



**Agenda Item 3: Implementation of Air Traffic Flow Management (ATFM) and improvement of procedures for flow coordination between agencies.**

**ATFM INFORMATION MANAGEMENT IN SAM**

(Presented by Brazil and IATA)

**SUMMARY**

This working paper presents a proposal to improve the ATFM information management in SAM, through the tools of the IATA Liaison Desk in CGNA, to quickly and expeditiously disseminate issues of immediate operational interest, as well as ATC and Airport contingencies procedures

**References:**

- Doc. 9750 – Global Air Navigation Plan
- Doc. 9971 - Manual on Collaborative Air Traffic Flow Management (ATFM)
- Doc. 9854 - Global Air Traffic Management Operational Concept

**1. Introduction**

1.1 Doc. 9854 - Global Air Traffic Management Operational Concept states that *"The management of information allows to provide accredited, timely and quality assurance information to be used in support of ATM operations. Through the management of the information, the quality of the shared information will also be monitored and controlled, and information exchange mechanisms will be provided in support of the ATM community.*

1.2 In addition, the same Doc. 9854 demonstrates that *"by managing the information, the most integrated panorama possible of the ATM situation will be formed, both its antecedents and its status in real time and planned or planned for the future. The management of the information will form the basis for a better decision making by all the members of the ATM community".*

1.3 In this regard, it is essential that the ATM community receives timely and accurate information through the means currently available, with a view to achieving a safe and efficient operation.

**2. Discussion**

2.1 After the implementation of the Air Navigation Management Center (CGNA), in 2007, the Department of Airspace Control (DECEA) invited all airspace stakeholders (national airlines, airport managers and government authorities) to establish a Collaborative Decision-Making Cell.

2.2 The main objective was to optimize adopted tactical decisions, agreed among all stakeholders, to improve the balance of airspace capacity and demand, in addition to reducing air and ground delays.

2.3 With representatives of the Operational Control Center (OCC) of the airlines in the CGNA, the speed of the information could be improved between the external stakeholders and the departments of the airlines involved in the flight operations (Figure 1), providing the basis for quick tactical decisions towards the optimal solution for day-to-day scenarios. The exchange of information among stakeholders in the decision-making process has been shown to be a key factor in optimizing air operations.

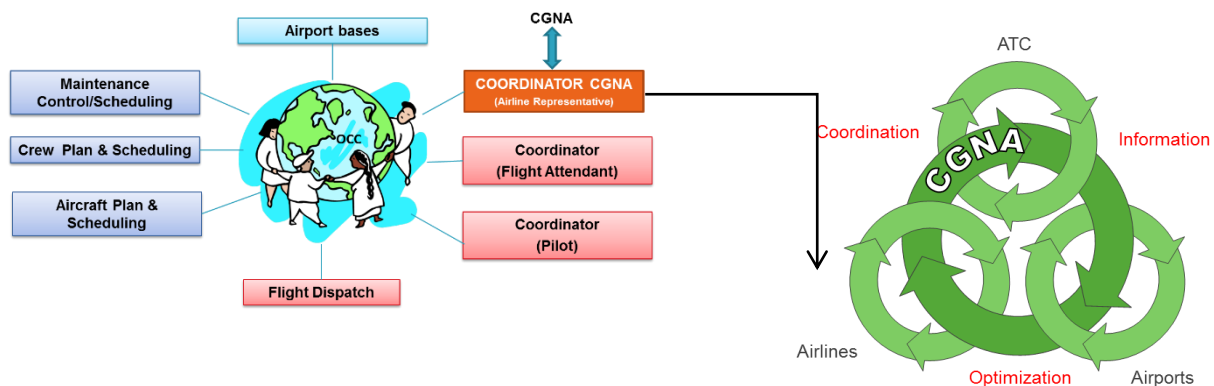


Figure 1 – Collaborative Decision-Making Model in CGNA

2.4 At the beginning of 2012, international airlines operating in Brazil had expectations regarding airspace congestion due to the greater complexity of operations during the period of the 2014 Brazil Soccer World Cup, when infrastructure and ATC capacity would be stressed to the maximum. In this sense, the international airlines operating in Brazil requested IATA to implement in CGNA an operational support team, already successfully implemented in the FAA Command Center, with a view to actively participating in the collaborative decision-making process.

2.5 The aforementioned operational support team was implemented for the 2014 Brazil Soccer World Cup, with the use of a specific software called IATA Tactical Operations Portal - Brazil (ITOP Brazil), with the main objective of facilitating the communication process with the main international airlines. The operational support team remains in the CGNA to date. Unfortunately, currently the team only serves two international airlines, due to funding problems. However, from January 1, 2019, such problems will be solved, and the team will go to serve all IATA member airlines.

