



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

**Agenda Item 3: Enhancing the global air navigation system
3.5: Other ATM issues**

UPDATE OF AIR TRAFFIC SERVICES PLANNING GUIDANCE MATERIAL

(Present by South Africa)

EXECUTIVE SUMMARY

This paper presents the need to update the *Air Traffic Services Planning Manual* (Doc 9426). This guidance material is currently the only ICAO document that provides a guideline to the facilities and equipment required by air traffic services (ATS) including operational and structural-related requirements. In addition, it also provides guidelines related to the overall organization of ATS to ensure that proper infrastructure is provided. Although commonly in use, this document was last updated in 1992. Accordingly, it does not reflect and provide guidance applicable to the technologies used in today's modern air traffic management (ATM) infrastructures.

Action: The Conference is invited to request ICAO, as a matter of priority, to update the *Air Traffic Services Planning Manual* (Doc 9426) to include modern ATM infrastructure requirements, systems and procedures.

1. INTRODUCTION

1.1 In 1984, in response to the requests from States and some international organizations, the Air Navigation Commission (ANC) requested the Secretariat to develop the *Air Traffic Services Planning Manual* (Doc 9426).

1.2 The manual contains information which should be taken into account in the formulation of development programmes within States or regions, but also material which should be applied directly to the planning and operation of the air traffic services (ATS) system.

1.3 The current manual consists of the guidance material previously contained in various attachments to Annex 11 — *Air Traffic Services* and the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and updated as necessary at that time to reflect latest developments, and also at that time, new material concerning important aspects of ATS planning.

1.4 It is important to note that the material in this manual was intended to supplement the provisions governing ATS as specified in Annex 2 — *Rules of the Air*, Annex 11 and the PANS-ATM and those provisions are not reiterated in this manual but rather expanded to indicate their most practical application as best practises provided by States.

1.5 This information is very useful to developing States in the practical planning and application of air traffic services (ATS) as this manual reflects, in consolidated form, the collective experience gathered over the years in the field of ATS and is the only ICAO document that provides an overview of how an ATS system should be planned for, be operated and equipment and facility requirements.

1.6 It should be recalled that at that time, it was envisaged that the manual be replaced by a second edition in 1986. However, this second edition never materialized and the current manual was last updated twenty six years ago on 30 December 1992. It is important to note that Doc 9426, however much outdated, is still in use today.

2. DISCUSSION

2.1 Doc 9426 is currently the only ICAO document that provides guidelines to the facilities and equipment required by air traffic services including operational and structural related requirements. In addition, it also provides guidelines related to the overall organization of ATS.

2.2 With regards to human resource requirements, the manual is currently the only document that provides the formula for calculating the number of controllers required to provide a specific service during the course of a year.

2.3 Since its development in 1984 and last update in 1992, a lot of technological advancements have been made and its inclusion in an updated manual will assist decision makers in allocating the required resources and equipment to address the needs of a modern system.

2.4 The manual also serves as a basis for bilateral and multilateral discussions aimed at the harmonization of planning activities on a regional scale, thus facilitating the development and updating of the Regional Air Navigation Plans under the umbrella of the *Global Air Navigation Plan* (Doc 9750, GANP).

3. CONCLUSION

3.1 Although Doc 9426 continues to provide useful guidance and is commonly in use today, it was last updated in 1992. It therefore does not reflect many of the latest operational aspects related to technologies used in today's modern ATM infrastructures. There is a need in the regions for ICAO to update and modernize this useful ATS guidance material as a matter of priority.

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