

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 4 Capacity-enhancement : measures

AIRLINE POSITION ON CAPACITY ENHANCEMENT

(Presented by IATA)

SUMMARY

IATA Member airlines support a performance driven planning approach for capacity enhancement measures and supporting ICAO provisions.

Capacity management should be given high priority in the long term and short term planning and operation of the air traffic management (ATM) system, as opposed to demand/capacity balancing. Airlines support wider implementation of currently available ATM capacity improvements to avoid the need for demand/capacity balancing.

Performance targets should be based on clear operational improvements and user benefits rather than implementation of technology.

IATA Member airlines support worldwide, harmonized collaborative decision-making practices to provide more options to users that allow them to make the most cost-beneficial decision for their operations.

An essential contributor to capacity increase will be increased aircraft autonomy through the transfer of certain procedures and responsibilities from ground-based to airborne separation assurance.

Action by the conference is in paragraph 5.

¹ Arabic, French and Spanish versions provided by IATA.

1. INTRODUCTION

1.1 Future increases in traffic demand will require additional ATM capacity enhancement measures and infrastructure improvements worldwide. Strategic decision making and performance driven ATM network capacity planning will be the basis for efficient and cost-effective, globally harmonized solutions.

1.2 ICAO must coordinate the ATM Operational Concept and the Global Air Navigation Plan with the Regional Implementation Plans. States must implement the Regional Implementation Plans recognizing the longer-term vision of the ATM Operational Concept and the Global Air Navigation Plan to secure convergence towards a uniform gate-to-gate ATM system. The plans should include the airspace users and establish a performance driven planning process and including performance targets, strategy and objectives.

2. CAPACITY PLANNING

2.1 The identification of performance targets in capacity planning supports decision-making based on clear operational improvements and user benefits rather than implementation of technology.

2.2 States must work with international organisations to meet commonly agreed targets based on major traffic flows and market forecasts. The critical points in the traffic flow should be prioritized to ensure uniform capacity and maximum efficiency of the system as a whole.

2.3 ICAO CNS/ATM global and regional plans should be supported by ICAO provisions developed well in advance to allow the safe and timely implementation of capacity enhancement measures.

2.4 Not all the parts of the system or all the Regions require implementation of similar capacity enhancement measures at the same time. However, it is important to plan and implement measures that benefit the network as a whole. This requires a higher degree of international cooperation and close consultation with airspace users.

2.5 In a performance driven process, ICAO global and regional CNS/ATM plans must identify actions and responsibilities, based on a clear commitment to implementation. Those plans must result from cooperation between States, airspace users and relevant international organisations and should be endorsed without undue delay, through the ICAO process.

2.6 By implementing this new approach to the development of the CNS/ATM plans, all actors will have available a single source of information on ATM capacity enhancement planning and commitment.

3. CAPACITY MANAGEMENT

3.1 Capacity management processes deserve high priority in the operation of the ATM system, as opposed to demand/capacity balancing. The goal is provision of sufficient capacity at both normal and peak traffic levels, so as to minimise system constraints and to satisfy user preferences.

3.2 IATA endorses the ICAO concepts of capacity management, enhancement of ATC capacity and flexible use of airspace.

3.3 Greater emphasis should be placed on collaborative, strategic and pre-tactical management of flights so as to reduce the need for tactical intervention. Where tactical intervention is necessary to establish orderly landing and/or departure sequencing, ground and/or cockpit based traffic synchronization processes should reflect and optimize user preferences and trajectories.

4. IMPLEMENTATION

4.1 There is a need for an immediate assessment of those capacity enhancement measures that could be applied in a harmonized, safe and cost-effective manner on a worldwide basis.

4.2 Under Agenda Item 1 of this conference, IATA encouraged ICAO and the ATM community to recognize the *Global ATM Implementation Roadmap* as providing greater clarity to the transition towards the ATM operational concept. IATA recommended that it be considered when developing global and regional CNS/ATM plans.

4.3 Certain elements of the roadmap are available now and are already providing improvements in capacity and efficiency in certain regions. IATA encourages wider and harmonized adoption of these elements which can avoid the need for demand/capacity balancing and can help minimize system constraints.

4.4 Collaborative decision making practices should be harmonized worldwide to make best use of available capacity in airspace and at airports in a gate-to-gate context. The process developed should truly be collaborative and provide options to users that allow them to make the most cost-beneficial decision for their operation. Caution needs to be exercised to prevent collaborative decision-making from becoming a means to ensure predictability at the expense of capacity.

4.5 ANS providers must be attentive to staffing and training needs according to worldwide standards, based upon market forecasts and in close consultation with airspace users. Due attention must also be given to human resources planning and training as a key for ensuring both the development of operational improvements and technical enablers and their operational implementation.

4.6 IATA believes that the increasing use of airborne self-separation or cooperative separation will enhance capacity and flexibility.

5. ACTION BY THE CONFERENCE

5.1 The Conference is invited to:

- a) recommend to States that performance targets should be based on clear operational improvements and user benefits rather than implementation of technology;
- b) recommend development of ICAO provisions to support timely implementation of capacity enhancement measures;
- c) recommend that capacity management processes be given high priority in the long term and short term planning and operation of the ATM system, as opposed to demand/capacity balancing, in order to minimize system constraints;
- d) support the widespread, consistent, and timely implementation of currently available ATM capacity improvements, including robust policies on ATC staffing and training according to worldwide standards to avoid the need for demand/capacity balancing;
- e) urge States to harmonize collaborative decision-making practices worldwide as a truly collaborative process, providing more options to users and allowing them to make the most cost-beneficial decision for their operations; and
- f) note that an essential contributor to capacity benefits will be greater aircraft autonomy through the transfer of certain procedures and responsibilities from ground-based to airborne separation assurance.

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