



Agenda Item 3: Implementation of air traffic flow management (ATFM) and improvement of procedures for coordination between units

FOLLOW-UP TO ATFM IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY	
<p>This working paper presents the status of implementation of ATFM in the Region, the work programme and the information updating tasks to be carried out by the experts of SAM States.</p>	
References:	
<ul style="list-style-type: none">- Doc 9750, Global air navigation plan- Report of the Fourth meeting of the Programmes and Projects Review Committee (PPRC/4) - (Lima, Peru, 12-14 July 2016).- Report of the GREPECAS/18 meeting (Punta Cana, Dominican Republic, 9-14 April 2018).- Reports of SAM/IG meetings	
ICAO strategic objectives:	<ul style="list-style-type: none"><i>A - Safety</i><i>B – Air navigation capacity and efficiency</i><i>E – Environmental protection</i>

1. Background

1.1 Activities for the implementation of Project B1 “*Improve demand/capacity balancing*” have been carried out during the course of SAM/IG meetings.

2. Discussion

2.1 ATFM implementation achievements have not yet been consolidated in the Region, despite efforts made by the States and Project RLA/06/901, through the development of guidance material and the delivery of ATFM training courses.

2.2 In order to analyse the attainment of ATFM goals, in accordance with the Declaration of Bogota, the following indicators have been considered:

- a) Percentage of States that have carried out runway and ATC sector calculations.*
- b) Percentage of States that have implemented ATFM at flow management units (FMUs) or flow management positions (FMPs).

* *Note.- The SAM/IG/20 meeting (Lima, 16-20 October 2017) presented the progress made in runway and ATC sector calculations separately.*

2.3 In the Region, 85% of States have carried out runway capacity calculations as a task prior to implementation, maintaining the same percentage as reported in SAM/IG/20.

2.4 Regarding ATC sector calculations, it was reported at the SAM/IG/20 meeting that these had been carried out in nine States of the Region, that is, in 64% of the States. No information has been received on progress made in this activity.

2.5 Implementation of flow units/positions in the SAM Region reaches 64% of States. This Meeting will be presented with information on the commissioning of the Ezeiza FMU, in Argentina, which would raise the regional percentage to 71%.

2.6 Bolivia and Peru signed an ATFM memorandum of understanding for coordination between the La Paz ACC and the Cusco FMP. Original copies of the signed MOU were exchanged in late March 2018.

2.7 Joint tasks are being coordinated between the NACC and SAM Offices to update the CAR/SAM ATFM CONOPS. Information on these activities is provided in a separate working paper. Likewise, the Meeting will be presented with a working paper on A-CDM (Airport-CDM) and a proposal to develop GANP module 0-ACDM for inclusion in the aforementioned CONOPS.

Issuance of NOTAMs on flow control measures

2.8 Conclusion SAM/IG/19-01 (SAM/IG/19, Lima, 22-26 May 2017) instructed SAM States to strengthen FMP/FMU functions with resources and trained personnel, with powers to coordinate with ATS the adoption of ATFM initiatives (TMIs) in case of air traffic capacity/demand imbalances caused by scheduled or unforeseen events.

2.9 It is extremely important to adopt the action specified in Conclusion SAM/IG/19-01, which urged SAM States that had not yet implemented ATFM to install at least one ATFM management position (FMP) in order to balance the demand for aircraft operations with airspace and international aerodrome service capacity.

CADENA CDM sessions

2.10 The SAM/IG/20 meeting noted that the CANSO CADENA teleconferences allowed ATFM units to liaise, generating a routine of communication and collaboration among participants. Likewise, the presence of airlines, IATA, the FAA and other organisations favours feedback during these sessions.

2.11 The ANSPs of Argentina and Brazil have been participating in the CADENA initiative since its initial stage. Colombia is coordinating its participation with CANSO since March 2018, and is already participating in the sessions as an observer. Training has been received up until the second week of May 2018.

2.12 At the SAMIG/20 meeting, the delegates of six SAM States expressed their interest in participating in the weekly sessions of CADENA every Friday as observers, on a trial basis. It has been noted that, since late 2017, the participation of these States has not been constant, but it is expected that feedback will be provided during the discussions of this part of the agenda.

ATFM seminar

2.13 The RCC/11 meeting (Lima, Peru, 5 October 2017) deemed it advisable to conduct an ATFM seminar in Lima, Peru, on 11-15 June 2018. The invitation letter to the States was sent in due course. The main topics of the seminar will be:

- a) continued implementation of ATFM;
- b) harmonisation of criteria based on the new concepts of Doc 9971, 3rd edition; and
- c) review of the updated ATFM CONOPS ATFM and regional ATFM manual.

Accordingly

2.14 In view of the foregoing, States and Territories are required to foster the implementation of at least one ATFM position (FMP) for each FIR, in order to balance the demand for aircraft operations with airspace and international aerodrome service capacity, also taking into account the impact of other meteorological and volcanological events and/or temporary disruptions of air navigation services.

2.15 States must update **Appendix A** to this working paper, which contains the list of ATFM focal points. It should be noted that a significant number of e-mail addresses listed there have been disabled or have reception issues, which prevents the required communication and coordination by the Secretariat.

2.16 As a supplement to follow-up, there is a need to update the data of the survey on the status of ATFM activities, shown in **Appendix B** to this working paper. This survey monitors activities carried out by States, including measurements of runway, airspace, ATS service and apron capacity.

