



ATFM/TF/3  
WP/10  
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## International Civil Aviation Organization

### THIRD MEETING OF THE GREPECAS ATM/CNS SUBGROUP ATM COMMITTEE AIR TRAFFIC MANAGEMENT TASK FORCE – (ATFM/TF/3)

(San Andrés, Colombia, 18 to 22 June 2007)

**Agenda Item 3: Model Action Plan to improve Aerodrome Operations (AO) and the corresponding ATFM guidance material for FMU or FMP implementation**

#### **FMP Implementation**

(Presented by Brazil)

#### **SUMMARY**

The objective of this working paper is to present the roles of the Flow Management Cells applied in Brazil, in order to be used as example for the implementation of the FMP and FMU in the CAR/SAM Regions.

#### **1. Introduction**

1.1. In accordance with the CAR/SAM ATFM Concept of Operations, the operational procedures applied to both Centralized ATFM and FMU's/FMP's should be developed in separated documents. The item 10 of the CAR/SAM ATFM Concept of Operations is the following:

##### **“10. Operational procedures**

*10.1 The operational procedures of the Centralized ATFM as well as those for the FMUs and FMPs should be developed in separate documents. These documents should describe the procedures applicable between the ATFM and all the FMUs/FMPs. Changes in these procedures shall be first agreed upon and shall be published as amendments to operational procedures prior to consultation to all parties involved.*

*10.2 The purpose of these documents shall be to assist personnel from the Centralized ATFM and FMUs/FMPs to establish a common understanding of the roles of each party interested in the effective provision of the flow management service and the capacity to air traffic services control and to aircraft operators.”*

1.3 The FMP should have the roles to supply the FMU about the following: information of air traffic demand, sector capacity of the ATS units, technical support, infra-structure associated and meteorological phenomena which affect the air navigation, as well to attend the application of the ATFM measures established by the FMU. The flow manager should perform a straight coordination with the FMU.

## **2. Attributions:**

- Identify the situations of congestions and saturations of regulated elements localized in its jurisdiction area;
- To coordinate applicable ATFM measures with the ATC Units, users and responsible for the airport infrastructure ;
- To know the unavailabilities of the infrastructure installed and the meteorological phenomena that cause impact in the air traffic flow;
- To inquire ATFM measures to balance the demand with the capacity, assuring the maximum efficiency of the air traffic flow;
- To accomplish the coordination among the FMU and the ATC Units;
- To assist the ATC supervisor, including his “briefing” participation of each operational team, informing the projections of the air traffic flow;
- To operate as link with the Aerodrome Administration for subjects that involves the ATFM;
- To communicate to the FMU any demand change caused by non regular sazonal events;
- To notice and register the procedures adoted by the ATC, for adjustment of the air traffic flow;
- To take part in the teleconferences, as responsible for the operation of the FMU;
- To identify, the special use airspaces and the respective impact in the air traffic flow;
- To assume the function of “interface” among the meteorological Units and the FMU;
- To identify and send to the FMU: names, telephones and other contacts for the population of the data base; and
- To Maintain the FMU permanently informed on the effects of the measures applied to the traffic flow.
- To elaborate statistics reports, pointing out the schedule divergencies ocurred in the AD in its area of jurisdiction, using the available means and send them to FMU aiming an attendance of the situation installed in the AD.

## **3. Needs:**

- It should be implemented in the own installations of the ATC units, preferably, next to the Supervisor position, and make use of the infrastructures existent of electric power stabilized, climatization, maintenance for the equipments and consumption material;
- It sould have branch lines of telephony, Intraer and Internet acess dedicated and enlacement of data with the FMU; and
- It should have monitors in wide screen to visualize the local radar presentation.

- It should possess the softwares of Air Traffic Management needed.

**4. Recommendation:**

**4.1** The meeting is invited to:

- a) To take note of the information provided in this Working Paper.
- b) Consider the information provided in this Working Paper to elaborate the guidance material for the implementation of the FMP or FMU in the CAR/SAMRegions.