

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

Agenda Item 4: Capacity-enhancement measures

THE INTERRELATIONSHIP OF GLOBAL, REGIONAL AND NATIONAL REQUIREMENTS FOR THE FUTURE ATM SYSTEM AND ELEMENTS THEREOF

(Presented by the Russian Federation)

SUMMARY

This paper considers the problem of the advisability of establishing, within the framework of ICAO, clear principles that define the possibility for ICAO regions and States to establish regional and national requirements for elements of the future ATM system, given the current tendency towards the globalization of requirements for technical facilities.

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 Implementation of the future ATM system requires the development of a system of global requirements, the fulfilment of which by all ICAO Member States will make it possible to ensure the compatibility of the systems at the global level and to ensure the required level of safety, regularity and economy of flights.

1.2 On the other hand, the diversity of the air traffic conditions in different regions and States leads to the need to use a different level of provision of technical equipment that ensures the required system indicators.

1.3 However, a tendency has recently been noted towards the globalization of requirements, not for the quality of the operation of the systems and the assurance of their compatibility, but rather for the composition and performance of the airborne communications, navigation, and surveillance/air traffic management (CNS/ATM) systems, regardless of the air traffic conditions in any given region or State.

2. **DISCUSSION**

2.1 The development of global requirements for airborne facilities and systems is generally based on global requirements for the quality of the operation of the ATM system and, first of all, on requirements for the air traffic safety indicators. The global requirements for hardware are defined for areas of the world with the greatest air traffic complexity and intensity of flights.

2.2 It is recommended to implement the requirements obtained in this way, which pass through ICAO and receive the status of global, on the whole aircraft fleet that one intends to use in the implementation of one or another element of the CNS/ATM concept, in whatever area this might be. This should also be observed in those regions and States where the complexity and intensity of flights is considerably lower than the maximum used for the calculations.

2.3 There is no doubt about the need to implement airborne facilities and systems that meet the global requirements on aircraft operating in those areas for which these requirements were defined. There is also no doubt about the advisability of installing them on new aircraft which in principle should not have any restrictions on the area of operation throughout the whole world.

2.4 However, if in a given region or State there are a significant number of aircraft operating in a limited airspace with low traffic density, it is not advisable to implement such global requirements for airborne facilities and systems. Using such global requirements will lead to a reduction in the economic indicators of a whole number of aircraft types operating only in this airspace.

3. **ACTION BY THE CONFERENCE**

3.1 The conference is invited to take into consideration the need to take account of regional and national requirements for elements of the future ATM system in developing and implementing global requirements for airborne CNS/ATM systems and facilities.

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