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WORKING PAPER

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**Eleventh North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/11)**

Varadero, Cuba, 28-30 June 2023

**Agenda Item 4: NAM/CAR Regional Safety/Air Navigation Implementation
4.2 Air Navigation Implementation Matters**

COLLABORATIVE DECISION MAKING (CDM) FOR AIR TRAFFIC FLOW IN CENTRAL AMERICA

(Presented by Belize, Costa Rica, the Salvador, Guatemala, Honduras and Nicaragua)

EXECUTIVE SUMMARY	
This working paper presents the need of the Central American States and the Central American Corporation for Air Navigation Services (COCESNA) for implementing CDM in Central America in order to keep safety and efficiency in the provision of air traffic services in the subregion.	
Action:	Support the implementation of a CDM process in Central America in order to keep safety and efficiency in the provision of air traffic services in the subregion
Strategic Objectives:	<ul style="list-style-type: none">• Strategic Objective 1 – Safety• Strategic Objective 2 – Air Navigation Capacity and Efficiency
References:	<ul style="list-style-type: none">• Doc 4444 PANS/ATM• Doc 9971• Anexo 11

1. Introduction

- 1.1 The recovery of the pre-pandemic figures of air traffic operations in the region is finalized. In March 2023, the upper airspace of Central America reached 101% of the number of flights recorded for the same period in 2019, which is accompanied by new challenges.
- 1.2 In order to keep safety and efficiency in the provision of air traffic services in Central America, COCESNA has initiated coordination with its member States to implement a CDM process.

2. CDM

- 2.1 CDM is an element of Air Traffic Flow Management (ATFM) established to improve operational efficiency of air transport through data exchange. Air Navigation Service Providers (ANSPs), aircraft operators and/or airport operators work jointly to identify solutions to problems affecting air traffic flow.
- 2.2 CDM is a harmonised approach allowing that ANSPs and stakeholders meet periodically and virtually, learn from each other, share information and operational preferences, develop a common understanding, establish procedures, develop tools and, therefore, attain greater efficiency of the aviation system.

3. Advantages of CDM

- 3.1 Through information exchange and different web conferences, stakeholders may benefit from tangible and measurable operational cost savings such as:
- Reduction of airborne holding at the border points due to availability of data of the flight plan, better planning and greater situational awareness.
 - More precise Traffic Management Measures (TMMs) due to a better overview of demand/capacity predictions.
 - Reduction of departure delays during a prolonged interruption in an important aerodrome in the region due to options developed during CDM conferences.
 - Fuel savings due to communication of new shorter routes in the region between key city-pairs.
 - Fast communication of the impact of volcanic ash events.
 - Handling of the impact of big hurricanes, etc.

4. Implementation of CDM

- 4.1 For the implementation of CDM in Central America, the following activities are being performed:
- Identification of information resources and exchange of available data.
 - Development and documentation of regional procedures including the definition of roles and responsible persons.
 - Designation of representatives of the member States to participate in the CDM.
 - Planning of representatives training.
- 4.2 The kick-off of CDM in Central America is planned for the last quarter of 2023, considered as high season and it is expected that gathered information will also serve for information exchange with other regional initiatives such as CADENA (CANSO ATFM Data Exchange network for the Americas).

5. Conclusions

- 5.1 The behaviour of air traffic Flow experienced in Central America is similar to the one experienced back in 2019.
- 5.2 In order to keep safety and efficiency in the provision of air traffic services in Central America, COCESNA has initiated coordination with its member States to implement a CDM process.

6. Suggested Actions

- 6.1 The meeting is invited to:
- a) Note the presented information; and
 - b) support the implementation of a CDM in Central America in order to keep safety and efficiency in the provision of air traffic services in the subregion.