



Agenda Item 2: Report of activities of the GESEA and Subgroups

CURRENT SITUATION OF ATFM IN PERU

(Presented by Perú)

SUMMARY

The purpose of this Working Paper is to present to the meeting the current situation and the actions taken by the Peruvian State to optimize the provision of the ATFM service in order to mature the ATFM system, as well as to recommend to the States of the Region to evaluate the importance of updating the national ATFM regulations based on the regional documents, as well as to show the work based on indicators for an orderly and harmonized implementation of the regional ATFM.

References:

- Plan Nacional de Navegación Aérea - Perú, DGAC.
- Manual on Collaborative Air Traffic Flow Management, Doc. 9971, Third edition, ICAO.
- CONOPS ATFM CAR/SAM (2019-2024), ICAO.
- Guía para la implantación del servicio ATFM en la región SAM 2020-2025, OACI.
- Reports of SAM/IG.

1. Background

1.1 On March 17, 2020, the Lima FMU suspended the provision the ATFM service, in compliance with the Supreme Decree, in which the Government of Perú declared a state of health emergency due to the COVID-19 pandemic nationwide, which provided for the temporary closure of borders, suspending the national and international commercial transport of passengers by air. Subsequently, on July 17 of the same year, with another Supreme Decree, the State ordered the lifting of this suspension, and in this scenario, the ATFM service was resumed, but only in the Lima FMP, maintaining the suspension of the Cusco FMP.

1.2 In this scenario, the ANSP-CORPAC S.A, provided the temporary capacity data with which Lima FMP restarts the provision of ATFM service continuously and optimally for the second half of 2020, as shown in the monitoring of the service through the ATFM KPIs.

1.3 Currently, air operations in the Peruvian State have shown sustained growth as a result of the elimination of various restrictions that took place during the health emergency, as well as the implementation of measures to support the reactivation of aviation. This growth has been accompanied by an increase in temporary capacity.

1.4 In order to have accurate and timely information on the provision of the ATFM service and to monitor the development of air operations, the DGAC, as part of its functions, follows up through ATFM KPIs, which are displayed and analyzed in a graphic dashboard-type environment using the Power Bi software tool.

1.5 In relation to the ATFM regulations currently in force, Perú has to date some normative references for the implementation of the ATFM system in RAP 311: Servicios de Tránsito Aéreo; additionally, since 2015, we count with the “*Manual de Gestión de Afluencia del Tránsito Aéreo para la FIR Lima*”, this manual provides assistance to the Peruvian State for the ordering of the activities of the parties involved in the effective provision of the ATFM service.

2 Discussion

2.1 Resumption of ATFM service

2.1.1 Lima FMU resumed ATFM service in July 2020 (W20), with a temporary reduced capacity of 12 combined operations for Jorge Chavez International Airport due to health emergency constraints.

2.1.2 Due to airline requests and health safety conditions, after several meetings among the aviation community, this capacity was increased to 20 operations per hour for the IATA season (W20). Currently, for the IATA season (W21), the capacity was again increased to 30 operations per hour, contributing to the reactivation of national aviation and at the same time contributing to the national economy.

2.1.3 In relation to the Cusco FMP, the suspension took place within the framework of the sanitary emergency, and remains suspended to date, since air operations to the Velasco Astete International Airport still do not have the required demand for the provision of ATFM service.

2.2 ATFM Documentation

2.2.1 Considering the experience of the ATFM service in these years, the DGAC, based on the “Plan Nacional de Navegación Aérea”, Doc. 9971 and the CONOPS ATFM CAR/SAM, considered expanding the specific regulations on aspects of the ATFM service, being in process the elaboration of a Complementary Technical Regulation (NTC) for the ATFM service, as well as the “CONOPS ATFM/CDM PERÚ”.

2.2.2 The DGAC is in the process of preparing the “CONOPS ATFM/CDM PERÚ”, which aims to present the State's vision for the maturation of the ATFM service towards a CDM environment.

2.2.3 This CONOPS involves the aviation community that will participate in the ATFM/CDM process, including, among others, aircraft operators, aerodrome operators, flow management units, flow management positions and ATS units.

2.2.4 Considering the importance of human resources and their competence for the optimal provision of the ATFM service, the NTC proposal includes an Appendix on the ATFM training program in its phases: initial, on-the-job training (OJT), recurrent and specialized.

2.3 ATFM Daily Plan (ADP) Development and Post Operations Daily Report

2.3.1 On April 2, 2020, the first ADP was developed, taking as a reference the template of Appendix D of the “Guía para la implantación del servicio ATFM en la región SAM 2020-2025”, which in

a first phase was prepared by the DGAC Perú, subsequently the necessary coordination was made with the ANSP- CORPAC so that it, in December 2020, assumes the preparation and daily publication of the ADP in its web page, thus achieving a more efficient development of its pre-tactical phase.

2.3.2 In addition, CORPAC has been preparing the Post Operations Daily Report, with the objective of monitoring the development of the ATFM service, which is shared with the different stakeholders, in order to achieve system feedback.

2.4 ATFM Indicators

2.4.1 The DGAC since 2018 to date, has been developing the monitoring of the ATFM service provided by the ANSP, through various ATFM KPIs, which allow measuring the system.

2.4.2 In this line, the DGAC has initiated the development of a dashboard via Power Bi that contains the ATFM KPI data for a better analysis of the results for an adequate decision-making.

2.4.3 The other Working Paper presented by the Peruvian State at this meeting describes in detail the ATFM KPIs used, as well as their results.

2.5 Participation in the implementation of the Regional ATFM

2.5.1 The Peruvian State participated in the GESEA meetings, specifically in the ATFM DOCS and DCB WGs.

2.5.2 In relation to the ATFM DOC WG, we were in charge of the rapporteurship of the *"Guía para la implantación del Servicio ATFM en la region SAM 2020-2025"*, which will be presented by the GESEA in an Information Paper at the present SAM/IG. Within this regulatory framework, the ATFM Perú team participated in the proposal of regulatory revisions to obtain an improved version of this document, which will guide the SAM States in the implementation and maturation of their ATFM system.

2.5.3 In relation to the DCB WG, a single format was developed for the States of the region to register and submit monthly data on scheduled flight operations, in order to implement a regional dashboard to support the ATFM.

3 Suggested action

3.1 Participants are invited to take note of the information provided.

3.2 It is suggested that the States of the South American Region evaluate their national regulations related to the ATFM system, based on the new version of Doc. 9971, CONOPS ATFM CAR/SAM and the GANP, in order to achieve a harmonization of the ATFM service requirements at the regional level with the aim of achieving a regional implementation of ATFM.

3.3 It is also important that all States monitor the ATFM service based on standardized indicators.