



**Agenda Item 6: Other business**

**REGIONAL HORIZONTAL COOPERATION FOR ATM IMPLEMENTATION**

(Presented by the Secretariat)

**SUMMARY**

The purpose of this paper is to study processes that will further horizontal cooperation among SAM States within the framework of Regional Technical Cooperation Project RLA/06/901. Based on transparency and neutrality principles, and provided the goal is to implement the regional air navigation priorities and the ATM concept, it is considered convenient to promote regional horizontal cooperation initiatives among member States, through the use of a so-called “Job Card”.

**1. Background**

1.1 At the SAMIG/22 meeting, held in November 2018, Brazil reported on the successful cooperation activities carried out by DECEA with EANA - Argentina, DINACIA of Uruguay, and DINAC of Paraguay, on specific topics concerning PBN implementation, airspace improvement, and ATFM services. The cooperation provided by Brazil covers planning, training, human resource assistance, and follow-up.

1.2 The SAMIG/22 meeting proposed that the development of cooperation agreements among the countries of the Region be encouraged and coordinated in order to increase ATM efficiency in South America and, consequently, improve air navigation implementation.

1.3 Regional Technical Cooperation Project RLA/06/901 is aimed at providing assistance to civil aviation authorities of the States and participating organisations for the development of the initiatives of the global air navigation plan that will support the implementation of a regional air traffic management system, taking into account the global ATM operational concept and the corresponding CNS technology support. It also includes the required AGA, AIS and MET elements, the exchange of experiences regarding processes and training of personnel in the topics involved.

**2. Discussion**

2.1 Since the 80's, South American States have shown a great spirit of mutual cooperation, which has been the driver of regional projects that permit more efficient support. In this case, RLA/06/901 is the tool that permits the implementation of the ATM operational concept. In this sense, all initiatives regarding assistance or collaboration among States under the aforementioned regional project on specific topics related to ATM improvement fall under a **Regional horizontal cooperation** model.

2.2 Within the scope of horizontal cooperation, and during the last three years, the three regional projects managed by the SAM Regional Office (RLA/99/901, RLA/03/901 and RLA/06/901) have conducted an average of 110 assistance missions per year to member States, and have trained more than 1,000 operational and technical staff per year. Furthermore, multiple virtual assistance activities have been carried out through teleconferencing.

2.3 Within this context and under the principles of transparency and neutrality, and provided the goal is the implementation of regional air navigation priorities and the ATM concept, it is considered advantageous to promote ***Regional horizontal cooperation*** initiatives among member States through the use of “Job Card”. This card would facilitate the description of the requirements and needs of the requesting States, as well as the identification of capabilities in those States interested in cooperating. The Appendix to this paper contains a model of the aforementioned Job Card.

### 3. **Suggested action**

3.1 The Meeting is invited to:

- a) Study the possibilities and benefits of horizontal cooperation within the framework of Technical Cooperation Project RLA/06/901 for purposes of ATM improvement and the implementation of air navigation priorities;
- b) Comment on the capabilities of member States to offer support to others through horizontal cooperation, training, human resource assistance, planning, videoconferencing, etc.; and
- c) Review the format proposed for the horizontal cooperation Job Card, and suggest improvement thereto.

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APPENDIX

HORIZONTAL COOPERATION BETWEEN SAM STATES MEMBERS OF RLA/06/901

<b>JOB CARD</b>					
<b>Titulo/Title</b>	ASSISTANCE FOR TRAINING ON CAPACITY CALCULATION FOR RUNWAY AND ATS SECTOR				
<b>Estado peticionario/ Petitioner state</b>	NEVERLAND / ANSP NENASA				
<b>Ejecutor/Executor</b>	RLA/06/901 Regional technical cooperation project				
<b>Definición del problema/ Problem Statement</b>	<b>Elemento ATM /ATM Element Servicio/Service</b>	<b>ATFM SERVICE</b>	<b>Priority /Prioridad</b>	Alta/High	X
				Media/Medium	
				Baja/Low	
	<ul style="list-style-type: none"> <li>• The ANSP of Neverlandia requires ATFM specialists trained in track and ATS unit capacity calculations.</li> <li>• Imbalances of capacity in some periods and delays in take-offs of the three international airports have been observed.</li> <li>• The availability of capacity calculations is essential to plan the ATFM service and support the development of the ACDM.</li> </ul>				
<b>Detalles Específicos/ Specific Details</b>	<ul style="list-style-type: none"> <li>• Four experts the ANSP of Neverlandia ATFM were trained in the year 2013 through the RLA/06/901 in capacity calculations of track and ATS in the CIAC's Ozlandia sectors.</li> <li>• In 2014, measurements were made in 3 international airports of Neverlandia tracks, however, never completed the calculation of capacity of sector ATS.</li> <li>• The number of take-offs in the State has grown at annual average of 7% since 2014. Fairfield held on average 31 per hour, but in high season operations has been observed average schedule up to 41 operations.</li> <li>• Imbalances of capacity in some periods of the day, and delays in takeoffs from three international airports can be seen. Also, the ACC staff reports that work loads are unacceptable, and is affecting the operational safety.</li> <li>• There is no certainty of the magnitude of the imbalance. ATFM measures, inter alia ground delay initiatives, they are not accepted by the airlines because they considered them inefficient between years 2015 and 2016 withdrew three of the specialists of the ATFM CAA.</li> <li>• To date the ANSP has only a specialist for capacity calculation tasks, but this is retiring in 2020.</li> <li>• It requires training for five new specialists ATFM implementation of these capacity calculations. The course must be taught in Spanish language, and should cover actual practices at an international airport and a reporting to ACC.</li> <li>• Modality training in-house or travel to the site of the training, are options.</li> </ul>				
<b>Vinculación con módulo GANP/ GANP module Link</b>	<ul style="list-style-type: none"> <li>○ ASBU NOPS (Network Operations) B0/1 y B0/5</li> </ul>				

