



International Civil Aviation Organization

WORKING PAPER

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English and Chinese only¹

TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

Agenda Item 1: Strategic issues that address the challenge of integration, interoperability and harmonization of systems in support of the concept of “One Sky” for international civil aviation

1.1: Global Air Navigation Plan (GANP) – framework for global planning

VIEWS ON ICAO GLOBAL AIR NAVIGATION CAPACITY AND EFFICIENCY PLAN AND AVIATION SYSTEM BLOCK UPDATE

(Presented by China)

EXECUTIVE SUMMARY

This paper presents the concerns and support of China to the ICAO *Global Air Navigation Capacity and Efficiency Plan*. At the same time, it is expected that ICAO shall continue to improve ASBU and provide guidance on the use of methods to promote the effectiveness of ASBU in the Asia/Pacific Region and States planning for their future air navigation system.

Action: The Conference is invited to agree to the action in paragraph 4.

1. INTRODUCTION

1.1 Over the past ten years, the annual average growth rate of air traffic flow in China has exceeded 8 per cent. It is estimated that the air traffic flow will maintain a fast growth during the next fifteen to twenty years, which will be one of the world's largest growth points. So the development of the air traffic management (ATM) system of China will face a challenge in how to enhance its capacity and efficiency while ensuring safety.

1.2 China has not only always attached great importance to the development and relevant works of the global ATM concept put forward by ICAO, but also actively participated in the related assignments of ICAO in the Asia/Pacific Region and started to map out the strategic development planning of China's ATM system. China believes that the new edition of the *Global Air Navigation Capacity and Efficiency Plan* (Global Plan) is an important step toward the vision prescribed in the Global ATM Operational Concept, playing an active role in the development of the global ATM system in the future.

¹ English and Chinese translation provided by China.

2. VIEWS ON THE AVIATION SYSTEM BLOCK UPGRADES

2.1 China showed great support to ASBU and the update of the Global Plan put forward by ICAO, based on which China will accelerate its strategic development planning and actively participate in the relevant work of building a seamless ATM plan across the Asia/Pacific Region.

2.2 Every module of ASBU can be implemented based on operational requirements. Besides, the implementation of specific modules is not mandatory. This methodology is pragmatic and feasible to promote the modernization of the global ATM system. China will carry out mature modules according to the operational requirements of China's air navigation system and map the strategic development planning of the China ATM system against the ASBU modules to keep interoperability and harmonization with global and regional development targets.

2.3 It should be recognized that the harmonization and interoperability of the global ATM system plays an important role in ensuring safety and high efficiency of aviation systems. ASBUs provide a unified reference and collaboration platform for the planning of each region and States, which will play an active role in enhancing the interoperability of the global ATM system. However, it might be necessary to adjust and coordinate part of the modules on a regional level due to the difference (foundation, demands, culture and system) among different regions.

2.4 The Global Plan is a flexible, dynamic adjustable rolling plan. Its modules can be extended and without the demand for mandatory implementation. New operational improvement modules or adjustments on existing modules and integration with the current ASBUs might be needed, due to the evolution on technology and changes of operational needs. It is believed that increasing efforts in such development and adjustment will be required and discrepancies will occur. Integration of these contents, especially for achieving interoperability and harmonization, will be challenging.

3. ISSUES TO BE NOTICED

3.1 ASBUs are mainly originated from relatively mature plans, such as NextGen, SESAR and the CARATS. The status quo of ATM systems and forecast of future aviation systems in other regions and States may be different from that of the above-mentioned developed countries. Therefore applicability assessment or appropriate adjustment when selecting the modules might be necessary. ICAO is advised to provide further instructions on applicability assessment and cost efficiency analysis.

3.2 Every module of ASBU contains required ground and airborne equipment, procedures and related regulations. This will facilitate decision-making by planners as well as the coordination and collaboration among all stakeholders. To this end, operational requirements and airborne capabilities plans of airspace users may also be required for reference of the development plan of the ATM system.

3.3 It should be noted that not all the operational improvement that is needed for ATM system modernization of every region and States are addressed in the current version of ASBU. To this end, it is advised to ICAO to encourage regions and States to contribute to ASBU with new modules that are in accordance with its own requirements and conditions and share the experience of implementation to improve the comprehensiveness of ASBU.

3.4 Due to the imbalanced development of varied regions and differences among States, the developing countries are still deficient in corresponding resources during the implementation of ASBU. In

order to coordinate the actions among different regions and States, it is advised that ICAO conducts research on providing support to the developing countries in technology, planning and personnel training to promote harmonious development.

4. **CONCLUSION**

4.1 ICAO is advised to supplement the Global Plan and enrich the business cases in the modules, and give due consideration of the difference between the existing ATM systems and future demands for aviation transportation in each regions and States.

4.2 ICAO is invited to note the issues mentioned in paragraph 3.

4.3 ICAO is advised to provide the developing countries with support and guidance in the fields of technology, planning and personnel training.

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