a unit subordinate to the Department of Airspace Control (DECEA), celebrates its 18th anniversary in August 2025.

1.2 The work of CGNA focuses on harmonizing air traffic flow management and other activities related to air navigation, enabling the operational management of the Brazilian Airspace Control System (SISCEAB) and ensuring the effective oversight of all provided services.

1.3 The experience accumulated over the years, both in daily operations and in the management of major events held in Brazil, has led to significant progress, the development of innovative tools, and valuable exchanges with various countries, especially those in the South American Region.

1.4 As a result, Brazil now has a well-structured and fully operational ATFM service. Working continuously to deliver the best possible service, CGNA constantly evaluates the outcomes of its processes and operations. But one must ask: Have we always done it in the best way? It is in this context of maturity that the ATFM Efficiency Project emerges, aiming to find new answers and solutions.

2. **Analysis**

2.1 Understanding user demands alone is not enough to find solutions to persistent problems. For this reason, the ATFM Efficiency Project, developed by a technical team from CGNA, aims to:

- a) Analyse the relationship between airline flight schedules and airport slots, as well as their impact on the demand vs. capacity balance, evaluating flow behaviour and necessary ATFM measures to harmonize them;
- b) Evaluate, through specific performance indicators, the effects of applied ATFM measures and identify solutions that could have been adopted in the pre-tactical phase; and
- c) Identify opportunities to apply ATFM measures that optimize the use of available capacity, promote fuel savings, and reduce CO₂ emissions.

2.2 Recognizing the complexity of the project, CGNA will count on the support of DECEA, through its Operations Subdepartment, to carry out the necessary coordination with other involved stakeholders. Airlines, airport operators, and the National Civil Aviation Agency (ANAC) will play a key role in this process and will be invited to participate actively.

2.3 The synergy generated by collaborative decision-making processes will enable the ATM Community in Brazil to find new answers to old challenges. With the implementation of these initiatives and continuous monitoring of the results, CGNA is steadily advancing toward a more evidence-based, transparent, and improvement-focused air traffic management process.

3. **Suggested actions**

3.1 Take note of and acknowledge the progress made by Brazil in the pursuit of efficient solutions under the Project, by delving into the analysis of data from the various studied scenarios and making CGNA available for interaction and the exchange of best practices.