

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
:****ELEVATING THE ROLE OF THE GLOBAL
AIR NAVIGATION PLAN FOR CNS/ATM SYSTEMS**

(Presented by the United States)

SUMMARY

In AN-Conf/11-WP/22, recommendations were made to first include the air traffic management (ATM) operational concept in the *Global Air Navigation Plan for CNS/ATM Systems* (Global Plan — Doc 9750) and to reinforce the status of the Global Plan. The United States supports those recommendations and further recommends the Global Plan be elevated along the lines of Procedures for Air Navigation Services (PANS), with review, modifications and approval processes equivalent to those used for PANS.

Action by the conference is in paragraph 5.

REFERENCES

AN-Conf/11-WP/22, “The Role and Function of the Global Air Navigation Plan for CNS/ATM systems”.

1. INTRODUCTION

1.1 AN-Conf/11-WP/22 discusses the development of both the Global Plan and the air traffic management (ATM) concept of operations. In addition it proposes the incorporation of the operational concept into the Global Plan and an increase in the status of the Global Plan. The United States supports those proposals.

2. ATM OPERATIONAL CONCEPT

2.1 In paragraph 1.4 of AN-Conf/11-WP/22, the Secretariat describes what the Global Plan, as a living document should contain; however, missing from that list is a vision of the future for communications, navigation, and surveillance/air traffic management (CNS/ATM). The air traffic management (ATM) concept of operations provides that vision and guidance, and, further, it provides the rationale and basis for the development of the technologies, processes and procedures defined in the Global Plan.

2.2 To further enhance the Global Plan, the Air Traffic Management Operational Concept Panel's (ATMCP) work on the development of air traffic management requirements should be considered for inclusion at their maturity.

3. GLOBAL PLAN STATUS

3.1 The Global Plan is a significant component for the development of regional, national and local planning processes and therefore should be subjected to the same level of review and with a modification process similar to that of PANS. The Global Plan, with the inclusion of the ATM operational concept, should be considered as the architecture or roadmap for the future of international civil aviation.

3.2 The recommended role of the Global Plan is illustrated in the appendix. The illustration is intended to show the interrelationship among various components necessary to produce globally and regionally focused strategic planning. The size and positioning of the Global Plan in the illustration is not intended to indicate relative importance.

4. SUGGESTED GLOBAL PLAN APPROVAL PROCESS

4.1 ICAO guidance is effective because there is an established process for review, modification and acceptance by the member States. For the Global Plan to be effective, it is important for it to undergo the same rigorous processes for review, modifications and acceptance as PANS.

4.2 The current version of the Global Plan has been discussed at ICAO worldwide meetings but it has never been circulated as a complete document to the States for comment. It is suggested that the document be offered for comment and subsequent approval by ICAO to establish its status.

5. ACTION BY THE CONFERENCE

5.1 The conference is invited to agree on the following recommendation:

Recommendation 1/xx —

That ICAO:

- a) elevate the status of the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750) to a level that will require review and agreement by the States; and
- b) urge States to adhere to the Global Plan when planning and implementing systems within their respective States.

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