CANSO LATIN AMERICA AND CARIBBEAN CONFERENCE 2017
SALVADOR | BRAZIL | 4-6 DECEMBER
Data Sharing and ATFM

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ATFM – Data sharing
Data sharing in the region
ATFM – Implementation in the region
Regional traffic flows
ATFM procedures
Study case
Uncoordinated Implementation
ATFM data sharing provides important information to stakeholders; nevertheless:

- Information sharing is only one of the first steps.
- Information is useful as long as we know what to do with it.

We are experiencing cases of “static” ATFM measures:

- Ex. 80NM regardless of the FL...

(appplied to a given airspace with 2 flights per hour or with 40 flights per hour)
Data sharing in the region

- CADENA enables the common situational awareness:
  - Communication
  - Exchange of operational information

- Stakeholders:
  - Airspace user
  - ANSP
  - Airport

ATFM Flow:
- Specify capacity
- Monitor demand and capacity
- Predict demand
- Perform CDM
- Evaluate alternative ATFM solutions
- Initiate or modify ATFM solutions
- Report metrics and analyze performance (real time and post-event)
Data sharing in the region

There are some ATFM processes applied in the region that are “blurry” and stills need to be:

- **Implemented** and
- **harmonized**
Data sharing in the region

Partial execution of ATFM processes might create problems to the aeronautical system.
Data Sharing Process……

Next step?...........................

What ANSPs do with it.

How it should be processed.

When (timely).

ATFM – Implementation in the region

Excessive information  =  Non/lack of information
Regional traffic flows

- Isolated or non standard ATFM measures affects other FIRs/airspaces with **unexpected traffic behavior**

- ATFM procedures requires training + regulation + SOPs.

- Some ATCs in LATAM/CAR are providing ATFM measures **without training or qualification**
Uncoordinated actions and/or execution of non standard procedures have a direct impact in safety and the efficiency of flights.

Regional Challenge: to implement “harmonized and compatible ATFM procedures”
Real case Sept 2017
analyzing the impact to only 1 flight – B763
Results of uncoordinated + non standard ATFM procedures inter-FIRs caused:

- 126 min delay, and
- 31,000lbs of payload loss, and
- The next flight cancellation after the crew timed out, and
- Additional 4,638kg Co₂
  - (136NM more)
Uncoordinated Implementation

Example of “black hole effect” = the implementation have to be regional to have the expected results

HARMONIZED and IMPLEMENTED ATFM (ANSPs investment in SMEs, SOPs, training, automation, etc.)

ANSP applying its own ATFM procedures
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