2.6 The ITOP Brazil is used via the Internet, with login and password, as can be seen in Figure 2. There are several basic ways of communicating with airlines, which are: alerts sent by email, chat, regular email and telephone.

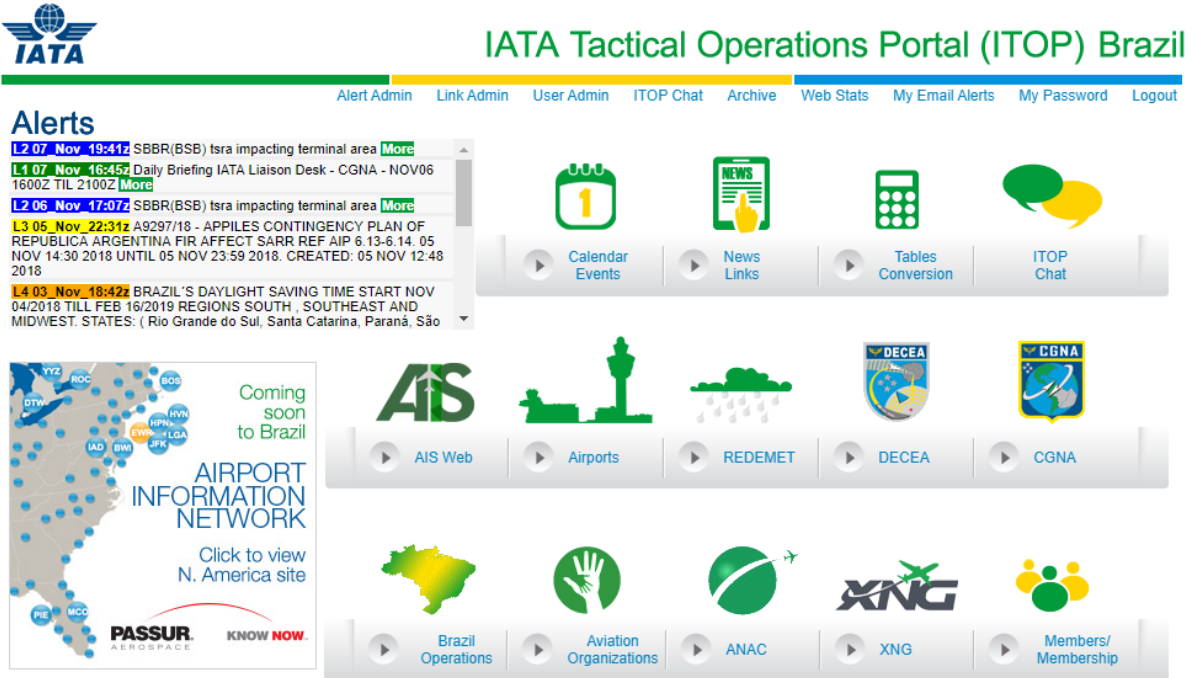


Figure 2 – ITOP Brazil

2.7 Alerts are classified by level of severity, as mentioned below. Examples of alerts are in the **Appendix** to this working paper.

- L1 - Routine or Normal Operational Alerts - Operational Level Notifications only
- L2 - Non-Normal Operations - Operational Level notifications only
- L3 - Non-Normal - May warrant Management Level notifications
- L4 - Normal - Warrants Management Level notifications
- L5 - Force Majeure - Serious or catastrophic impact, Highest Level notifications

2.8 Considering that some FMUs have already been implemented in several SAM States, as well as operational positions in some ACC, it would be convenient to use the IATA operational support team in the CGNA to implement a quick and expeditious means of communication between airlines and ANSPs, to solve the issues of operational interest, as well as ATC and Airport contingencies. For that, it would be necessary for the ANSPs to designate a point of contact that could support the consultations of the IATA operative support team, as well as the ITOP Brazil would be available to make the communications deemed necessary by the ANSPs.

2.9 For the interested ANSPs, the ITOP Brasil login and password could be offered, to allow the reception of alerts, as well as contact via chat with the IATA operating team in CGNA. The operational ATFM Focal Points that are in Appendix A to the Report on Agenda Item 3 of SAMIG21, updated during SAMIG22, could be used as well.

3. **Suggested Actions**

3.1 The meeting is invited to:

- a) Take note of the information provided in this working paper.
- b) Evaluate the application of the IATA operational support team in CGNA, as well as the ITOP Brazil to solve issues of immediate operational interest of the airlines, as well as for fast and efficient communication between the ANSP and the Airlines.

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