International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Fifth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/5) - ATM Committee
Lima, Peru, 13-17 November 2006

Agenda Item 2: Report of the ATM Task Forces
2.2 Traffic Flow Management (Task ATM-ATFM/400)

TRAFFIC FLOW MANAGEMENT

(Presented by Mexico)

SUMMARY

Mexico proposes to establish a Regional Coordinating Unit for Air Traffic Flow in the CAR - W region, in order to carry out appropriate coordination for the traffic flows between the NAM and SAM regions, operating through the CAR - W region, based on the fact that Mexico has gained the necessary experience out of the amount of operations taking place in the Mexican Airspace, besides already having the required infrastructure, systems, equipment and specialized personnel with the experience to perform such important task.

1. Introduction

1.1 Following ICAO's recommendations for the development and implementation of a regional and a worldwide air traffic flow management system, and in order to satisfy the need to regulate the increasing flow of air traffic for those high density international airports of the region.

1.2. Recognizing both the main air traffic flows within the CAR - W region, as those of the adjacent NAM and SAM regions, it has become necessary to adopt steps and adequate regional procedures to cope with the rising volume of operations to and from the main international airports of the aforementioned regions. (See annexes 1 and 2).

1.3. In Mexico, air traffic flow control has been in service since February 2001, working from a dedicated operational position inside MEX area control center, equipped with the appropriate communications tools, hardware and software, staffed with highly trained, supervisory level personnel, able to take adequate decisions, gathering in this way the essential elements to put through such important effort.

1.4 Currently we face demand exceeding the capacity of some airports, mainly Mexico City, Cancun, San Jose del Cabo, Guadalajara, Monterrey, Toluca and Tijuana, and also other airports which require it from time to time.

1.5 The operational position mentioned above is supported by hardware and software developed in house by SENEAM personnel. This software, called PROSAT (Spanish acronym for Saturation Forecast), gives timely and trustable information about the demand versus capacity status of those airports where saturation is likely to occur.

1.6 The position is served by AFTN, ETMS, FDP and RDP, weather information, NOTAMs, point to point communications among A TS units, and an array of messages like CPL, FPL, EST, ACT.

1.7. Several meetings have taken place, and agreements have been reached with the FAA, so as to count with the necessary technical assistance for the establishment, organization and operation of a facility to handle air flow at the national level, which we want to name *"Centro de Control de Flujo Mexico" (CCFMEX) (Mexico Flow Control Center)*. We are also looking forward to identify the required technical and operational coordination needs.

2. Required Steps

2.1. Presently, PROSAT works out and displays the following information in a *Windows* environment:

- A dialog box to input or modify flight plan data.
- Arrival estimates to the airport.
- Passive flight plans with their expected departure times.
- Active flight plans with their expected arrival times.
- Entry posts to the airport, showing the number of aircraft coming in and their ETO ' s,
- Visual alarms which go off when the expected arrivals number exceeds the airport's capacity.
- A chronological scale which shows the arriving order of flights.

2.2. Even if nowadays the existing position in MEX area control center is enough to attend the airports mentioned above, studies are underway to determine the required number of A TFM positions to cover the needs of the CAR - W region, and also carry out data interchange with the adjacent countries. It is necessary to upgrade both the support and information equipment now in use, so as the graphic display of ETMS too. We have to set up communication lines with the airports in the CAR - W region.

2.3 It is noted that Mexico is actually carrying out a Radar Process and Flight Plan Systems modernization that allow to comply with the modern requirements of Regional Air Traffic Management.

3. Conclusion

3.1 Today Mexico has the technical and operational capacity to establish ATFM service within its national airspace and in the mid-term will be announcing the implementation of a FMU to manage national air traffic flow. It is also in the interest of Mexico to offer the international aeronautical community its technical and operational know-how and acquired expertise to assist in ICAO's effort to manage air traffic flow efficiently in the CAR - W region.

4. Suggested Action.

a) The participants are invited to take into consideration this proposal, and the feasibility of Mexico in delivering A TFM services for the CAR - W region be analyzed.

