



Agenda

Item 2:

Report of activities of the GESEA and Subgroups

- a) Review of air navigation priorities in the ATM field
- b) Deliverables and progress of SG1/SG2 working groups

TASKS ON THE OPERATIONAL CONCEPT FOR THE EFFICIENCY AND CAPACITY OF AIRSPACE

(Presented by GESEA)

SUMMARY	
This note aims to inform progress in the development of CONOPS for the efficiency and capacity of SAM Airspace	
References	
<ul style="list-style-type: none">• SAM/IG meetings reports• SG1 GESEA meeting summary• GANP Sixth edition 2019.	
Strategic Objectives of ICAO:	<i>A – Safety</i> <i>B – Capacity and Efficiency of air Navigation</i> <i>E – Environment protection</i>

1. Background

1.1 The meeting of Subgroup 1 /GESEA 'AirSpace Planning' was agreed by SAM/IG/24 (November 2019) to be held in Bogota – Colombia in April 2020. However, the COVID 19 health emergency required that it be rescheduled in virtual mode.

1.2 SG1 /GESEA held its virtual sessions between 26 May and 3 June 2020. The material, list of participants, and recordings of the deliberations are available in the GESEA cloud available at the following link;

<https://onedrive.live.com/?authkey=%21AvxOvPHYpEPdtzU&id=4B2F65A2BBF9F10F%21114693&cid=4B2F65A2BBF9F10F>

1.3 SG1 also held follow-up meetings in August and September 2020 on the progress of task groups (TF or GADHOC).

2. Analysis

2.1 As part of SG1 GESEA's 2020 Work Plan, the update of the operational concept document for SAM airspace (current CONOPS PBN) was addressed. The TF rapporteur discussed with the Meeting a new approach to the operational concept of CONOPS airspace that improves the previous document that is based on the implementation of PBN and navigation specifications.

2.2 The proposal supports the implementation of the three groups of conductive yarns of the new GANP Global Plan (sixth edition) for increasing the efficiency and capacity of the South American space. It was considered essential to deepen the implementation of elements of the APTA and FRTO Modules (DCTs), among others, in such a way as to facilitate the recovery of regional and international aviation.

2.3 GANP/6 also contains references and guidance for indicators management - KPI, which enables consistent development of implementation projects arising from approved CONOPS.

2.4 TF CONOPS held five virtual meetings, between 23 July and 28 October completing approximately 15 hours of session, in addition to the analysis and input made via email. The Group found it difficult to develop its tasks, as it was perceived that several of the members were simultaneously included in the TRs of the two subgroups and the meeting dates were crossed.

2.5 Another important aspect is that since 10 August 2020 the 4 Workshops on VOL III - ANP and GANP/6 (see NE/ 1.2) were initiated, so some delegates were appointed to participate by their States and were able to gain better knowledge of the planning tools.

2.6 Following the workshops mentioned above, TF meetings were held for the application (drills) of AN-SPA and it was noted that it is still necessary to improve the mastery of this tool, for purposes that CONOPS SAM can rely on the Doc 9883 and GANP/6 methodology, and can adequately reflect the ambitions, requirements, performance areas, KPI indicators and definition of ASBU solutions for the Region.

2.7 The CONOPS SAM draft is still in the initial phase and it is appropriate to pause the work of the TF until after the implementation of the Workshop on AN-SPA, which is planned tentatively by the end of November 2020.

2.8 A very important aspect is that in 2021, in parallel with CONOPS tasks, the training of Airspace Planners and Airspace Regulation was developed under programmes being prepared by Brazil.

3. Suggested Actions

3.1 The meeting is invited to:

- a) Take note of the information shown;
- b) Raise again a kind request for the participation of additional experts in the TF;
- c) Analyze other considerations.