International Civil Aviation Organization



Fourteenth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/14)

Bangkok, Thailand, 4-8 August 2003

Agenda Item 2: ASIA/PAC Air Navigation System and Related Activities

2.4 Other Air Navigation Matters

IATA POSITIONS FOR THE ICAO 11th AIR NAVIGATION CONFERENCE

(Presented by IATA)

SUMMARY

This paper presents a brief synopsis of IATA's positions and working papers to the ICAO 11th Air Navigation Conference.

1. Introduction

1.1 The upcoming 11th Air Navigation Conference (ANC/11) is of major importance to the airspace user as it defines the strategic direction of airspace planning for the next 10 years. Consequently, IATA has spent considerable effort communicating and discussing the agenda with its member airlines. This lead to the development of working papers that was coordinated among all the IATA regional offices and various airline coordination groups. That then was followed by a week long a special task force that gave intensive review, discussion and editing to the working papers. Therefore, States should consider the IATA working papers as a consolidated view of the airline industry to the future direction for civil aviation.

2.0 Discussion

2.1 Most of the IATA working or action papers are available at the ICAO ANC/11 web page, found at <u>www.icao.org/icao/en/anb/meetings/anconf11/index.html</u>. However, IATA is also prepared to present these papers to APANPIRG as well. A brief synopsis of IATA's positions along with their corresponding working papers are as follows:

2.1.1. The ICAO Air Traffic Management (ATM) Operational Concept (ATMOC) should be established as the top-level guidance document for the future global ATM system. *Ref WP/49*.

2.1.2. A Global ATM Implementation Roadmap consistent with the ATMOC should be incorporated into the global air navigation planning process. *Ref WP/49*

2.1.3. Air Navigation Service Providers should adopt a performance driven planning approach for capacity enhancement rather than demand/capacity balancing. *Ref WP/51*

2.1.4. Air Navigation Service Providers worldwide should implement ATM capacity enhancement methods that are currently available in specific regions. *Ref WP/51*

2.1.5. ATM performance should be measured through observation, benchmarking and comparison with best practices. The cost of services and benefits to end users must also be driving factors. Ref WP/50

2.1.6. The ICAO policies on consultation with users, cost-relationship, transparency and nondiscrimination should be observed by Air Navigation Service Providers in setting charges for their services.

2.1.7. IATA urges ICAO to adopt, and States to rapidly implement, a common digital data information exchange model for aeronautical information and meteorological services to facilitate efficient and seamless information flow. *WP pending*

2.1.8. To ensure efficient use of the VHF radio spectrum, the aviation community should develop a single scenario for the future aeronautical communication infrastructure. *Ref WP/54*

2.1.9. VHF Digital Link (VDL) Mode 2 should constitute the initial step for implementation of air traffic data link services. *Ref WP/54*

2.1.10. 8.33 kHz channel spacing should be implemented where there is a shortage of voice channels. *Ref WP/54*

2.1.11. States anticipating VHF voice channel congestion are requested to provide the expected timeframe of band congestion. *Ref WP/54*

2.1.12. Adequate radio frequency spectrum must be made available in order to ensure safe and efficient operations for the future. *WP pending*

2.1.13. Required Navigation Performance (RNP) should be globally implemented. *Ref WP/52*

2.1.14. Global Navigation Satellite Systems (GNSS) should be the primary radio navigation system for positioning and timing in the near future, for all phases of flight. *Ref WP/52*

2.1.15. GNSS based Category II/III Approach solutions should be justified by demonstrated efficiency and cost effectiveness. *Ref WP/53*

2.1.16. Instrument Landing Systems (ILS) services should remain and should be protected, until they can be efficiently replaced. *Ref WP/53*

2.1.17. Mode S Extended Squitter should be implemented as a global platform to accrue early benefits from Automatic Dependent Surveillance - Broadcast (ADS-B). *WP pending*

2.1.18. Collaborative Decision Making practices should be harmonised worldwide to make best use of available capacity. *Ref WP/51*

3.0 Action by the Meeting

3.1 APANPIRG should consider the IATA working papers as a consolidated view of the airline industry to the future direction for civil aviation.