



**Agenda Item 2: Implementation of the Air Traffic Flow Management (ATFM) and Collaborative Decision-Making (CDM)**

**Restrictions to Air Traffic Flow Management (ATFM) in the SAM Region**

(Presented by LAN)

<b>SUMMARY</b>	
This working paper presents the reasons and the need to review the Air Traffic Flow Management criteria in the SAM Region, in order to optimize aircraft operations.	
<b>REFERENCE:</b>	
<ul style="list-style-type: none"><li>• Annex 11 to ICAO Convention on Civil Aviation.</li><li>• Doc 4444 PANS-ATM</li></ul>	
<b>ICAO strategic objectives:</b>	<i>A - Safety.</i> <i>C – Security and facilitation</i> <i>E - Environmental protection</i>

**1 Background**

1.1 Regarding this matter, during SAM/IG/11 (May 2013) the meeting recognized that ICAO documentation on standards, policies and procedures, as well as regional guidance material is available containing useful information that could be employed by States to define their operational policies, standards and operational procedures. Among the regional guidance material available, the ATFM Operational Concept, the ATFM Roadmap and the ATFM Manual can be considered.

1.2 It was deemed advisable for the ATFM Working Group to start preparing guides for the development of letters of agreement between ATFM units.

1.3 Moreover it was recalled that concerning this matter, Project RLA/06/901, with assistance of Brazil, carried out various training activities regarding runway capacity and ATC sectors calculations.

1.4 There exist restrictions in the SAM Region, in some cases permanent, affecting the normal air traffic flow management. This situation should be analyzed to maintain a flexible use of airspace, in order to increase airspace capacity, thus improving the efficiency of aircraft operations and reducing the workload of Air Traffic Control dependencies.

## 2. **Analysis**

2.1 ICAO Doc 4444 (PANS-ATM) establishes different methods and separation minima between aircraft, as well as ATS capacity system and air traffic flow management.

2.2 Referring to the flexible use of airspace, Doc 4444 recommends that the competent authority should establish adequate agreements and procedures in order to foresee the flexible use of airspace, to increase airspace capacity and improve its efficiency.

2.3 Likewise, the Document establishes that for the application of longitudinal separation, aircraft should depart at a specified time, in order to pass over a geographical point at a specified time, or to hold over a geographical location until a specified time. Nevertheless, **this should not be the only method to apply**, but others could be observed in order to increase aircraft operations efficiency and reduce ATS system workload (see examples in **Appendix A**)

## 3. **Suggested action:**

3.1 The Meeting is invited:

- a) Take note of the information provided;
- b) Consider possible amendments that could be implemented in the SAM Region in order to optimize Air Traffic Flow Management.

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**APÉNDICE A / APPENDIX A**

1747/2014  AVISOS FIR EZEIZA  (-EF)	Desde: 2014-04-04 17:59:00  Hasta: 2014-05-03 05:00:00  FLOW CTL PROC ACT 1 ACFT EV 10 MIN REGARDLESS THE ENTRY POINT AT EZEIZA FIR, EXC SAN, HUMANITARIAN, STATE, SAR AND INTL FLT WITH MORE THAN 2 HR FLT DLY 0930-2359 0000-0500FLOW CTL PROC ACT 1 ACFT EV 10 MIN REGARDLESS THE ENTRY POINT AT EZEIZA FIR, EXC SAN, HUMANITARIAN, STATE, SAR AND INTL FLT CON MAS DE 2 HORAS DE VUELO DLY 0930-2359 0000-0500
A1727/2014  AVISOS FIR MENDOZA  (-MF)	Desde: 2014-04-04 00:00:00  Hasta: 2014-05-03 23:59:00  FLOW CTL PROC ACT IN FIR MENDOZA 1 ACFT EV 10 MIN EXC SAN, HUMANITARIAN AND STATE FLT DLY 0000-0300 AND 0930-2359PROCEDIMIENTO DE CONTROL DE AFLUENCIA EN LA FIR MENDOZA 1 ACFT CADA 10 MIN EXC FLT SAN, HUMANITARIOS Y ESTADO DLY 0000-0300 AND 0930-2359

**SCEL APT** 2014031C948V01 A0691/14

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A)SCEL B)201403191909 C)201404251830

D)DLY BTN 0930-1830

E)DEBIDO A RESTRICCIONES DE VUELO EN ESPACIO AEREO ARGENTINO, TODOS LOS FLT IFR NO REGULARES QUE PLANIFIQUEN DEP DEL AP. ARTURO MERINO BENITEZ Y QUE SE DIRIJAN A ARGENTINA O DEBAN SOBREVOLAR ESPACIO AEREO ARGENTINO, DEBERAN COOR SU HR DE DEP CON LA ARO CON A LO MENOS 24 HR BFR.

ENGLISH VERSION:

DUE TO FLT RESTRICTIONS IN ARGENTINIAN AIR SPACE, ALL NON REGULAR IFR FLT PLAN DEP FROM SCEL AND WITH DESTINATION ARGENTINA OR NEED TO FLY ARGENTINIAN AIR SPACE, MUST COOR YOUR DEP SCHEDULE WITH ARO WITH 24HR BFR.

**C0174/14**

**Desde: 2014-03-03 15:33:00 Hasta: 2014-05-31 23:29:00**

REGULACION DE TRANSITO SE PREVE APLICAR EN LA **FIR MONTEVIDEO** ENTRE AERONAVES CON LA MISMA TRAYECTORIA ATENDIENDO LAS CAPACIDADES DISPONIBLES DE LOS ATS

**NOTA** : RESTRICCIÓN AL FIR MONTEVIDEO Y ASUNCION : UNA AERONAVE CADA 10 MINUTOS

FUENTE : ACC EZE / ATIS TWR EZE 05ABRIL2014

-FIN / END-