



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

**ADVANCES OF GESEA SUBGROUP 3 – ATFM**

(Presented by Secretariat)

**SUMMARY**

This paper presents a summary of the activities carried out by Subgroup 3 (ATFM) of the SAM Airspace Study and Implementation Group (GESEA).

**References:**

- Report of GESEA/SG3/5 Meeting.
- ATFM Operations Plan for SAM Region

**1. Background**

1.1 The fifth meeting of Subgroup 3 (SG3/5) of the SAM Airspace Study and Implementation Group (GESEA) was held on September 13 and 14, 2022 through videoconference, under the coordination of Mr. Ricardo David (Brazil).

1.2 Representatives of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Panama, Paraguay, Peru, Uruguay and Venezuela participated in the meeting.

1.3 The matters developed (and respective conclusions) are detailed below.

**2. Progress made by SG3 Task forces**

2.1 Based on the work presented by the Task Force - SAM ATFM Regional Documentation (GT DOCS ATFM), the Meeting concluded that it should continue with the analysis of the documents "Guide for the implementation of the ATFM service in the SAM Region 2022-2026" and "Capacity Calculation Manual", whose current versions were approved in SAM/IG/26 and SAM/IG/27, respectively, for the purpose of identifying opportunities for improvement of these documents, for presentation at the next SG3 meeting in April 2023 and then submission for approval at SAM/IG/29.

2.2 About the Capacity Workshop, held in Lima from August 22 to 26, 2022, the following conclusions were presented:

- (i) corrections to the contents of the calculation manual, to give more clarity;
- (ii) use of the data obtained from the calculation of runway capacity and ATC sector, for other purposes (e.g. ASM);
- (iii) to study the capacity declaration processes available in the States of the Region, in order to harmonize a process that can be used as a guide for the SAM Region;
- (iv) Importance of carrying out CDM with the participation of all operational entities and user communities (CAA, ANSP, AU, airport operators, auxiliary

services, etc.), in order to obtain the best use of the calculated capacity; and analyze the possibility of developing capacity indicators (Strategic, Pre-Tactical and Tactical) and promoting activities for GANP indicators.

2.3 The GT DOCS ATFM, in order to advance in the tasks entrusted, will hold, through videoconference, monthly meetings on October 10, November 14 and December 12, 2022, March 13 and April 10, 2023.

2.4 The next steps include monitoring the process of measuring and declaring capacities in the countries of the Region, promoting and supporting it when necessary, as well as conducting a second round of the regional ATFM Survey and verifying opportunities to update the Guide and the CAP Manual (including models of Capacity Statement, PDA and Post-Operations Report).

2.5 The DCB Monitoring Plan Task Force for the SAM Region (GT PLAN DCB) presented the results of the work carried out by the group since the last meeting of SG3 in April, as well as the feedback from the Data Workshop held in Lima from July 18 to 22, 2022.

2.6 Two activities were considered completed: the implementation in the OPSAM dashboard of the functionalities related to the runway capacity of the airports, and the effects of allowing the identification of saturation schedules, as well as specific capacity reductions due to works, for example; and the structuring of a single database format to allow the exchange of post-operations data, in order to allow post-operations analysis for BRISA.

2.7 At an advanced stage of development is the inclusion of demand forecasting from other air operators, to improve the demand detection mechanism already established through the exchange of scheduling data for air cargo and passenger flights.

2.8 The objectives of the AD HOC BRISA Group established in SG3/4 were: that the States define which airports should be part of the BRISA, taking into account the main pairs of cities in the Region and seasonal flow, among others; and establish an interrelationship between the BRISA, so that the Pre-Tactical also constitutes an update of the content of the strategic BRISA.

2.9 The GADHOC BRISA proposes the closure of this task by considering it fulfilled, pending to manage, at the level of SG3, the participation of the industry in this way of working. Next, the Meeting considered that the GADHOC could remain on standby until an opportunity for improvement arises in the BRISA, especially in terms of user participation.

