

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 1: Introduction and assessment of a global air traffic management (ATM) operational concept

1.3 The need for a global air navigation plan

THE NEED TO HAVE A REGIONAL AIR NAVIGATION MEETING

(Presented by Malaysia)

SUMMARY

The purpose of this working paper is to highlight the need to hold a Regional Air Navigation Meeting in particular for the Asia/Pacific region.

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 The planning of air traffic management (ATM) is done by ICAO to ensure optimum uniformity in application to the largest possible extent. This objective is pursued by ICAO through its efforts in a worldwide standardization programme and regional planning of air navigation.

1.2 With this perspective, ICAO has retained the concept of subdividing the world into air navigation regions, mainly to provide a starting point for the implementation of the plan.

1.3 The objective of a regional air navigation (RAN) Meeting is to prepare, amend or supplement a regional plan for facilities, services and procedures so as to accommodate a global air navigation plan.

2. DISCUSSION

2.1 The decision to convene a RAN meeting is made by the Council in the light of proposals of the Air Navigation Commission.

2.2 The Asia/Pacific region had RAN meetings in 1973, 1983 with the last one held in Bangkok, Thailand from 19 April to 7 May 1993. Since then, a lot of changes have taken place and have created some shortcomings in the regional plans.

2.3 Whilst the Eleventh Air Navigation Conference is basically to prepare for the operational concepts on how an integrated global ATM system should operate, it also provides States and industry with the clearer objectives for designing and implementing the ATM and supporting system.

2.4 Implementation of these concepts will be discussed at the RAN meetings. RAN meetings provide plans to States on the development of ATM and other related services for the future years. This will then be translated by States to plan their own strategies and to have action plans, budgets and the ability to dovetail domestic aviation requirements with those of the international requirements. RAN meetings also serve as a platform to discuss issues relating to the establishment of air routes structures on a regional basis, airport facilities and aircraft operating criteria.

2.5 The need of a RAN meeting is to discuss:

- a) any known or expected shortcomings in the regional plans under consideration; and
- b) those matters of a regional or sub-regional nature which would aid the implementation of a global air navigation plan.

2.6 There could be an argument that the Planning and Implementation Groups (PIRGs) could take over the function of the RAN Meeting.

2.7 While both these forums appear to be similar in nature, there are some notable differences as follows:

- a) RAN meetings are not annual affairs. They are held about once in every ten years. PIRG meetings are normally held annually; and
- b) RAN meetings have a wide representation of States while PIRGs have a limited representation of States i.e. not all States take part in PIRG meetings. In the Asia/Pacific PIRG only about twenty States are represented.

2.8 In the overall assessment, PIRGs are good for implementation of decisions made in RAN meetings. Planning is normally done on short-term projects. PIRGs do not have the “push” that a RAN meeting has.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to review the need to have a RAN meeting especially an Asia/Pacific RAN meeting in particular.

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