



**Agenda Item 4: Report on GESEA and Subgroups activities and deliverables**

**PROGRESS OF THE STATE OF PERU IN THE CONSOLIDATION OF THE AIR TRAFFIC  
FLOW MANAGEMENT (ATFM) SERVICE**

(Prepared by Peru)

**SUMMARY**

This Information Note presents the main advances achieved by Peru in the consolidation and implementation of the Air Traffic Flow Management (ATFM) service, with emphasis on the following aspects:

- Organization and strengthening of the ATFM unit by the ATSP.
- Strengthening of ATFM service oversight by the Civil Aviation Authority.
- Requirement for the determination of ATS capacities and training of operational ATFM personnel.
- Update of ATFM aeronautical information.
- Progressive integration with airport management processes through A-CDM.

These advances seek to strengthen demand and capacity management, increase operational predictability and ensure the sustainable evolution of the ATFM service, while also contributing to the objectives of harmonized implementation in the SAM Region.

**References:**

- RAP 311 – Air Traffic Services, Third Edition, Amendment 1, Appendix 16 – Air Traffic Flow Management (ATFM) Service.
- ICAO Doc. 9971 – Manual on Collaborative Air Traffic Flow Management (ATFM).
- Global Air Navigation Plan (GANP), Doc. 9750.
- CAR/SAM ATFM Concept of Operations (CONOPS ATFM).

**1. Background**

1.1 The State of Peru has been making steady progress in the implementation and consolidation of the Air Traffic Flow Management (ATFM) service, aimed at managing air traffic demand and capacity.

1.2 In this context, the publication of Appendix 16 to RAP 311 – Air Traffic Services constitutes a milestone in the development of ATFM in the State of Peru, as it establishes a comprehensive regulatory framework for the organization, provision, oversight and continuous improvement of the ATFM service.

1.3 Appendix 16 to RAP 311 establishes provisions relating, inter alia, to the following aspects:

- Organizational structure and functions of the ATFM unit;
- Planning and execution of the ATFM phases and their respective outputs;
- Determination and management of ATS system capacity;
- Development and application of ATFM solutions and actions aimed at optimizing capacity;

- Training and competency requirements for ATFM personnel, including initial training, on-the-job training (OJT), recurrent training and advanced training;
- Establishment and monitoring of key performance indicators (KPIs);
- Procedures and operational documentation required for the provision of the ATFM service, as well as oversight and continuous improvement mechanisms.

1.4 This regulatory framework provides guidance for the evolution of peruvian ATFM towards a more comprehensive management approach, progressively incorporating the determination and management of ATS capacity, the application of ATFM solutions, the strengthening of personnel competencies and the assessment of service performance.

1.5 In line with this framework, the DGAC is planning oversight activities for the ATFM unit responsible for providing the service, as well as complementary tools applicable to the units involved in the implementation and coordination of ATFM measures. The oversight activities are scheduled to begin in the coming months.

## **2. Analysis**

### **2.1 Organization and strengthening of the ATFM unit by the ATSP**

2.1.1 The ATSP is institutionally strengthening the provision of the ATFM service through the formalization of an Air Traffic Flow Management Unit for the Lima FIR (Lima FMU), as a unit under the Aeronautical Operations Management Department.

2.1.2 CORPAC S.A. has defined the organizational structure and functions associated with the Lima FMU, comprising the roles of ATFM Coordinator, ATFM Supervisors, ATFM Operators and ATFM Statistician, responsible for the management, oversight, operation and data analysis of the ATFM service. Although staffing of these positions is still under implementation, the organizational structure of the unit has already been established, constituting progress towards the institutional consolidation of the ATFM service.

### **2.2 National regulatory framework for the implementation of the ATFM service**

2.2.1 The ATSP shall determine the implementation of ATFM units and/or positions to prevent demand/capacity imbalances. The publication of RAP 311 “Air Traffic Services”, Third Edition, Amendment 1, through its Appendix 16 “Air Traffic Flow Management (ATFM) Service”, establishes the comprehensive regulatory framework for the organization, provision, oversight and continuous improvement of the ATFM service.

2.2.2 The State of Peru is currently aligning its regulatory framework with the latest proposed amendments to ICAO Annex 11 and PANS-ATM Doc. 4444, in order to strengthen the regulatory and operational framework for the implementation of Air Traffic Flow Management, contributing to a more robust, comprehensive and efficient management approach.

