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North American, Central American and Caribbean Office

WORKING PAPER

AO/TF/4/ATFM/TF/6/CIIFRA/8 — WP/05
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Fourth Meeting of the North American, Central American and Caribbean Working Group (NACC/WG) Airspace Optimization Task Force (AO/TF/4), Sixth Meeting of the NACC/WG Air Traffic Flow Management Implementation Task Force (ATFM/TF/6) and Eight Meeting of the CANSO IATA ICAO Free Route Airspace (CIIFRA/8) Team (AO/TF/4/ATFM/TF/6/CIIFRA/8)

Havana, Cuba, 23 to 27 September 2024

Agenda Item 3: ICAO North American, Central American and Caribbean Working Group (NACC/WG) Air Traffic Flow Management Implementation Task Force (ATFM/TF)

ASSESSING THE POTENTIAL BENEFITS OF DEPLOYING AN ATFM STATISTICS MANAGEMENT SYSTEM IN THE CAR REGION, BASED ON THE EXPERIENCE GAINED BY SAM

(Presented by Cuba)

EXECUTIVE SUMMARY	
This working paper provides an opportunity to assess the potential benefits of the different scenarios for deploying the ATFM statistics management system in the CAR region based on the experiences gained by SAM.	
Action:	Study of the feasibility of establishing an ATFM statistics management program that promotes the measurement of the effectiveness, effectiveness and efficiency of the activities to be carried out by the states and ANSP in the management of influx in the airspaces of their FIRs.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Annex 11 — Air Traffic Services.• Doc. 9750, Global Air Navigation Plan.• Doc. 9854, Operational Concept of Global Air Traffic Management. Doc. 9882, Manual on Air Traffic Management System Requirements.• Doc. 9883, Handbook on the Global Performance of the Air Navigation System.• Doc. 9971 Manual on Flow Management and Collaborative Decision-Making.

1. Introduction

1.1 This working paper refers to assessing the potential benefits of deploying an ATFM statistics management system in the CAR region, based on the experience gained by SAM both in the flow management activity and in those elements that facilitate its development, as foreseen in the NOPS module of the ASBU of the GANP.

1.2 For several years, work has been underway to implement a programme aimed at extracting data and converting it into valuable information for decision-making in the management of influx, which has not yet been possible to materialise while waiting for a system that will promote the fulfilment of the desired purpose.

1.3 Matters relating to:

- Effective interface between ATC and ATFM with respect to deviations from the current flight plan;
- Enhanced tactical flow management service based on real-time aircraft position data and flight activation information;
- Network operation planning is based on a dynamically updated collaborative planning process;
- A-CDM (Airport Collaborative Decision Making) integration with ATFM;
- The exchange of slot information; among others

It can be implemented or effectively managed, through data and information from a tool that makes it possible to manage it

1.4 States are experiencing difficulties in fulfilling the intent of the Thirteenth World Conference recommendations specifically related to flow management, which contributes to improved performance of air navigation systems, as well as national and regional collaboration and implementation.

2. Analysis

2.1 The RLA/06/901 project and its Third Workshop/Meeting on ATFM regional data management and indicators (Virtual, July 8 to 11, 2024) promoted the participation of ATFM specialists and/or statisticians from Civil Aviation Administrations and/or ATS service providers and/or airports, who are responsible for providing, collecting, analysing and managing ATFM demand data, as well as from professionals involved in the development of KPIs for the National Plans and the Regional Air Navigation Plan

2.2 Within Project RLA09801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP), in its Workshop for the development/updating of National Air Navigation Plans, it is stated that States ensure the integration of global harmonization through the GANP and the provision of minimum services for international civil aviation and agreed levels of performance and global interoperability.

2.3 It is recommended that CAR States join the MAR initiative managed by Brazil, which could eventually lead to the site becoming CAR/SAM.

2.4 Take advantage of the opportunity that the SAM Office transfers the tool to the NACC Office and the ATFM/TF appoints a tool manager for the CAR Region, giving access to the SAM Region.

2.5 That the CAR States independently request the SAM Office through the NACC Office, the transfer of the tool for their use, without sharing data with a regional manager or sharing them.

2.6 That the NACC Office develop its own tool and share the information with the SAM Region.

3. Conclusion

3.1 In the light of the above, the meeting is invited to adopt the following recommendation:

- a) To evaluate the feasibility of deploying the ATFM statistics management system in the CAR region on the basis of the experiences acquired by SAM.