<p><b>Beneficios esperados / Expected Benefits</b></p>	<p>Safety Proper manage of workload in ATC. ATS incidents reduction</p> <p>Accessibility Improved access to the airports, and improved fluency in departures - arrivals.</p> <p>Efficiency Holdings and delays in airports and airspace are reduced.</p> <p>Economics Optimization of the airports operation results in cost savings for airlines. Air transport will find capacity to plan growth, in favor of the air connectivity of the State</p> <p>Environmental Benefits Reduces CO2 emissions, generated by delays in ground taxing and in the air.</p>	
<p><b>Metricas propuestas/ Proposed Metric</b></p>	<ul style="list-style-type: none"> <li>• Percentage of improvement in Fairfield runway capacity</li> <li>• Percentage of improvement in ground taxiway delays.</li> <li>• Percentage of improvement in ground delay times.</li> </ul>	
<p><b>Interdependencias/ Interdependencies</b></p>	<ul style="list-style-type: none"> <li>• To Benefit the ACDM activities at the Fairfield airport.</li> </ul>	
<p><b>Documentos de referencia/ Reference Documents</b></p>	<ul style="list-style-type: none"> <li>○ PANS ATM</li> <li>○ PANS Aerodrome</li> <li>○ Annex 14</li> <li>○ Annex 11</li> <li>○ Doc. 9750</li> <li>○ Doc. 9971 –ATFM MANUAL</li> </ul>	
<p><b>Estimado de impacto inicial/ Nota; Solo Estimado inicial de impactos en recursos (financieros, personal, etc.) Initial Impact Assessment</b></p> <p><i>Note: only an initial impact assessment on resources (financial, personnel, etc).</i></p>	<p><b>Impacto en el Estado peticionario/ Impact on State</b></p>	<ul style="list-style-type: none"> <li>• Need to hire new staff.</li> <li>• Need to perform or share expenses for the development of the requested course.</li> <li>• Need to prepare or revise manuals ATFM, and capacity calculations.</li> <li>• Staff retention policies</li> </ul>
	<p><b>Impacto en la industria/ Impact to Industry</b></p>	<ul style="list-style-type: none"> <li>• Changes in the operational procedures of the ANSP, and associated costs.</li> <li>• Changes in the operational procedures of the operator of Fairfield and associated costs.</li> <li>• Changes in airline procedures to adapt to more efficient ATFM measures and associated costs.</li> <li>• Operational benefits for the ANSP and the operator of the airport Fairfield.</li> </ul>

<b>Equipo de Proyecto/ Project Team</b>	<b>Jefe de Proyecto/ Project Leader</b>	Director Air navigation Neverland
	<b>Contraparte/ Counterpart</b>	TBD
	<b>Miembros de equipo de Proyecto/ Project Team Members</b>	<ul style="list-style-type: none"> <li>• Head of the ACC of Neverland.</li> <li>• Chief supervisor of the ATFM</li> <li>• Operation Chief of Fairfield</li> <li>• Planner ATM/ATFM</li> <li>• Support specialist</li> <li>•</li> </ul>
	<b>Punto Focal/ SAM Regional Office Focal Point</b>	ATM RO SAM

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Preparado por / Prepared by:	Aprobado por / Approved by	Entrega inicial / Initial Issue Date	Date	Notas/Notes

**PLANEAMIENTO / PLANNING**

Objetivo N° 1 / Objective N° 1							
<i>Resultados /Results</i>	<i>Activities /Actividades</i>	<i>Responsables /Accountables</i>	<i>Estado / Status</i>	<i>Fechas Estimadas / Expected dates</i>			
				<i>Delivery</i>	<i>Validation</i>	<i>Application</i>	

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