

FOURTH MEETING OF THE ALLPIRG/ADVISORY GROUP**(Montreal, 6 – 8 February 2001)****Agenda item 2.1: Interregional coordination and harmonization mechanism – Harmonization of air navigation systems****IATA PROPOSAL ON THE RE-ORDERING OF THE TERM “CNS/ATM SYSTEM”****(Presented by the International Air Transport Association)****SUMMARY**

This paper proposed a re-examination of the term “CNS/ATM system” in light of developments, which have occurred from 1991 to the present day. It suggests that ATM has now assumed a predominant position in the equation and is indeed the determinant factor in the development and application of the communications, navigation and surveillance elements in ATM processes. It suggests a change to the term to reflect this trend.

1. DISCUSSION

1.1 In 1991, the 10th Air Navigation Conference and Contracting States endorsed the concept of a global CNS/ATM system.

1.2 Since that time, it has become increasingly evident that with the shift from State-supported ATM systems to that of either privatised or commercialised models, ATM Providers are not initiating any move into towards the implementation of CNS/ATM systems until their primary customers indicate their willingness to do so.

1.3 The principal reason is that most, if not all, States or Provider organisations now collect enroute and terminal fees for the ATM handling of aircraft. In order to maintain the fees at an acceptable level, major expenditures for new programs are subjected to detailed cost/benefit analyses and are not usually undertaken unless agreement between all stakeholders is reached.

1.4 Consultation usually will take place with the airlines or their representatives on programmes to maintain or improve ATM services prior to raising enroute/terminal charges. These will occur when the airlines, who usually incur the major portion of these increases, agree on the proposed changes.

1.5 It is becoming evident that ATM requirements will now dictate the extent to which the CNS technologies will be developed and deployed. It would thus be more appropriate to effect a change from the accepted terminology of CNS/ATM and put the emphasis where it truly belongs, that is, by referring to the new era as the ATM_cns[®] environment.

1.6 Thus, the reason for adopting ATM_cns is to emphasise the ATM priority and the need to look first at the air traffic flow issues, including direct routing (now and in the future), determine ATM solutions and consequently specify what c, n and s technologies are needed to assist the ATM solutions.

1.7 The recently approved IATA ATM_cns[®] Strategy will identify the key global and regional ATM issues and use all mechanisms at IATA's disposal to implement cost efficient, ATM and CNS solutions, compliant with the ICAO Global Air Navigation Plan for CNS/ATM Systems.

1.8 The Strategy includes;

- working with States ATS Providers through Regional O&I offices
- working closely with ICAO, FAA, Eurocontrol, CANSO, Industry Partners and others to avoid duplication and conflict
- taking a leading role in ICAO Panels, Working Groups & Associations
- development of a suite of IATA ATM_cns[®] Policies and Guidelines to facilitate effective and accurate communication.
- being seen as a leader by strongly & publicly promoting IATA Policies''

2. **PROPOSAL**

2.1 That the fourth meeting of the ALLPIRG/Advisory Group take note of the IATA suggestion for change from the current CNS/ATM system terminology to that which is recommended in this paper.