



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

ATFM CONOPS UPDATE

(Presented by the Secretariat)

SUMMARY	
This working paper presents the status of CAR/SAM ATFM CONOPS updating activities carried out jointly by the Regional Offices of Lima and Mexico. The paper highlights the benefit of identifying and measuring implementation performance objectives.	
References:	
<ul style="list-style-type: none">• Doc 9750, Global Air Navigation Plan• Doc 9971, Manual on collaborative air traffic flow management• SAM/IG meeting reports	
ICAO strategic objectives:	<i>A - Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Environmental protection</i>

1. Background

1.1 The SAM/IG/20 meeting examined the proposed contents of the ATFM CONOPS, shown in Appendix E to SAM/IG/20-WP/06, and assessed the general status of implementation of ATFM.

2. Discussion

2.1 The text of the Air Traffic Flow Management Operational Concept (ATFM CONOPS) for the Caribbean and South American Regions refers to version 1.2, dated June 2007. Therefore, the aforementioned document will need to integrate the guides and improvements introduced in the 2nd edition of 2014 and the 3rd edition (Advanced edition) of ICAO Doc 9971, Manual on collaborative air traffic flow management.

2.2 Accordingly, the CAR/SAM ATFM CONOPS needs to be updated in order to have a planning guide for the implementation of CDM, ATFM and ACDM in both Regions, for the sake of interoperability and efficiency, which will enable States to mitigate demand/capacity imbalances.

2.3 The SAM/IG/20 meeting examined a proposal to review and update the CAR/SAM ATFM CONOPS, and assessed the general status of implementation of ATFM in the SAM Region. It was noted that the CONOPS should be reoriented towards a second stage of implementation that included the

identification and measurement of performance objectives. Therefore, it should be updated based on the following guidelines:

- a) To date, ATFM implementation has achieved different results. En general, there are cases in which ATFM has been able to balance runway and ATS airspace demand/capacity, and mitigate delays at the main airports, applying initiatives for domestic air traffic.
- b) Progress has been made in runway and ATC sector capacity measurements, based on the respective methodology and training. Periodic reviews or updates of these measurements need to be established whenever changes are made to the scenarios.
- c) Although individually developed, it is recognised that there is a strong link and interaction between ATFM in the runway and airspace environment, and airport operations (AOP) generated to/from parking stands, the pushback and engine start-up area, and taxiways. Linkage with A-CDM processes being implemented at some international airports of the SAM and CAR Regions is crucial.

2.4 Regarding c) above, a separate working paper analyses aspects related to the incorporation of A-CDM elements into the CONOPS, and the development of the corresponding GANP module.

2.5 In view of the difficulty in monitoring the progress made in ATFM implementation, the AFTN CONOPS shall define implementation metrics and indicators to facilitate result-based management, aiming at measuring the benefits of capacity increases in the airspace and ATS units.

2.6 Accordingly, joint tasks are being coordinated between the NACC and SAM Offices for the updating of the CAR/SAM ATFM CONOPS, expecting to complete the first draft by the second quarter of 2018 and the revised version 2.0 by the fourth quarter. In this regard, the implementation of ATFM, interoperable with A-CDM, is being coordinated.

3. Suggested action

The Meeting is invited to take note and review the information provided herein.
