



International Civil Aviation Organization

ASBU/SIP/Lima/2012-WP/4

# Global ATM Operational Concept

## Saulo Da Silva

Workshop on preparations for ANConf/12 – ASBU methodology  
(Lima, 16-20 April 2012)

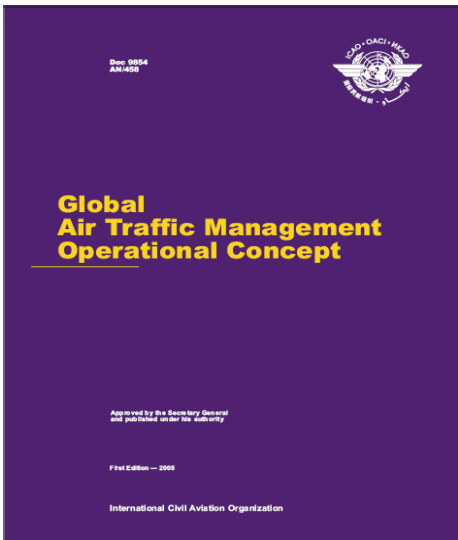

# *“Do we know where to go?”*





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**YES.**



Doc 9854  
AN/458


**Global  
Air Traffic Management  
Operational Concept**

Approved by the Secretary General  
and published under his authority

First Edition — 2009

International Civil Aviation Organization

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***“Vision without Action is a day-  
dream,  
Action without Vision is a  
nightmare.”***

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## The Gap



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## Objective



**To present the ICAO vision and the steps/actions towards the implementation of the “future” Air Navigation System focusing on the global drivers expressed in the GANP.**

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## Presentation Outline

- **History and Background**
- **Vision**
- **Expectations**
- **How to get there**

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## History and Background

- **FANS**
- **Tenth Air Navigation Conference**
- **Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)**
- **Planning and Implementation Regional Groups embarked on an extensive effort**
- **SARPs, PANS, Guidance material**
- **Eleventh Air Navigation Conference.**

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## Vision statement

**To achieve an interoperable global air traffic management system for all users during all phases of flight, that**

- **meets agreed levels of safety;**
- **provides for optimum economic operations;**
- **is environmentally sustainable; and**
- **meets national security requirements.**

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## Guiding principles

- **Safety**
- **Humans**
- **Technology**
- **Information**
- **Collaboration**
- **Continuity**

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## Concept components

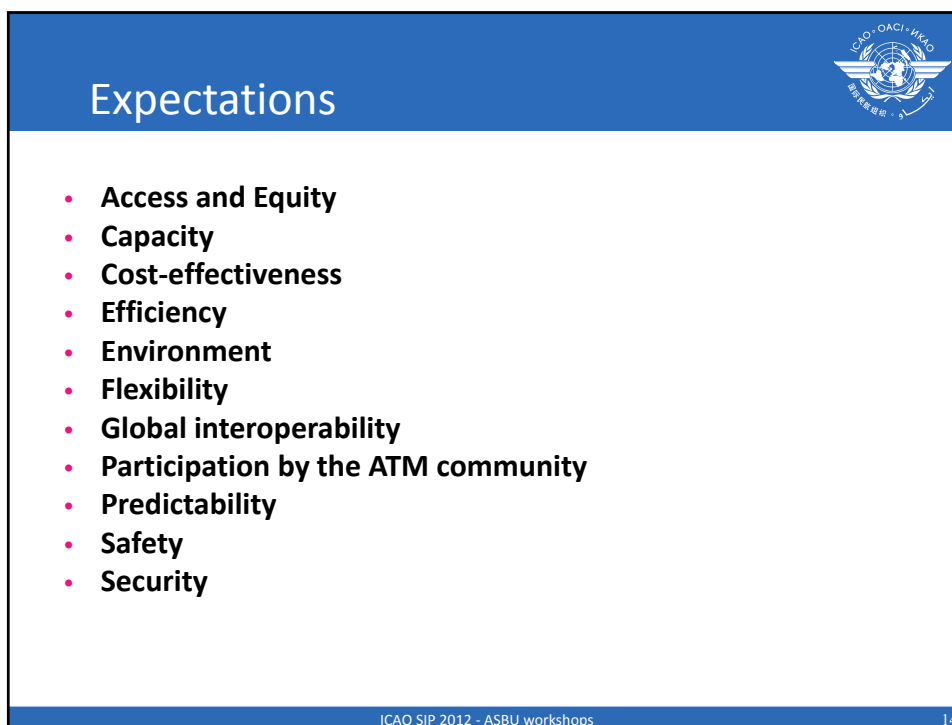
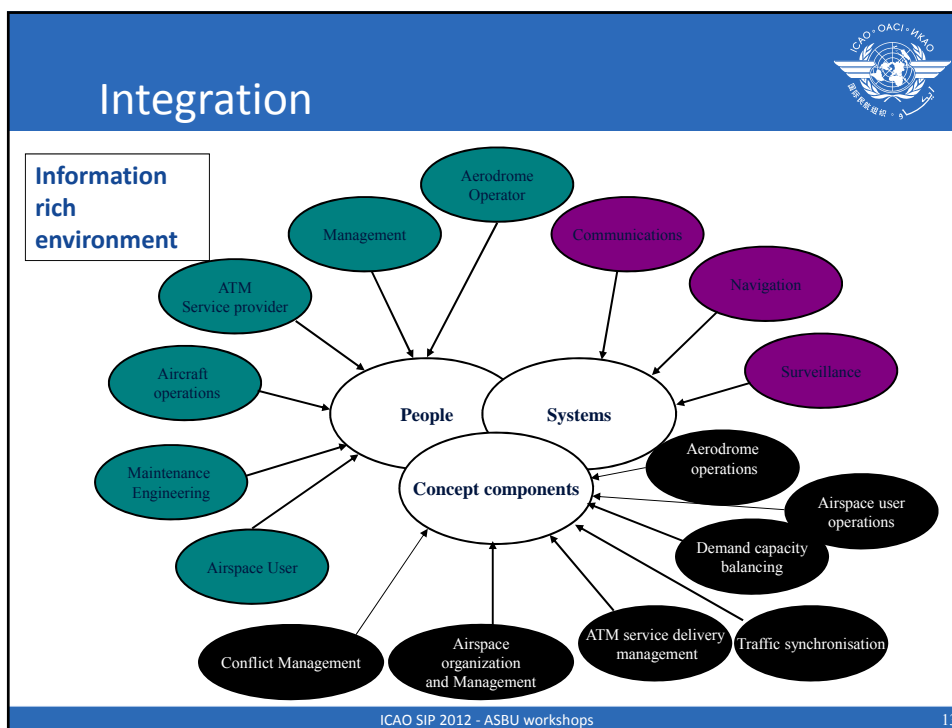


