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

**ACTIONS IMPLEMENTED DURING THE REALIZATION OF THE WORLD YOUTH DAY  
PANAMA JANUARY 2019**

(Prepared by Panama)

**SUMMARY**

This informative note seeks to inform this meeting about the measures that the Air Navigation Direction (DNA) considered to implement for the ATFM management before, during and after the WYD Panama 2019.

**References:**

- Final Report Fifteenth Fifth Workshop/Meeting of the SAM Implementation Group (SAM/IG/15) and (SAM/IG/16)
- Document 9971

**1. Background**

1.1 Since the announcement in Krakow in 2017 that the next site for World Youth Day (WYD) would be Panama on January 2019, it began to spread information about the high participation of pilgrims for WYD that would congregate in Panama. This thought was awakening the idea that the mobilization would be mainly by air, directly impacting the increase of flights, and affecting the balance between demand and capacity in air traffic services and begins to think about the need to establish measures which facilitate the management of air traffic in Panama FIR,

1.2 Panama had not had the experience of an event of such magnitude that would affect the ATS demand as it was envisioned for WYD, because of the information that was being generated extra officially, in terms of the number of pilgrims that would arrive to Panama and the means of mobilization of these, considering that in previous WYD there were very high numbers of participation.

1.3 For this it was considered to initiate conversations with the entities that were involved for this activity via CDM, taking as previous experience, the VII Summit of the Americas, held in Panama in 2015, during which some measures were applied to guarantee an expedited traffic flow, the operational safety of flights and personal safety of each President and guests.

1.4 Even with the little experience in events of this magnitude, since the experience of the Presidents' Summit does not compare to the projection expectations in the increase of demand with the WYD, the challenge of maintaining the balance between demand and capacity was assumed and provide effectively Air Traffic Services.

## **2. Analysis**

2.1 We started strategic planning analyzing our status in terms of airport infrastructure, navaid services, communication and control service, human and economic resources. AND committee was formed in preparation for WYD, which contemplated AIS, MET, ATM, CNS, Air Transport and Information Technology (which belongs to another Directorate) areas.

2.2 As well was done for the Presidents' Summit, coordination meetings were initiated with the different International Airports of the Country administrators, but in this opportunity, we considered the most critical scenario, so initially all the airport infrastructures available in the country were considered, either national or international. It includes the participation of COPA, as greater user of airspace and, to the discussions of the organization.

2.3 It is possible to establish the first strategic measures to guarantee the balance between demand and capacity in the provision of ATS;

- a) Only charter or private flights will be accepted at the Tocumen airport during 0400/1000 UTC schedule
- b) Panama Pacifico Airport (MPPA) will be the recipient other charter flights and its schedule extends 24/7 from January 14 to January 28, 2019.
- c) All the operational personnel of the DNA will be in service from January 15 to 31, 2019 to reinforce the different shifts.
- d) Demand expectations fall so it is decided that airports outside the TMA Panama will not be used as a destination in the face of possible saturation.
- e) New sectors were created, new positions were enabled, coordination procedures were established for arrivals and departures.
- f) It was determined that in case of needing the use of any ATFM initiative, one or more of the following would be adopted: ground stop, exit intervals, and holdings, to mitigate the demand.

2.4 An inter-institutional committee is formed where the Church participates (Apostolic Nunciature) as a link of the Vatican, Ministry of Foreign Affairs, Police, Naval Aero Service, Institutional Protection Service, Airlines and the AAC. This committee discusses issues related to the Pope's and all pilgrims security, restricted areas, daily mobilization, restrictions, drones, PJE, training flights, causing multiple coordination, especially in personnel mobility to attend their shifts.

2.5 On the part of the AND committee, an instructive was prepared which contains all the measures, procedures, restrictions and applicable ATFM initiatives if necessary. It was presented and distributed to all the Dependencies that for one reason or another could be considered for this event.

2.6 Post-WYD a meeting was held to measure the impact of the strategies presented and their results, receiving a very good rating.

**3 Suggested actions**

3.1 The meeting is invited to take note of the information presented, how Panama AND developed a strategic plan that ensured the management of Air Traffic Control and the efficiency of the FMP in the WYD event in Panama.

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