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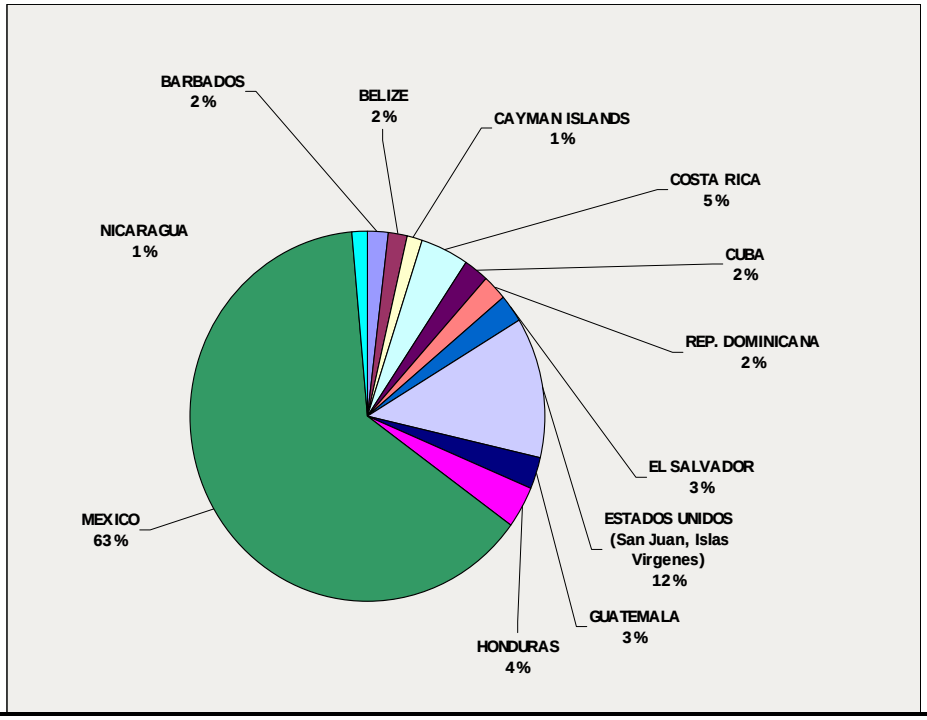
ANNEX 1

AIRCRAFT FLOW FROM AIRPORTS WITHIN CAR REGION, PERIOD 2002 THROUGH 2005



ANNEX 2

SUMMARY

AIRPORTS OF THE CAR REGION	NUMERO DE OPERACIONES 2002	2003	2004	2005	INCREMENT (+/-) OF OPERATIONS (%) Period 02-03	Períod 03-04	Períodо0 4-05	TREND (%) Períod 2002 TO 2005	TOTAL FLIGHTS Period 2002 al 2005
BARBADOS	54.996	52.669	53.255	53.640	-4,23%	1,11%	0,72%	-0,80%	214.560
BELIZE	42.784	47.468	47.579	49.062	10,95%	0,23%	3,12%	4,77%	186.893
CAYMAN ISLANDS	35.700	34.400	37.840	33.500	-3,64%	10,00%	-11,47%	-1,70%	141.440
COSTA RICA	123.511	118.700	125.439	132.318	-3,90%	5,68%	5,48%	2,42%	499.968
CUBA	58.128	60.966	65.606	70.023	4,88%	7,61%	6,73%	6,41%	254.723
REP. DOMINICANA	58.493	64.986	65.453	68.995	11,10%	0,72%	5,41%	5,74%	257.927
EL SALVADOR	68.063	70.009	70.231	74.447	2,86%	0,32%	6,00%	3,06%	282.750
ESTADOS UNIDOS	334.290	334.356	335.516	324.717	0,02%	0,35%	-3,22%	-0,95%	1.328.879
GUATEMALA	73.000	71.540	73.000	78.475	-2,00%	2,04%	7,50%	2,51%	296.015
HONDURAS	98.262	94.608	92.884	86.156	-3,72%	-1,82%	-7,24%	-4,26%	371.910
MEXICO	1.715.642	1.721.368	1.829.733	1.849.576	0,33%	6,30%	1,08%	2,57%	7.116.319
NICARAGUA	39.979	40.456	41.086	39.341	1,19%	1,56%	-4,25%	-0,50%	160.862
TOTAL	2.702.848	2.711.526	2.837.622	2.860.250	0,32%	4,65%	0,80%	1,92%	11.112.246

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