

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
:

AIRSPACE ORGANIZATION AND MANAGEMENT

(Presented by Egypt)

SUMMARY

ATS service provider of Egypt (NANSC) is supporting the ICAO global ATM operational concept. This working paper highlights the regional needs to the airspace flexibility, concerning airspace boundaries to be adjusted in according to the traffic flows, and the availability of communication and surveillance elements regardless the national boundaries.

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 AFI RAN/7 Meeting, Recommendation 5/1 calls for a cooperative approach in the management of the airspace in AFI in the framework of communications, navigation, and surveillance/air traffic management (CNS/ATM) implementation. NANSC is in full agreement with the spirit of this recommendation, and it gives a new interpretation to the purpose of this recommendation.

1.2 The air traffic management (ATM) system is a system that provides ATM through the collaborative integration of humans, information, technology, facilities and services, supported by air-ground and/or space-based communications, navigation and surveillance.

1.3 To achieve an interoperable global air traffic management system that meets the agreed level of safety and provides the optimum economic operations, through the provision of facilities and seamless systems in collaboration with adjacent States. NANSC supports the global ATM operational concept, and its

approach to reorganizing the airspace structures based on dynamic and flexible way, regardless the national boundaries.

2. **DISCUSSION**

2.1 The ATM system will be based on the provision of integrated services. While acknowledging sovereignty, airspace may be organized, based on homogeneous ATM areas and/or routes. The coordinated planning between adjacent areas will be conducted with the objective of achieving an airspace continuum, through the availability of communication and surveillance elements regardless the national boundaries.

2.2 The airspace integration between adjacent States may solve many problems arising from inability of States to establish the communication and surveillance infrastructures, i.e. the remote area inside the territory of a State, it may be covered by its adjacent, also the unavailability of reliable communication or surveillance over the all territory of a State may lead to move the national flight information region (FIR) boundaries to its adjacent State which has extended reliable coverage of these elements inside the territory of its adjacent.

2.3 By this way of airspace integration between adjacent States, many benefits may be achieved to the service providers as well as to the users which includes increasing air traffic control (ATC) and airspace capacity in addition to increasing safety.

2.4 It will be necessary to confirm the State's sovereignty on the airspace of their territory through a cooperative agreements between ATS providers for mutual support where required.

2.5 It is considered an important step towards the achievement of concept "Single Sky", and facilitate the progress of any other developments within the ATM.

3. **ACTION BY THE CONFERENCE**

3.1 The conference is invited to:

- a) consider the above information; and
- b) endorse the need to move towards the airspace integration concept between the States in the light of the above information.