

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

**Agenda Item 3 Air traffic management (ATM) performance targets for safety, efficiency and
: regularity and the role of required total system performance (RTSP) in this
respect**

THE ROLE OF RASP AND RTSP IN THE PROCESS OF DESIGNING THE GLOBAL ATM SYSTEM

(Presented by the Russian Federation)

SUMMARY

The question has been raised about guidance material on the practical use of the global ATM operational concept, taking into account the requirements of the required ATM performance (RASP) and the required total system performance (RTSP) in the process of selecting a development strategy and in designing the future system.

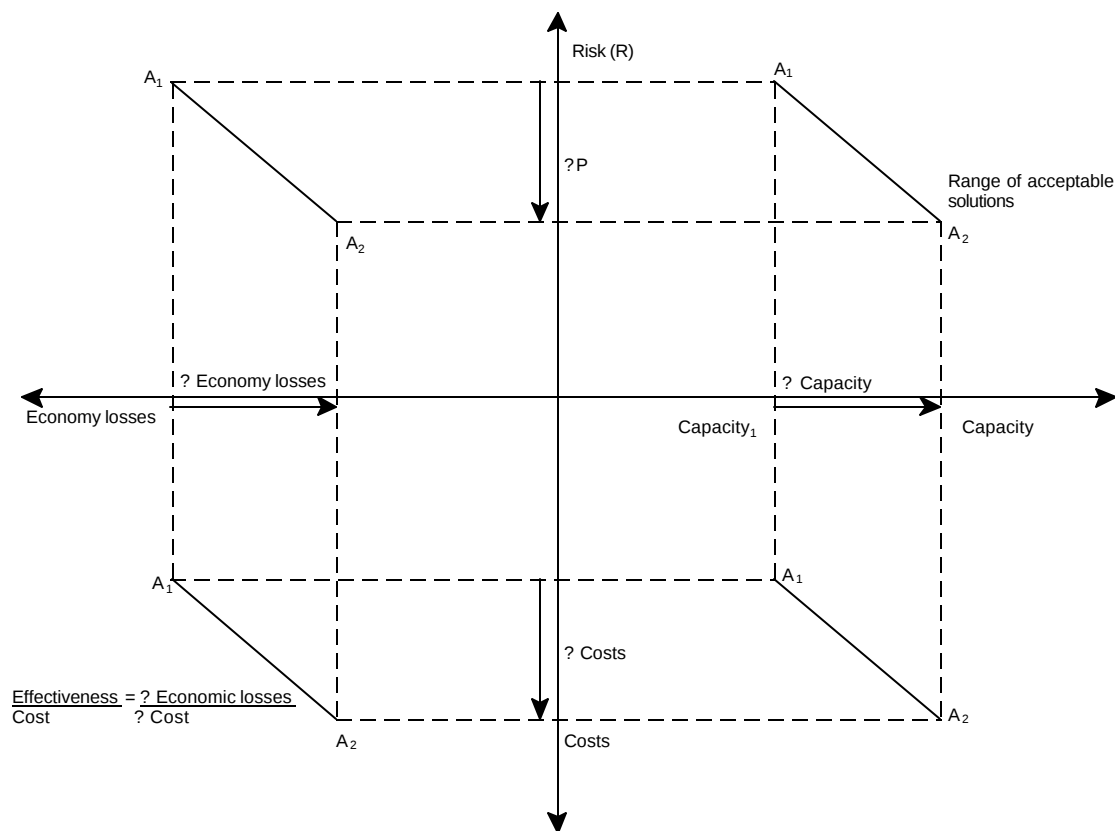
Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 The definition and subsequent use of required air traffic management (ATM) performance (RASP) and required total system performance (RTSP) requirements are given in the global ATM operational concept, but not in a sufficiently specific manner and they require more precise definition.

2. DISCUSSION

2.1 A particular feature of RASP is that it is not only a list of requirements made by the State and airspace users for the future global ATM system. RASP is a system of interrelated indicators in which changing one parameter may lead to a considerable change in the other parameters. The interrelationship of the basic requirements forming the basis of RASP is shown in Figure 1. The figure shows that the level of safety and of capacity is directly defined by the economic indicators of the system and that financial resources may become a limitation in achieving the desired quality of its operation.



2.5 The main difficulty in the process of validating the RASP requirements that was presented is the fact that these requirements are made for the global ATM system as a whole, while the RTSP requirements depend on the flight stage, the infrastructure of the local area of the system, the air traffic density and other factors. In this sense, there are no common requirements for the global ATM system as a whole and the interrelationship of RASP and RTSP will be implemented in accordance with the diagram presented in Figure 2.

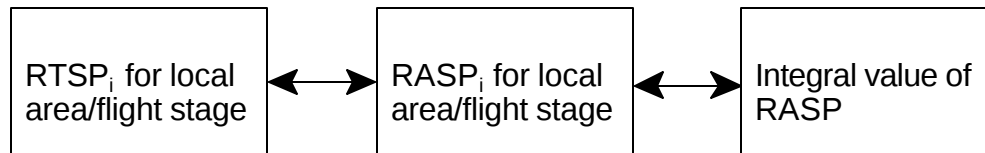


Figure 2. Relationship of RASP and RTSP for one of the options of the global ATM system

3. ACTION BY THE CONFERENCE

3.1 The conference is invited to recommend the use of the position stated in Section 2 of this working paper as guidance material related to the global ATM operational concept.

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