3. Suggested action

The Meeting is invited to update the information contained in Appendices A and B, and to:

- a) review the information contained in this working paper;
- b) request those States that have not done it yet, double their efforts to implement at least one ATFM position (FMP) in each FIR;
- c) request States to avoid implementing flow control measures that affect users and impact safety;
- d) provide feedback and their analysis of CADENA sessions; and
- e) recommend any other action it may deem appropriate.

APPENDIX A / APÉNDICE A

LIST OF CONTACTS FOR OPERATIONAL ATFM FOCAL POINTS AND
ESTABLISHED ATFM UNITSLISTA DE CONTACTOS PARA PUNTOS FOCALES ATFM OPERACIONALES Y
UNIDADES ATFM ESTABLECIDAS

State/ Estado	STATE ATFM FOCAL POINTS PUNTOS FOCALES ATFM DEL ESTADO	OPERATIONAL ATFM FOCAL POINTS AND ESTABLISHED ATFM UNITS PUNTOS FOCALES ATFM OPERACIONALES Y UNIDADES ATFM ESTABLECIDAS
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<p>State/ Estado</p>	<p>STATE ATFM FOCAL POINTS PUNTOS FOCALES ATFM DEL ESTADO</p>	<p>OPERATIONAL ATFM FOCAL POINTS AND ESTABLISHED ATFM UNITS PUNTOS FOCALES ATFM OPERACIONALES Y UNIDADES ATFM ESTABLECIDAS</p>
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Others / Otros	INTERNATIONAL ORGANIZATIONS / ORGANIZACIONES INTERNACIONALES	ICAO / OACI
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**Updated SAM/IG/20 / Actualizado en la SAM/IG/20*

APPENDIX B

ATFM SURVEY

ATFM SURVEY	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
1. Regarding the SAM ATFM implementation plan, confirm if FMUs/FMPs have been established. If YES, indicate which is the responsible unit. If the answer is NO, indicate what are your plans for ATFM implementation based on regional requirements.	NO	NO	YES	YES	YES	YES			YES	YES	YES		YES	YES	<p>Panama: The responsible is the Control Centre Supervisor</p> <p>Argentina plans to implement an FMP for the second half of 2018.</p> <p>Bolivia: The DGCA will prepare a plan to implement the ATFM, for this will require the cooperation of Peru, a request that will be formalized until the end of October 2017</p> <p>URUGUAY: ACC MVD</p>
2. Confirm if you have personnel trained in the ATFM implementation plan and if this staff is currently performing the corresponding functions according to the implementation plan.	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	NO	YES	YES	Pending Guyana and Suriname.

ATFM SURVEY	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
5. How many airports in your State/country have apron capacity calculations? List the main ones. If the answer is NONE, indicate which airports you think require such calculations.	0	0	2	0	0	0	1		1	0	17		0	0	<p>Argentina: Has defined a method, and is starting to calculate.</p> <p>Bolivia: SLLP, SLCB and SLVR</p> <p>Brazil: Apron capacity calculations have been performed for one airport (Guarulhos international airport in São Paulo-SP). This information was provided by GRU- (Guarulhos Airport Administration). Rio de Janeiro International Airport (SBGL) has also performed platform capacity calculations, has not yet reported values.</p> <p>Chile: We believe that SCEL, SCIE, and Loa de Calama require this calculation.</p> <p>Colombia: None. It is required for several airports since airport capacity is not being managed to address growing demand.</p> <p>Ecuador: None of the airports in the country has apron capacity calculations. However, it is estimated that the airports of Quito, Guayaquil, require these calculations.</p> <p>Panama: MPTO.</p> <p>Paraguay: These calculations have not been performed due to lack of experts (specialists) duly trained for this purpose. Calculations are required for the two international airports mentioned above: “Silvio Pettirossi” in Asuncion and “Guarani” in Minga Guazú.</p> <p>Peru: Cusco 7 C/D and 4 A/B positions. Calculations have been performed in 17 airports in the country.</p> <p>Uruguay: SUMU and SULLS.</p> <p>Venezuela: None. We still do not have personnel duly trained to conduct these calculations, and do we have airdromes to perform calculation: international airport of Maiquetía, Margarita and Barcelona</p>
6. Number of operations per hour at the airport considered to be the most important one:															<p>Chile: SCEL</p> <p>Peru: SPIM.</p>

ATFM SURVEY	ARG	BOL	BRA	CHI	COL	ECU	FGY	GUY	PAN	PAR	PER	SUR	URU	VEN	REMARKS
Runway capacity	SAEZ SACO See Obs.	SLLP 16	SBGR 52	SCEL 40	SKBO 70	SEQU 29	6		MPTO 44	SGAS 23	SPJC 35		SUMU 25 SULS 18	SVMI 34	Argentina: SAEZ: RWY: 11: 29 aircraft/hour 29: 27 aircraft/hour 35: 13 aircraft/hour 17: 15 aircraft/hour SACO: RWY: 18: 13 aircraft/hour 36: 21 aircraft/hour SABE: 21 average, max 30
Apron capacity	NO	NO	SBGR 90	NO	NO	NO	NO	NO	MPTO 49	NO	SPJC	NO	NO	NO	Argentina: Has started calculations.
7. For the airport considered to be the most important one, number of trained personnel capable of providing, in terms of operations per hour, calculations for:															Argentina: Rwy 15. Sector 10
Runway capacity	20	12	18	15	4	1	3		2	3	8		5	5	
Apron capacity	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	3	NO	NO	NO	Brazil: The methodology and training of personnel for this task are the responsibility of the concessionaire.
ATS sector capacity	5	10	20	4	4	1	3		2	3	8		5	6	Argentina: Completed courses in June 2017. 10 people are now trained.

Updated SAM/IG/20