



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

**IMPROVING CROSS-BORDER ATFM COORDINATION PROCEDURES**

(Presented by Uruguay)

**SUMMARY**

This working paper presents some comments regarding the Guide for ATFM implementation in the SAM Region (2020 - 2025) and the positive effects it can have on the sub-region.

**References:**

- Report of the SAM/IG/23 meeting.
- Letter SA5636 on: RLA/06/901 – Assistance for the implementation of a regional ATM system based on the ATM operational concept and the corresponding technological support for communications, navigation and surveillance (CNS).
- Guide for ATFM implementation in the SAM Region (2020 - 2025).

**1. Background**

1.1 Regarding the 2019 programme of activities of Project RLA/06/901, approved at the Twelfth meeting of the Coordination Committee (RCC/12), in support of SAM airspace optimisation within the context of air traffic flow management (ATFM) implementation, a Guide for ATFM implementation in the SAM Region (2020 - 2025) was produced in a preliminary version in September of this year.

1.2 In response to the request of the Director of the Regional Office for the submission of a working paper at the SAM/IG/24 meeting, we are presenting this paper containing the comments of Uruguay in this regard.

1.3 The SAM/IG/23 meeting noted that, since early 2019, flow control measures were being applied repeatedly in several FIRs of the Region, although incorrect use of “flow control” NOTAMs in the form of pseudo-ATFM measures not related to user impact assessments and not intended for temporary use had dropped in 2017 and 2018.

1.4 This practice was resumed during the first quarter of 2019 in several FIRs of the Region, mostly due to contingencies or CNS system limitations. This significantly limited ATS capacity where these NOTAMs had a domino effect on adjacent States and affected airlines.

1.5 Doc 9971, in item 4.2.1, specifies that, in general, ATFM measures should be applied only

for the period when demand exceeds capacity and not on a routine basis, and that the level of an ATFM service is specified in order to effectively provide the required service, based on existing and foreseen operational requirements.

## 2. Analysis

2.1 After analysing the Guide, we saw the need for cross-border ATFM implementation, especially in our sub-region, where we are trying to reduce existing delays.

2.2 The new Guide for ATFM implementation in the SAM Region, 2020-2025, states that a key factor for successful ATFM implementation is good coordination between aviation stakeholders through collaborative decision-making (CDM) to improve the ATM system.

2.3 The Guide foresees that coordination will involve several flight information regions (FIRs), as in our case, given the global nature of air traffic and the need for effective international management based on collaboration among all stakeholders in order to achieve the best possible results.

2.4 In order to achieve a seamless, harmonised ATM system while ensuring consistency with international developments, as well as a reduction in fuel consumption and greenhouse gas emissions, we considered that one possibility could be the implementation of sub-regional cross-border ATFM/CDM between Argentina, Uruguay, and Brazil in a first instance, as specified in the Guide, analysing variations and adjusting the processes or resources to attain short-term objectives.

2.5 Cross-border ATFM/CDM between the aforementioned States will permit an efficient exchange of operational and strategic information among all stakeholders, ensuring cooperation and traffic flow optimisation in the region, especially considering the size of Uruguay, which often complicates implementation, as in the case of 30/40 NM SVC FLOW CONTROL, given the short overflight time.

2.6 The Guide specifies that, inasmuch as possible, aircraft should not be subject to more than one ATFM measure, and measures should be applied during periods of time in which demand exceeds capacity and not on a routine basis, as is currently the case. It is suggested that a more strategic solution be found, as conveniently specified in the Guide for ATFM implementation in the SAM Region.

2.7 Possible measures to mitigate existing delays, as described in the Guide, include other tactical ATFM measures, such as the ground delay programme (GDP) or the calculated take-off time (CTOT) without affecting transoceanic flights, working towards a regional concept to allow operators to distribute a scheduled delay along different flight stages, such as parking stands, surface (between stand and take-off), and not always en route, providing additional operational flexibility, fuel and CO2 emission savings, in addition to obtaining the best possible spacing.

2.8 Regarding Appendix E to the Guide – ATFM terminology and communications, we understand that this appendix is a core element of the cross-border ATFM guide, and that the corresponding authority should make sure that **one single entity** monitors the dissemination of ATFM information and the corresponding measures, and is responsible for controlling, collecting, and disseminating this information. This monitoring will ensure that all ANSPs and operational stakeholders share relevant information in a timely and efficient manner.

2.9 It should be noted that, in order to facilitate cross-border ATFM implementation, the National Director of DINACIA will meet on 4-5 November with the Brazilian authorities in order to procure the Integrated aircraft movement management system (*Sistema Integrado de Gestão de Movimentos Aéreos* - SIGMA) used in Brazil.

3. **Suggested action**

3.1 The Meeting is invited to take note of this working paper and consider the implementation of ATFM at the sub-regional level, since the action taken by Uruguay at the national level does not address the existing difficulties, and corrective action transcends the area of responsibility of a single ATFM centre.

3.2 It is suggested that the progress made by Uruguay be incorporated in the Guide, below item 7, given the geographical location of Uruguay between two States with significant traffic flows.

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