### **2.3 Strengthening of ATFM service oversight by the CAA**

2.3.1 Within the framework of the requirements established in Appendix 16 to RAP 311, the DGAC is carrying out planning activities and developing mechanisms to strengthen oversight of the ATFM service. The scope covers both the ATFM unit (FMU), responsible for providing the service, and the ATC units involved in the application and coordination of ATFM measures.

2.3.2 The oversight activities are scheduled to begin in the coming months and will make it possible to identify gaps and opportunities for improvement for the progressive consolidation of the ATFM service.

## 2.4 Determination of ATS capacities and strengthening of human resources for the provision of the ATFM service

### 2.4.1 Determination of ATS capacities

2.4.1.1 The State of Peru is evolving from an operational implementation of ATFM towards a comprehensive model incorporating regulatory, institutional, operational and continuous improvement elements. Current regulations require the provider to determine the capacities of aerodromes and controlled airspace, taking into account, among other aspects, the personnel required to ensure adequate provision of the service, as well as to ensure the interoperability of Air Traffic Flow Management (ATFM) with other related systems and mechanisms, such as Airport Collaborative Decision-Making (A-CDM).

2.4.1.2 Although the State of Peru has runway and airspace capacity calculations, these have been developed mainly for the airports of Lima (AIJC) and Cusco (AIVA). In the case of Lima, the commissioning of the new runway, together with the various operational changes implemented in recent years, has made it necessary to update these ATS capacity calculations.

2.4.1.3 In this context, and with the aim of progressively expanding the scope of demand/capacity management, the ATS capacity measurements for the airports of Lima and Cusco are being updated, as well as capacity measurements at other provincial aerodromes, prioritized according to operational and demand criteria. These actions will provide a more up-to-date, systematic and representative determination of capacities for the national airport network.

2.4.1.4 The determination of ATS capacities is currently one of the main areas under development for the evolution and consolidation of the ATFM service in Peru. In this context, the calculation of ATS capacity comprehensively considers runway capacity, airspace capacity and the air traffic control (ATC) personnel required to provide the service. Its systematic implementation will provide objective and up-to-date information for progressive incorporation into demand/capacity management processes, which are still under implementation.

2.4.1.5 Within this framework, CORPAC S.A. has established a programme for the determination of ATS capacities for 2026 and 2027, which is currently under implementation.

2.4.1.6 During Phase 1, corresponding to 2026, priority has been given to Cusco (SPZO), Tarapoto (SPST), Lima (SPJC), Piura (SPUR) and Arequipa (SPQU), in all cases considering the determination of runway and TMA capacity.

2.4.1.7 The programme provides for the progressive conduct of the studies and preparation of the corresponding ATS capacity reports.

2.4.1.8 Phase 2, corresponding to 2027, provides for the expansion of the programme to the aerodromes of Chiclayo (SPHI), Pisco (SPSO), Trujillo (SPRU), Pucallpa (SPCL), Iquitos (SPQT) and Nazca (SPZA).

2.4.1.9 These advances seek to strengthen demand and capacity management, increase operational predictability and ensure the sustainable evolution of the ATFM service, while also contributing to the objectives of harmonized implementation in the SAM Region.

### 2.4.2 Strengthening of ATFM personnel management

2.4.2.1 Current regulations establish specific requirements for the training and competency management of ATFM personnel, requiring the ATSP to have a competency-based training programme that includes initial training, on-the-job training (OJT), recurrent and advanced training, as well as

assessment criteria, instructor requirements and maintenance of training records. They also establish annual competency verification and familiarization requirements for personnel who have ceased performing ATFM functions for extended periods.

2.4.2.2 In addition, Attachment B to Appendix 16 of RAP 311 defines the profiles, functions and competencies of the main positions within an ATFM unit: ATFM Coordinator, FMU Supervisor, ATFM Operator and ATFM Statistician, establishing requirements for experience, training, and technical and interpersonal competencies.

2.4.2.3 Thus, the national regulatory framework comprehensively incorporates competency-based training and the definition of profiles for the provision of the ATFM service, contributing to its operational strengthening and sustainability.

## **2.5 Update of ATFM information**

2.5.1 In the Aeronautical Information Publication (AIP):

2.5.1.1 As part of the process of updating aeronautical information related to flow management, the State of Peru has updated the information contained in ENR 1.9 – Air Traffic Flow Management (ATFM).

2.5.1.2 The update incorporates a more dynamic approach to the publication of declared capacities, considering that these may vary according to the operational conditions of each IATA season.

