

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

1.1 The global ATM operational concept

:

SUPPORT FOR THE GLOBAL ATM OPERATIONAL CONCEPT

(Presented by the Russian Federation)

SUMMARY

This paper expresses support for the global ATM operational concept developed by ICAO and it proposes action for its implementation.

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 In accordance with the ICAO work programme in the air navigation field, the ATMCP developed the global ATM operational concept for the long term (AN-Conf/11-WP/4). The concept provides the basic outline of the ATM system of the year 2025 and thereafter.

1.2 The concept proposes the implementation of the ATM system of the future on an evolutionary basis using the whole spectrum of ground, airborne and space facilities which in the most optimum manner meet the system's requirements for the planned period of time.

2. DISCUSSION

2.1 The Russian Federation supports as a whole the global ATM operational concept developed by ICAO and it will actively participate in its implementation.

2.2 An unquestionable positive aspect of the concept is the fact that a systems approach was used in developing it. This systems approach makes it possible to consider in an integrated manner the impact of the main factors on the increase in the safety and efficiency of the ATM system in accordance with users' requirements in any interval of time considered. This will make it possible to achieve a rational balance from the economic point of view between users' requests and the system's capacity.

2.3 Implementation of the operational concept will allow users to receive more equitable access to the airspace and to expand the possibilities of receiving the necessary reliable information for optimum decision-making in planning their activities. This will contribute to the successful performance of economic and other tasks, with the necessary safety indicators being ensured.

2.3.1 Service providers having different real-time information systems will have the possibility to strive for the optimization of services for airspace users, using different automated systems to support and take decisions.

2.4 The operational concept has considered all the basic components of the future ATM system as they are interrelated and as they interact. This will make it possible to ensure the required safety and efficiency indicators of the system when the performance characteristics of some components of the system are changed as a result of the performance characteristics of other components being changed, without a profound rebuilding of the whole ATM system.

2.5 Implementation of the future ATM system on the basis of the operational concept will make it possible to increase flexibility in airspace use for the main international flows of aircraft by improving all stages of air traffic flow planning. This will ensure minimum differences between the aircraft flight paths requested and the actual flight paths throughout their flights.

2.6 In order to create the future ATM system using the operational concept that has been developed, it is necessary to carry out a whole series of tasks related to the validation of the system-wide requirements for the system, the necessary SARPs and the corresponding guidance material. This work should be addressed in the ICAO work programme in the air navigation field.

3. ACTION BY THE CONFERENCE

3.1 The conference is invited to:

- a) approve the global ATM operational concept; and
- b) make provision in the ICAO work programme in the air navigation field for the necessary series of tasks on the implementation of the ATM system on the basis of the operational concept.

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