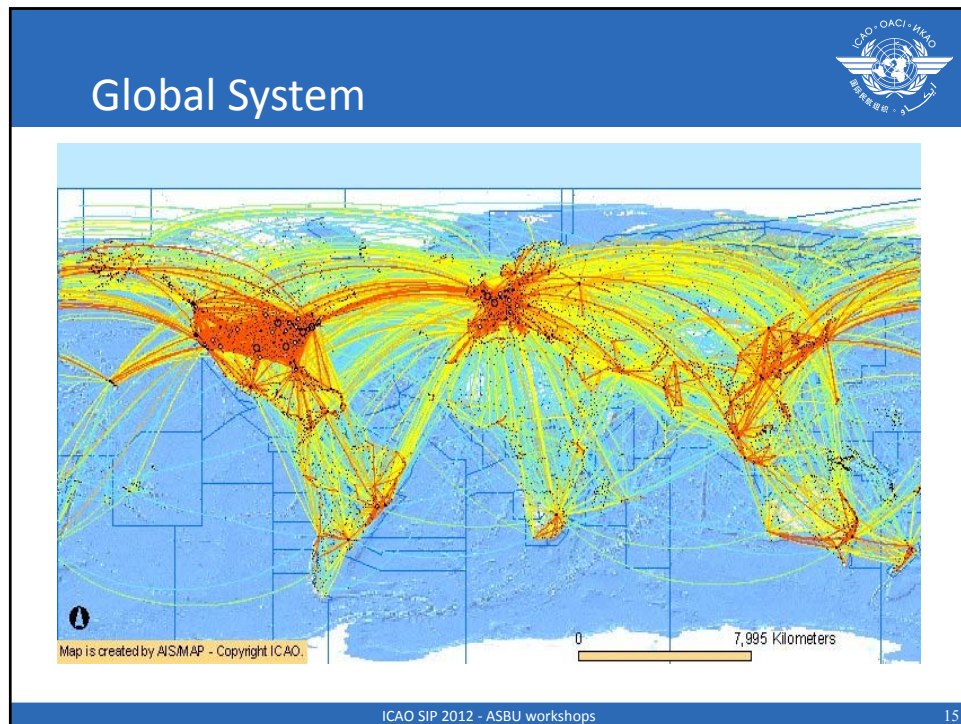
- Airspace organization and management(AOM)
- Aerodrome operations(AO)
- Demand and capacity balancing(DCB)
- Traffic synchronization(TS)
- Airspace user operations(AUO)
- Conflict management(CM)
- ATM service delivery management(ATM/SDM)

## Transition



- **Technology is not an end in itself**
- **Based on clearly-established operational requirements**
- **Integrated system**





## Global System

- ☐ meeting safety objectives
- ☐ operate along preferred 4D trajectories
- ☐ environmental objectives
- ☐ other business requirements

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## How to get there



- **The GANP as a catalyst for change**
- **Provides a global interoperability framework**
- **Allows adaptation to efficiently meet regional and local needs**

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## How to get there



- **Partnering with industry**
- **Delivering transitional benefits while we continue our evolution**

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## How to get there

- **Modules**
- **Elements as options for improvements**
- **Result in direct performance enhancements**
- **Based on Industry Roadmaps and current regional activities**
- **Bring near- and medium-term benefits**

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## GANP

- **Represents the initiatives that will contribute to attend the expectations of the aviation community**
- **Main drivers towards the seamless system.**

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## Summary



- **We needed a vision: the operational concept**
- **Gap**
- **Address the KPAs**
- **Lots of ongoing work**
- **GANP one of the main drivers.**

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***We know where to go, but...***



***"Vision without Action is a day-dream,  
Action without Vision is a nightmare."***

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