



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

FOLLOW-UP TO ATFM IMPLEMENTATION

(Presented by the Secretariat)

SUMMARY	
This working paper presents the status of implementation of ATFM in the Region, as well as the work programme and the information update tasks to be carried out by SAM State experts.	
References:	
<ul style="list-style-type: none">- GREPECAS/18 meeting report- SAM/IG meeting reports- ATSRO meeting reports- Doc. 9971 ICAO	
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. Introduction

1.1 During the last ten years, indicators in the South American Region have shown growth in air operations and transported passengers. In several SAM States, this sustained growth has not been accompanied by an expansion in airport infrastructure and air navigation services. This adverse scenario affects efforts to increase air connectivity as a means for social and economic development in the Region.

1.2 ICAO has envisaged the ATFM service to meet possible imbalances between the capacity of air navigation services and facilities and the demand for aircraft operations requiring these facilities.

1.3 The objective of ATFM is to optimise capacity utilisation so that State and Regional industry growth does not come to a halt while expanding air navigation services and facilities, without neglecting safety.

1.4 Pursuant to GREPECAS Decisions 16/45 and 16/47 for the SAM Region, the ATFM Programme was structured in association to Project B1 - Improve demand-capacity balancing (DCB). Following is a description of the progress made by this Project.

2. Analysis

2.1 Achievements made in relation to ATFM implementation are not yet consolidated in the Region, despite the efforts made by States and Project RLA/06/901.

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

- a) Percentage of States that have conducted runway and ATC sector capacity calculations.
- b) Percentage of States that have implemented ATFM in flow management units (FMUs) or flow management positions (FMPs).

2.3 At present, 85% of the States of the Region have performed runway capacity calculations as a task prior to implementation. Regarding ATC sector calculations, it was noted that nine States of the Region, that is 64%, had carried out these calculations.

2.4 Regarding the metrics on implementation of flow units in the SAM Region, the Region has achieved 71% ATFM implementation, as shown in the following table:

May 2019	ARG	BOL	BRA	CHI	COL	FGY	ECU	GUY	PAN	PAR	PER	SUR	URU	VEN
71%	YES	NO	YES	YES	YES	NO	YES	NO	YES	YES	YES	NO	YES	YES

States that have implemented ATFM at flow management units (FMUs) or flow management positions (FMPs)

2.5 With regard to the operation of FMUs/FMPs, Argentina, Brazil, Colombia, Chile and Peru are developing the ATFM service on the basis of Doc 9971 and, due to the increase in aircraft operations and the overall growth of the industry in these States, ATFM and capacity management initiatives are being applied to mitigate demand/capacity imbalances generated by temporary or permanent factors. In general, the ATFM service is focused on domestic operation, however, Colombia is developing initiatives for linking with other States.

2.6 Other units in the Region are more focused on coordination of ATFM elements, operating in association with their ACC, and generating the support to flow requirements of adjacent ACCs. The SAM ATFM Seminar, referred to further on, performed a review of ATFM regional implementation.

2.7 Argentina, Brazil and Colombia are participating in sessions of coordination of CADENA-CANSO, every Friday.

2.8 The appendix to this note shows the listing of ATFM focal points of the Region, in order to be updated at the meeting.

Flow control measures

2.9 Conclusion SAM/IG/22-02 (SAM/IG/22, November 2018) instructed States to strengthen ATFM functions with resources and trained personnel, as shown:

Conclusion SAM/IG/22-02: Support in the implementation of the intraregional and interregional ATFM

That:

The States enhance their efforts to:

a) promote or optimize the implementation of the ATFM units in the assigned ACCs and that a study of procedures and tests be initiated to join the functions of their units with those of other adjacent States of the SAM Region, and, if such were the case, of the CAR Region; and

b) render administrative resources that will facilitate the ATFM functions, including basic and recurrent instruction for operational and supervision personnel

2.10 In this regard, recurrent flow control measures application in several FIR in the Region has seen since the beginning of 2019. Forced by limitations in air ground communications system or ATS surveillance in the en-route segment in Bogotá FIR (SKED), flow control measures were applied to expand the longitudinal separation of transfers from adjacent ACC.

2.11 In several cases, a "domino effect" (chain reaction) generates such flow control also in Lima ACC and ACC Guayaquil. A significant number of overflights were impacted with these measures at Regional level and even was possible an impact in departures from Panama Tocumen Airport, due to its proximity to Bogotá FIR.

Updating of the CAR/SAM ATFM CONOPS

2.12 The ATFM CONOPS review is in the final stage. The version in English with the contributions of the Secretariat has been sent to the NACC Office of Mexico, Spanish translation and publication on web sites is in progress.

Updating the Documentation of the Regional ATFM service

2.13 The RCC/12 Coordination Committee meeting has provided for the participation of a specialist for updating the documentation of the Regional ATFM service, which includes updating of a ATFM service Manual, as well as Guidance and procedures for runway and ATS sector capacity calculation. This activity will be rescheduled for September of 2019.

3. Conclusion

3.1 In view of the above, States must foster the implementation of at least one ATFM position (FMP) per FIR, in order to balance demand and capacity of airspace and international aerodrome service, also taking into account the impact of meteorological events and/or temporary disruptions in air navigation services.

3.2 States should resume efforts to avoid the use of flow control measures and, consequently, prepare procedures and training for ATCO staff, directed to the use of the ATFM measures presented in the Doc. 9971.

3.3 The update of the ATFM CONOPS is almost completed, and is scheduled an activity to the updating of Guidance documentation for Regional ATFM service.

4. **Suggested action**

The Meeting is invited to take note and examine the information presented, and to:

- a) update the information on ATFM focal points contained in the Appendix;
- b) request states, that have not done it yet, to intensify their efforts to implement at least one ATFM position (FMP) in each FIR;
- c) analyze what kind of assistance or procedures are required for States to eliminate the flow control measures that impact efficiency and safety;
- d) provide feedback on CADENA sessions; and
- e) recommend any other action it may deem appropriate.

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APPENDIX / APÉNDICE

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

** Updated during SAM/IG/22 Meeting / Tabla actualizada durante la SAM/IG/22*

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