2.10 Next, the results of the survey addressed to the States were presented with the aim of obtaining data on the development and implementation of the ATFM service in the SAM Region and identifying which States of the Region have defined runway capacity values for their airports and/or for the ATC sectors within their airspace, in accordance with the Manual. The survey summary is shown in the following two Tables (Spanish only):



**Asunto 3 – Status ATFM SAM. Implantación servicio ATFM**

2.Su Estado ha implantado el Servicio ATFM?	8 - SI, 1 - NO, 2 NO RESPONDIERON,11 ENCUESTADOS	75%	
3.Está utilizando la Guía para Implantación del Servicio ATFM en la Región SAM 2020-2025?	7-SI, 2-NO (1 APLICÓ OTRO PROCESO), 2 NO RESPONDIERON,11 ENCUESTADOS	75%	
4.En qué fase o fases de implantación de la Guía se encuentra?	3 - Fase ATFM I: (capacidad/demanda y línea base) 2 - Fase ATFM II: Fase ATFM II-A (nacional básico) 2 - Fase ATFM II: Fase ATFM II-B (nacional operacional) 2 - NO (1 APLICÓ OTRO PROCESO) 2 NO RESPONDIERON,11 ENCUESTADOS	70%	SE HAN DESARROLLADO TRES FASES EN DISTINTA CONDICIÓN
5.Cuales son los siguientes pasos en su implantación?	6 - INDICAN QUE SEGUIRAN DESARROLLANDO LAS FASES Y ADQUIRIENDO CONOCIMIENTOS 1 - INDICA QUE HA ALCANZADO EL NIVEL REQUERIDO Y NO PREVEE DESARROLLOS 2 - NO (1 AL NO APLICAR ESTE PROCESO ESTABLECE DESARROLLOS PROPIOS) 2 NO RESPONDIERON,11 ENCUESTADOS	55%	
6.Si considera que existen mejoras para la Guía dejar un comentario a continuación.	3 - INDICAN QUE SE PUEDE HACER MEJORAS 6 - NO (1 AL NO APLICAR ESTE PROCESO ESTABLECE DESARROLLOS PROPIOS) 2 NO RESPONDIERON,11 ENCUESTADOS	25%	
7.Indique a continuación la causa por la que no ha podido implantar el Servicio ATFM y/o la Guía?	8 - NO CORRESPONDE DAR RESPUESTA 1 - APLICÓ OTRO PROCESO PORQUE COMENZO ATFM ANTES DE LA GUÍA 2 NO RESPONDIERON,11 ENCUESTADOS		

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**Asunto 3 – Status ATFM SAM. Cálculo de Capacidad de Pista y Sector ATC**

1.Su Estado ha implementado un proceso de cálculo de capacidad de pista y/o sector ATC?	9 - INDICAN HAN REALIZADO EL CÁLCULO 2 NO RESPONDIERON,11 ENCUESTADOS	85%	
2.El proceso de cálculo de capacidad empleado por su Estado, se basa en los lineamientos descritos por la RO OACI SAM en el Manual de Cálculo de Capacidad de Pista y Sector ATC - Draft 1.0?	5 - INDICAN QUE SI 4 - NO (3 HAN APLICADO OTROS DESARROLLOS) 2 NO RESPONDIERON,11 ENCUESTADOS	80%	
3.En caso que la respuesta a la pregunta 2. haya sido NO, ¿Cuáles fueron las razones que motivaron a su Estado a emplear una metodología diferente? ¿Cuáles son las ventajas obtenidas de aplicar esa metodología?	4 - NO (1 NO HA PODIDO IMPLEMENTAR Y 3 HAN APLICADO OTROS DESARROLLOS)	90%	
4. ¿Cuenta el Estado con un Plan de Medición de capacidad Pista? De ser su respuesta SI, señale cuantas y cuales pistas están incluidas en el mismo e indique el porcentaje de cumplimiento de su Plan.	8 - INDICAN QUE SI 1 - NO 2 NO RESPONDIERON,11 ENCUESTADOS	80%	PISTAS
5. ¿Cuenta el Estado con un Plan de Medición de capacidad de Sector ATC? De ser su respuesta SI, señale cuantos y cuales sectores están incluidas en el mismo e indique el porcentaje de cumplimiento de su Plan.	7 - INDICAN QUE SI EN DISTINTOS PORCENTAJES 1 - NO 2 NO RESPONDIERON,11 ENCUESTADOS	70%	SECTOR ATC
6.Su Estado ha publicado la declaración de capacidad (Capacidad Declarada) de pista y sector ATC, para cada aeródromo/Aeropuerto y Sector ATC, en la AIP? ¿Su Estado ha publicado en la AIP la Capacidad Declarada de pista y sector ATC para cada aeródromo/aeropuerto y Sectores ATC?	5 - INDICAN QUE SI 4 - NO (POR DISTINTAS RAZONES Y 1 ESTA EN PROCESO) 2 NO RESPONDIERON,11 ENCUESTADOS	50%	
7.En caso que la respuesta a la pregunta 2. haya sido NO, y no haya desarrollado ninguna metodología de cálculo de capacidad de pista y sector ATC, indique las razones.			

