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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 1: ATFM existent national Plans in the CAR/SAM Regions

CGNA Implementation – Phase 2 and 3

(Presented by Brazil)

SUMMARY

This Working paper presents the phase 2 and 3 of the implementation of the Air Navigation Management Center (CGNA)

1. Introduction

1.1. The proposal of the CGNA is to centralize the national information and diffuse the directions to the ATC units aiming to establish ATFM measures in advance, to deal with situations of air traffic desbalance. So, it is necessary that the attainment processes of the information applicable, are defined and that the systems that dispose the data are integrated, so that the information are available in real time and that the decisions are taken on time, in a planned way, in accordance with the users of the airspace.

2. CGNA Implementation – Phase 2

2.1. The following new functionalities, foreseen for Phase 2, which incorporate functions that allow the fast analysis of the situation and the support to the decision for the generation of strategic and tactic measures, in collaborative decision with all parties involved, will be implemented:

a) The Initial and Centralized Flight Data Processing System;
b) Automation and integration of the FMC to the CGNA,
c) Implantation of the cell of military operations;
d) Automation of the processes regarding with meteorology;
e) Means of safety monitoring of the air navigation;
f) Support to the decision;

g) Monitoring of the capacity of operation;
h) Integration of the ASD (Air Situation Display).

3. CGNA Implementation – Phase 3

3.1 For the Phase 3, the following functionalities will be considered:

a) Data Interchange Procedure with other management centers, mainly with ATFM Regional, the CFMU and ATCSCC.
b) Simulation and modeling systems bounded for ASM unit to support the analysis activities of the air navigation procedures for en route aircraft operation and in TMA, with purpose to identify its impact in the air traffic flow.
c) The meteorological information received in graphic form and sent by the satelites and meteorological radars shall be presented in composition with graphic images and visualized by the ATFM unit in the ASD subsystem.
d) Militar Cell;
e) Ground Delay Programme (GDP).

Note: 1 – The Ground Delay Programm (GDP) is a tactic ATFM measure which consists in the attribuition of "ATFM slots of departure" to manage the balance of the demand and capacity in specific regulated elements, when the information of impacts in the air traffic flow result in significative delays.

Note: 2 – The aircraft which receive the SLOT, coming from a GDP, must not be subjected to the other delays, except the measures of sequence (miles on trail) approved by the CGNA. The departure time is calculated with base in the flight route time and the possible delays equitable to the several users of the system.

4. Suggested Actions:

4.1 The meeting is invited to:

a) 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 Centralized ATMFM in the CAR/SAM Regions.