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CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

Montréal, 15 to 20 September 2008

Agenda Item 3: Specific issues related to air navigation services economics and management
Agenda Item 3.4: Economic and organizational aspects related to implementation of the global air traffic management (ATM) concept

ATM GLOBALIZATION AND ITS ECONOMICAL IMPACT ON THE WORLD SYSTEM

(Presented by Panama)

SUMMARY

The recommended measures for the Conference appear in paragraph 3 – Conclusions.

Action by the Conference is in paragraph 4.

1. INTRODUCTION

1.1 The industry of the air transportation performs an important function in the economical activities of the world and continues being one of the sectors of faster growing in the world economy. In each region of the world, the States depend on the aeronautical industry to keep or stimulate the economical growth and to give assistance in giving essential services to the local communities. Having these matters in consideration, we can consider that the civil aviation is an important contributor to the general welfare and the economical vitality of each one of the nations as well as the world in general.

1.2 In the middle of the ninety years, the Panamanian aviation passed by a period of transformation toward a sustained growth of air operations, within the countries of Central America and was prepared as a strategically center of transfer of passengers of the Caribbean region and South America. These policies of marketing and commercial development, permitted the unification of ideas toward a common objective as it is the development of an operation center of low intensity.

¹ Spanish version provided by Panama.

1.3 In this sense, the civil aeronautical authority, makes strategic alliances to achieve access to the diverse destinies of the region, using the geographical position of Panama, as a point of development to respond to the needs of the customers.

1.4 In 1996, a policy of open skies was opened which pretends to transport the highest amount of passengers in Central America, despite the competition that other more attractive destinies of the area represented. Here we realized that it was important to make coordinated actions between the transport operators and the regulator authority of the service, to achieve the total improvement of the commercial transport as a means of development for the country.

1.5 In the year 2003, the privatization of Tocumen airport was started, requesting a considerable investment although not enough to respond to the increasing demand of passengers; however, the plans of continuous improvement and the indicators of marketing requested more aggressive policies on the duties of the authorities. The economical and organizational aspects of the application of the concept of management of the world air transit (ATM) are based on the globalization, extended as the process developed as a consequence of the interaction between the States, sub-regions, regions and produced by the expansion of the capital markets, the commerce and the direct external investment.

1.6 Since the year 2005, it was registered fifty eight thousand, two hundred sixteen air operations, permitting the transport of one million, seven hundred and sixty-eight thousand, one hundred and six passengers which meant an increase of 9.7 per cent with respect to the year 2004.

1.7 Concerning the domestic activity, it was registered one hundred and ten thousand, eight hundred sixty-three operations and two hundred eighty-two thousand, five hundred eighteen passengers were transported, representing an increase of 14.3 %.

1.8 This marked growth requested a Management of the Air Transit, to respond to the demand and, at the same time, to guarantee the safe participation of the diverse actors of the aviation.

2. ANALYSIS

2.1 It was developed an analysis of the characteristics of the transport, the fleet diversity, the designs of air spaces, training of the human resource, routes and procedures that will be adjusted to the needs of the changing aeronautical environment.

2.2 In March 2007, it was implemented in an official manner, the procedures of satellite arrivals and departures RNVA, THAT PRETEND to respond, in an effective manner, to the possible saturation of the Terminal air space of Panama, given the conjugation of operations arriving from diverse points of the region and departing simultaneously to the most flown destinations in Latin America.

2.3 The conventional, operational and normative concepts learned until here, should be re-evaluated and modified, and it would represent a new challenge to the operational and air navigator personnel by the characteristics that the new navigation was imposing. Many designs of sceneries were made, pretending to determine the weaknesses of a system that hadn't been proved previously with the characteristics that Panama had.

2.4 The main objective of the Project was to respond to the traffic arriving and departing through the new available technology RNAV and simultaneously to respond to the conventional airplanes and the local operations with the least of delays reducing the most time of work. It was achieved to

respond totally to the operations arriving and departing in half of the regular time, that is, the normal values had changed. The satellite procedures had reduced 50% of the time of flight in the time of heavy traffic, the crews flew up to 100% the new procedures, taking in these cases less hours of flight, higher efficiency and precision in the times of arrivals and departures.

2.5 The Project of improvement of the efficiency of the Management of Air Transit requested the compromise of the evolved Parties, since the higher managers, the crews, the air controllers, through the coordination in tables of work among others, and overall the policy that all the ideas are welcome and valid to be analyzed, no matter, who is the proposed.

3. CONCLUSIONS

3.1 Before the exposed considerations and the importance of this matter, it is requested that:

- a) With the implementation of the RNAV, the distance of flight is reduced of approximately 173 RM, each time that is applied the hub of arrivals. At present, the airplanes are not flying ATS routes, a considerable part of the flights departing and arriving to the FIR-PANAMA, use direct points of arrival and departure, considerably saving fuel and reducing in a dramatic way the time of flight. This constitutes a lower emission of gases to the atmosphere and promotes the implementation of more satellite approximations toward other local airports within our country.
- b) The benefits are known now by everybody, the enterprises achieve punctuality in the proposal of arrivals and departures, considerable saving of fuel, efficient itineraries, less load of work for the controllers and an effective care to the increased demand, the authority keeps the levels of operational security which are invariable despite the increasing of the air operations and the aeronautical industry standardizes the regional procedures through a rule of the air of service.
- c) Panama is being prepared now to improve the times of arrivals and departures, improve the precision of navigation to respond to more airplanes in the same air space through the study of the procedures RNP and RNP-AR, in the year 2008.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) take knowledge of this note of study;
- b) make plans of work including the aeronautical community of the status and the interested. In the same way to integrate the neighboring countries to share experiences and common goals in air transportation matters;

- c) based on the needs, develop projects of investment in equipment, technology and procedures toward a clear management of air transportation, viable economically and according with the regional air navigation in a new scenery of the world ATM; and
- d) make that all States be able to adopt measures for the utilization of the satellite systems of navigation , in a world where the environment has to turn green because of the ecological matters and with the problem that is facing the industry in relation to the fuel of aviation, is a tool that if it is used in the best way serves to combat directly both important aspects of the air transportation.

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