

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

1.1 The global ATM operational concept

:

ARINC SUPPORTS THE ICAO GLOBAL ATM OPERATIONAL CONCEPT

(Presented by ARINC)

SUMMARY

This paper presents the ARINC view on the global ATM operational concept. The paper commends ICAO for initiating this important work, expresses its appreciation of the progress made by the Air Traffic Management Concept Panel (ATMCP), and recommends that the ATM operational concept be endorsed by the Conference as the top-level description of the emerging global ATM system.

Action by the Conference is at paragraph 3.

1. INTRODUCTION

1.1 The Air Traffic Management Operational Concept Panel (ATMCP) has developed the global operational concept presented in AN-Conf/11-WP/4 by the ICAO Secretariat. Aeronautical Radio, Inc. (ARINC) provided an expert to the panel who participated in the ATMCP deliberations from the outset through the completion of the operational concept document at ATMCP/1 and the review of comments submitted by States and international organizations. ARINC commends ICAO for undertaking this important initiative; acknowledges the outstanding work of the ATMCP; and supports the endorsement by the Conference of the global air traffic management (ATM) operational concept presented in AN-Conf/11-WP/4.

2. DISCUSSION

2.1 ARINC believes that the ICAO ATM Operational Concept presented by the ICAO Secretariat describes a global and seamless ATM system that, when achieved, will enable the members of the aviation community to meet the growing worldwide demand for safe, regular, efficient, and economical air transportation.

2.2 ARINC recommends that the ICAO ATM operational concept be established as the top-level description of global ATM system. As such, the ATM operational concept should guide global and regional ATM planning, development of Standards and Recommended Practices (SARPs) and the implementation of specific ATM solutions.

2.3 ARINC supports the emphasis placed by the operational concept on the importance of collaboration between the appropriate members of the ATM community, *inter alia*, airlines and air traffic service providers, in all aspects of ATM. The recognition that this includes strategic collaboration in the definition of the types and levels of service and tactical collaboration to maximize system efficiency by sharing information leading to dynamic and flexible decision-making is particularly noteworthy. Additionally, such collaboration should be the foundation for future investment and business decisions by the members of the ATM community.

2.4 ARINC concurs with the emphasis that the operational concept places on implementing a performance-oriented ATM system and the measurement of performance to assess and improve overall system effectiveness.

2.5 ARINC acknowledges that the attainment of a safe system is the highest priority in air traffic management and endorses the use of a comprehensive safety management process.

2.6 ARINC considers the three-level approach to conflict management described in the ICAO ATM operational concept—including the separation provision concepts that enable the use of airborne self separation or cooperative separation, under appropriate conditions—to be innovative and worthy of further development by appropriate experts.

2.7 ARINC agrees with the use of gate-to-gate, four dimensional flight trajectory management to achieve the optimum system outcome as proposed in the operational concept. In particular, ARINC strongly endorses the notion that achieving the optimum system outcome should be accomplished with minimal deviation from the user-requested flight trajectory, whenever possible.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) endorse the global ATM operational concept presented in AN-Conf/11-WP/4 as the top level description of the global ATM system;
- b) urge ICAO, States, and industry to use the operational concept to guide global and

regional ATM planning, development of SARPs, and the implementation of specific ATM solutions; and

- c) request ICAO to progress the work on addressing global ATM issues identified by the ATMCP, *inter alia*, system safety, required total system performance, ATM system requirements, that are beyond its current mandate.

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