

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE**

**PREPARATORY MEETING OF THE GREPECAS ATM/CNS SUBGROUP,
ATM COMMITTEE, ATFM TASK FORCE**

(São José dos Campos, Brazil, 3 to 5 August 2005)

Agenda Item 1: Review the documentation on air traffic flow management and the policies established in the global, regional environment and existing national plans on ATFM.

ATFM CRITERIA IN COLOMBIA

(Presented by Colombia)

Summary

Through this working paper the “*Unidad Administrativa Especial de Aeronáutica Civil de Colombia*” sets out its criteria on AFTM implementation in this State.

1. Introduction

1.1 With regard to the increase and future projections of air operations in the region, it is evident that, in order to face future problems in the normal development of air activities, the organizations involved require the improvement of air traffic.

1.2 The planning and implementation of air operations is exposed to several variables that cause a high degree of uncertainty as regards precision and compliance in schedules and itineraries, the implementation of a management system which keeps in mind these variables, contributes to the best utilization of the controlled airspace, reducing delays, holding patterns alternate circuits and operational costs.

1.2 In view of its geographical location within the Continent and according to the projected demands, (not only domestic, but international as well) for air traffic through the Colombian airspace, the expectations of the Andean integration and a national ATFM implementation have been raised in Bogotá in order to respond to the future operational needs.

2 Analysis

2.1 During the last years, the “*Unidad Administrativa Especial de Aeronáutica Civil de Colombia*” has implemented a modern infrastructure of air navigation, surveillance and communications systems, which has enabled and ensured the development of air operations with high rates of availability and reliability, and so have other States such as Ecuador and Panama, and there are concrete development projects in Venezuela, Peru and Bolivia.

2.2 In order to continue improving the service provided, it is deemed pertinent to establish an ATFM system in the national territory which may anticipate detection of congestion problems in aerodromes and air routes, design possible solutions, coordinate with ATFM and authorities/air traffic services (ATS) providers of neighbour States, as the level of the sub-region is technologically balancing out and a better solution may be adopted systematically analysing all possible variables.

2.3 The region counts with necessary resources to communicate the different ATFM, Control Centres and other organizations involved in the airspace operation of the region, in order to coordinate the best solution to problems that may be detected in air operations.

2.4 In this connection, it is considered very important to establish technical and operational standards that permit the interaction of the co-related ATFM in each State and in the operation of certain air routes or airspaces; in order to maintain standardization for the final user.

3 Considerations

3.1 As mentioned in several ICAO meetings, the AFTM implementation requires several types of technical, human and economical resources. In this connection, Colombia, after several analyses, has the necessary human resources to achieve the objective raised and has also set out budgets to initiate the studies.

3.2 It is important that, in advance to the preparation of the terms of reference, standards be defined, inter-relating AFTM of the States, so as to implement compatible centres in the CAR/SAM Regions. In this manner, a virtual AFTM will be available and distributed in order to have available a virtual ATFM distributed in each node of each State.

4 Suggested action

4.1 The meeting is invited to take note of the information provided in this working paper.