2.5.1.3 Under this new scheme, operational capacities will be published by means of AIP Supplements prior to the start of each IATA season, allowing the published information to more accurately reflect the operational conditions expected for each period.

2.5.1.4 The update of ENR 1.9 also incorporates changes aimed at updating information on the operating parameters of the LIMA FMU and the provision of the ATFM service, including the update of the operational conditions previously established for Lima, provision of the service on an H24 basis, and the removal of certain restrictions that previously affected non-scheduled operations at Jorge Chávez International Airport.

2.5.2 In the Operations Instruction Manual (MIO):

2.5.2.1 In compliance with the requirements established in Appendix 16 to RAP 311, CORPAC S.A. reviewed and updated the Operations Instruction Manual for Air Traffic Flow Management (MIO FMU Lima) and its annexes.

2.5.2.2 The update incorporates, among other aspects, the organizational structure of the ATFM service, roles and responsibilities, personnel competencies and ATFM operational management, including its different phases and outputs, ATFM measures and exemptions, as well as coordination and contingency procedures. It also includes ATFM service messaging, statistical management and ATFM performance indicators, among other elements necessary for the proper provision of the service.

2.5.2.3 The updated documentation has been submitted to the DGAC and is currently under evaluation for subsequent acceptance, in accordance with RAP 311, Appendix 16.

## **2.6 ATFM - A-CDM integration**

2.6.1 The State of Peru is also progressively integrating ATFM and Airport Collaborative Decision-Making (A-CDM) processes, recognizing the importance of timely operational information exchange to improve the predictability and efficiency of airport operations.

2.6.2 To this end, the A-CDM Peru platform is being implemented, initially at Alejandro Velasco Astete International Airport – Cusco.

2.6.3 The implementation includes the coordinated participation of the main stakeholders involved in airport operations, including:

- aircraft operators;
- airport operator;
- airport specialized service providers (ground handling);
- ATC units; and
- Lima FMU.

This integration enables progress towards a collaborative environment in which information generated by airport processes can contribute to ATFM management and, in turn, ATFM measures can be taken into account in airport decision-making processes.

2.6.4 The first implementation phase is being carried out in 2026, constituting a national experience aimed at strengthening coordination between airport management and flow management.

## **2.7 Participation of the State of Peru in regional ATFM development**

2.7.1 In parallel with national activities, the State of Peru actively participates in the regional work carried out under GESEA/SG3 ATFM, contributing to the development, review and update of documentation aimed at the harmonized implementation of the ATFM service in the SAM Region, through its role as reporter of the ATFM Documentation Working Group (GT DOCS).

2.7.2 Participation in this work enables the State of Peru to exchange experiences and contribute, together with the other participating States and organizations, to the development of criteria and guidance material for the harmonized implementation of ATFM in the SAM Region.

## **3. Conclusions**

3.1 The State of Peru has made progress in establishing a specific regulatory framework for the provision and oversight of the ATFM service through the publication of Appendix 16 to RAP 311, which establishes requirements related to organization, operation, personnel training, capacity determination, ATFM solutions and service performance.

3.2 The update of the Lima FMU Operations Instruction Manual, the strengthening of the ATFM unit and the development of oversight tools constitute progress towards the consolidation of the service and the strengthening of its oversight by the Aeronautical Authority.

3.3 The determination of ATS capacities is under development through a progressive programme for 2026 and 2027, aimed at generating technical information that will subsequently strengthen demand/capacity management processes.

3.4 The update of ENR 1.9 and the seasonal publication of capacities through AIP Supplements improve the timeliness and consistency of operational information available to users.

3.5 The progressive implementation of A-CDM in Cusco constitutes progress in the coordination and exchange of information between airport processes and flow management.

3.6 Overall, these advances reflect a progressive process of ATFM consolidation in Peru, with experience mainly in demand management, while the determination and management of ATS capacity remains an area under development.

#### **4. Suggested actions**

The meeting is invited to:

- a) Note the progress presented by the State of Peru in terms of regulation, organization, procedures, oversight and the progressive development of capacities for the ATFM service.
- b) Note the activities under development aimed at strengthening ATS capacity determination, service oversight and the progressive integration of ATFM–A-CDM.
- c) Continue promoting the exchange of experiences among the States of the SAM Region on aspects related to the implementation and evolution of ATFM.
- d) Continue promoting the regional harmonization of ATFM processes and procedures, taking into account the advances and developments achieved by the States within the framework of GESEA/SG3 ATFM.

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