

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

1.2 Enabling concepts in support of the global ATM operational concept
:

SUPPORT OF AFI REGION STATES TO THE GLOBAL ATM OPERATIONAL CONCEPT

(Presented by African States¹)

SUMMARY

This paper aims to present the views of States in AFI Region, on the global ATM operational concept and to express their support to this concept.

Support of the global ATM concept is based on the need to ensure a relevant ATM service, not only currently but into the future.

Action by the conference is in paragraph 4.

* English and French versions provided by African States.

¹ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe.

1. INTRODUCTION

1.1 This paper aims to support the global air traffic management (ATM) operational concept, presented by the ICAO Secretariat in AN-Conf/11-WP/4.

1.2 It makes some comments on the operational concept document and proposals for the future work program of Air Traffic Management Operational Concept Panel (ATMCP).

2. GENERAL COMMENTS

2.1 The concept components integrate all aspects of air traffic management: airspace organization and management; aerodromes operations; demand and capacity balance; air traffic synchronization; airspace user operations; ATM service delivery management; conflict management. This integration should ensure the harmonization, facilitate coordination through the ATM community, improve safety and efficiency.

2.2 It is believed that the operational concept document has generally succeeded in providing adequate guidance and information to achieve the stated vision, i.e. “To achieve an interoperable global ATM system for all users during all phases of flight that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable, and meets national security requirements.”

2.3 The concept considers optimum flight trajectories managed by various possible means and with consideration and participation by the affected ATM community. In this process, it recognizes the fact that the achievements of the optimum profile, will depend on differing solutions for different environments, nevertheless, ensuring interoperability throughout the entire system.

2.4 The operational concept groups the universal components needed to ensure the best possible planning solution aimed at reducing the gap between user preferred trajectories and system delivered trajectories, gate to gate.

2.5 Probably the most attractive element of the concept for the AFI Region, is the possibility of “leap frogging” certain technologies which seem to have been difficult to implement in the past. e.g. through separation modes, airspace organization and management allowing seamless handling of flights, flexible use of airspace and the all important, collaborative decision making.

2.6 The concept focuses the activities of the entire ATM community into the future and sets a common standard for planning objectives aimed at meeting the users' expectations, including increased levels of safety as well as efficiency.

2.7 AFI Region already in accordance with the concept component related to airspace:

2.7.1 The AFI 7 RAN meeting held in Abuja, Nigeria from 12 to 23 May 1997, examined the possibilities of a cooperative approach in the management of the upper airspace in AFI Region. It noted that, for the future, the actual flight information region (FIR) organization should be useful only within the lower

airspace, while the management of the upper airspace should be done by only one unit within the lateral limits of a group of FIRs which could be set as an ATM area.

2.7.2 By its Recommendation 5/1, the AFI7 RAN meeting calls for a cooperative approach of airspace management in prospect of communications, navigation, and surveillance/air traffic management (CNS/ATM) implementation with a view to establish a favorable cost/efficiency ratio for airspace management.

2.7.3 Following the same idea, the first meeting of AFI Region Air Traffic Services Providers held in Dakar, Senegal, from 26 to 28 November 2002 agreed to examine the concept of “single sky in AFI Region”.

3. CONCLUSION

3.1 States in the AFI Region acknowledge the guiding principles of the global ATM operational concept, as attainment of a safe system is the highest priority. They fully support the new concept and encourage ICAO to continue the development work through its appropriate bodies.

3.2 The flexibility, scope and evolutionary character of the global ATM operational concept should warrant a safe development of civil aviation. It covers the future and is not limited by the present level of technology.

3.3 The future work programme of ATMCP should consider in detail with more comprehensive scenario, the differing components of the concept. Continued consideration has to be given to safety as the highest priority of the future ATM system.

4. ACTION BY THE CONFERENCE

4.1 The conference is invited to:

- a) note that African States fully support the global ATM operational concept and encourage ICAO to continue the development work through its appropriate bodies;
- b) recommend that ICAO urgently develops Standards and Recommended Practices (SARPs) and appropriate guidance material in support of implementation of the global ATM operational concept;
- c) recommend that a “phase by phase” approach be retained for the implementation of the new concept, in the framework of a global transition plan;
- d) recommend that planning and implementation regional groups (PIRGS) be tasked with incorporating the global ATM concept into their planning and implementation activities;
- e) recommend that the relevant amendments be made to the global air navigation plan for CNS/ATM systems as appropriate to support the ATM operational concept; and

- f) recommend that ICAO continues with work required in pursuit of defining the required total system performance.

— END —