

## **ELEVENTH AIR NAVIGATION CONFERENCE**

**Montreal, 22 September to 3 October 2003**

### **Agenda Item 2: Safety and security in air traffic management (ATM)**

#### **THE DEVELOPMENT OF TECHNICAL REQUIREMENTS FOR THE FUTURE CNS/ATM SYSTEMS**

(Presented by the Russian Federation)

##### **SUMMARY**

This paper considers the problem of the design, implementation and operation of the future CNS/ATM systems when there is an increase in the requirements for the level of air traffic safety.

Action by the conference is in paragraph 3.

### **1. INTRODUCTION**

1.1 When there is an increase in the intensity and density of air traffic, increasing or even maintaining the existing level of safety may make it necessary to improve the performance of the ground and airborne equipment. In this way, the ATM system that was developed and certificated taking into account the level of safety in effect may during its lifetime become a limiting factor in increasing airspace capacity.

### **2. DISCUSSION**

2.1 The present levels of air traffic safety of the existing ATM systems cannot be used as a basis for the development of the future systems intended for operation over the next 10 to 15 years and more.

2.2 It appears advisable to develop technical requirements for the future communications, navigation, and surveillance/air traffic management (CNS/ATM) systems on the basis of the future level of safety, taking into account the increase in air traffic density and the increase in the severity of the consequences of aircraft accidents as a result of the increase in the passenger capacity of aircraft.

2.3 In this case, technical requirements for the ATM systems should be differentiated in accordance with the safety requirements in national legislation that take into account existing and forecast air traffic density.

### **3. ACTION BY THE CONFERENCE**

3.1 The conference is invited to recommend to the Council to take into consideration the particular features, described in this paper, of the development of requirements for the future ATM systems, when developing the corresponding ICAO documents in this field.

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