**3. SG3 Working plan for 2023**

3.1 SG3 approved the change in the description of the objectives of the GT DOCS ATFM, according to the following: "Review and Approval of the Regional Guide for the Implementation of ATFM in the SAM Region and of the Capacity Calculation Manual. Harmonize the forms of measurement and declaration of capacity in the Region. Evaluate the need to harmonize ATFM documents with other documents in the Region."

3.2 Under the rapporteurship of Mr. Jorge Cornelio (Argentina), the next deliverables of the GT DOCS ATFM approved by SG3 are the following:

- a) Second round of the ATFM Survey;
- b) Update of the Guide and the CAP Manual, including, for example, models of Declaration of Capacity, PDA and Post-Operations Report;
- c) Monitoring of the processes of measurement and notification of ATC capacity at the level of the States of the Region; and
- d) Development of parameters to estimate capacity values in airports and ATC sectors.

3.3 In addition to the monthly meetings via videoconference, SG3 considered a second workshop on ATC capacity in 2023 necessary to define capacity values for airports and airspace sectors, either through a measurement process or through the development of parameters that define how to estimate these values, as indicated;

- ✓ Second ATC Capacity Workshop: Lima, June 5-9, 2023.

3.4 The SG3 Meeting then approved the change in the rapporteurship of the TF PLAN DCB, moving to Mr. Adriano Duarte (Brazil), replacing Mr. Marcos Peçanha (Brazil). It was commented that the main focus of the GT PLAN DCB becomes the development of ATM performance indicators for the Region, although the maintenance of the OPSAM dashboard remains a recurring task of the group. The next deliverables of the GT PLAN DCB approved by SG3 are as follows:

- a) Maintain the OPSAM dashboard; and
- b) Define the ATM Performance Indicators of the SAM Region.

3.5 The GT PLAN DCB, in order to advance in the tasks that are in charge of the group, will hold monthly meetings in 2022 (the rest of the year) and 2023 (see below Work Plan), through videoconference, considering from 14:00 to 17:30 UTC, with dates proposed below.

- a) 2022: October 17-18 and December 5.
- b) 2023: January 30; 27 February; 10 April; 29 May; 3 July; 2 October; and 27 November.

3.6 In addition to the monthly meetings via videoconference, GS3 considered necessary a second workshop on data and indicators in 2023, to continue the process of training experts from States in performance management, with a view to developing indicators for the Region in order to promote post-operations analysis at the national and regional levels, as well as the progressive optimization of operations, as indicated;

- ✓ Second Data and Indicators Workshop: Lima, August 7-11, 2023.

3.7 SG3 approved the creation of the ATFM Crossborder Task Force (GT XB), also approving the rapporteurship of Mr. Leonardo Costa (Argentina). It was proposed that this GT XB begin studies related to the interrelations already existing between Argentina, Brazil, Chile and Uruguay, as well as between Colombia and its adjacent States, leading to the establishment of crossborder coordination processes of ATFM or ATS interest. The GT XB deliverables approved by SG3 are as follows:

- a) Study a crossborder ATFM process model and cross-border coordination of great ATM impact;
- b) Establish a LOA/CAO/MOU ATS/ATFM model; and
- c) Develop an ATFM crossborder SAM Manual.

3.8 The GT XB plans to meet on the following dates:

- a) 2022: by videoconference from 11 to 12 October and 15 to 16 November; and
- b) 2023:
  - b.1) by **videoconference** from 14 to 15 February, 17 to 18 April, 17 to 18 May, 22 to 23 June, 19 to 20 July and 16 to 17 August; and
  - b.2) a **face-to-face** meeting in Lima, tentatively in October, to conclude the documentation and processes for the implementation of the ATFM crossborder in SAM, as indicated;

- ✓ Meeting for planning the ATFM crossborder: Lima, October 9 to 13, 2023.

3.9 Finally, the tentative agenda of the Sixth Meeting of Subgroup 3 of the GESEA (GESEA SG3/6) was approved, which will be held through video conference, from March 20 to 21, 2023:

- Item 1 - TF DOCS ATFM: proposals to update regional ATFM documentation;
- Item 2 - TF PLAN DCB: OPSAM and other progress on indicators;
- Item 3 - TF XB: first advances in studies and proposals for ATFM processes;
- Item 4 - Follow-up to the 2023 Work Plan; and
- Item 5 - Other business.

#### 4. **Suggested actions**

4.1 The Meeting is invited to:

- a) Take note and analyze the information presented in this working paper; and
- b) approve the working Plan 2023 of the SG3.