



Agenda Item 4: Implementation of air traffic flow management (ATFM) in the SAM Region

Structure of ATFM Operational Teleconferences

(Presented by the Secretariat)

Summary	
In this working paper, it is proposed that the Meeting review the structure of ATFM operational teleconferences.	
References: <ul style="list-style-type: none">• SAM/IG/8 meeting report	
ICAO strategic objectives:	<i>A – Safety C – Environmental protection and sustainable development of air transport</i>

1 Background

1.1 In order to follow-up ATFM implementation activities in the SAM Region, and based on the results obtained through task 5.5 “Train ATM community members in the CDM and ATFM concepts” of the Action Plan for the Implementation of AFTM in the SAM Region, the ICAO South American Regional Office organised the first ATFM Operational Teleconference (ATFM TOPS) amongst national ATFM units of the SAM Region, held on 15 August 2012.

2 Discussion

2.1 On that occasion, the States discussed an operational strategy for ATFM TOPS concerning the application of the basic concepts of collaborative decision making and the possible applications of Traffic Management Initiatives (TMIs), based on the CAR/SAM ATFM Manual.

2.2 During that teleconference, the Group also discussed a work strategy that defined the most appropriate sequence of activities conducted by ATFM units during subsequent ATFM TOPS. Based on the results of the first ATFM TOPS, the ICAO Office will propose a representative study of the main air traffic flows in the Region and the national ATFM units that would be directly involved in ATFM actions. This study seeks to establish a clear and concise strategy for the functions to be performed by national ATFM units, coordination activities, and possible applications of TMIs.

2.3 The First ATFM Operational Teleconference amongst national ATFM units of the SAM Region analysed the need to propose a representative study of the main air traffic flows in the Region (SAM/IG) and what national ATFM units would be directly involved in ATFM actions.

2.4 In this regard, Colombia, through the members of its ATFM units, suggested changes to the proposed Guide for a TELECON amongst ATFM units (**Appendix A**) that would serve as guidance for national ATFM units during an ATFM operational teleconference.

3 **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information provided herein;
- b) conduct a representative study of the main air traffic flows in the Region (SAM/IG) and of the national ATFM units (UN ATFM) that would be directly involved in ATFM actions; and
- c) define the final model of a Guide for a TELECON amongst ATFM units, based on **Appendix A**, to serve as a reference for national ATFM units during an ATFM operational teleconference.

APÉNDICE/APPENDIX A



Guía de presentación para una TELECON entre unidades ATFM
Guidelines for presentation of a TELCON among ATFM units

- | | | | | | |
|--|--|--|--|--|--|
| <p>1) Condiciones meteorológicas significativas/Significant weather conditions</p> <p style="padding-left: 20px;">Actividades de tormenta eléctrica/electrical storm</p> <p style="padding-left: 20px;">Turbulencia/Turbulence</p> <p style="padding-left: 20px;">Cenizas volcánicas/volcanic Ashes</p> | <table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| <p>2) Análisis de las TMA/TMA Analysis</p> <p style="padding-left: 20px;">Aeropuertos/Capacidades de los sectores ATC/Airports/ATC sectors capacity</p> <p style="padding-left: 20px;">Demanda de tránsito aéreo prevista en las TMAs/air traffic predicted demand in TMA</p> <p style="padding-left: 20px;">Restricciones en los aeropuertos (Obras o NAVAIDS fuera de servicio)/restrictions in airports (Works or NAVAIDS out of service)</p> | <table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| <p>3) Medidas ATFM anticipadamente aplicadas/ATFM measures applied in advance</p> <p style="padding-left: 20px;">Separación adicional en ruta/En-route additional separation</p> <p style="padding-left: 20px;">Espera en suelo potencial/ potential ground delay</p> <p style="padding-left: 20px;">“ground stops” potential/Potential Ground stops</p> | <table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| <p>4) Análisis en ruta/En-route analysis</p> <p style="padding-left: 20px;">Restricciones en ruta, como QRG o NAVAIDS fuera de servicio/En-route restrictions as QRQ or NAVAIDS out of service</p> <p style="padding-left: 20px;">Evaluación de posibles problemas en ruta/Assessment of eventual en-route problems</p> <p style="padding-left: 20px;">Medidas ATFM anticipadas/Anticipated ATFM Measures</p> <p>Separación adicional en ruta/Additional en-route separation</p> <p>Espera en suelo potencial/Potential on-ground wait</p> | <table border="1" style="border-collapse: collapse; width: 50px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| <p>5) Comentarios adicionales/Additional Comments</p> | <table border="1" style="border-collapse: collapse; width: 700px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| <p>6) Próxima TELECON/Next TELCON</p> | <table border="1" style="border-collapse: collapse; width: 700px; height: 50px;"> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> <tr><td style="width: 100%; height: 100%;"></td></tr> </table> | | | | |
| | | | | | |
| | | | | | |
| | | | | | |