

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**

SUITABILITY AND NEED TO INCLUDE THE MET AND AIS COMPONENTS IN FUTURE DEVELOPMENTS OF THE REQUIRED TOTAL SYSTEM PERFORMANCE (RTSP)

(Presented by Colombia)

SUMMARY

This information paper describes the suitability and need to include the MET and AIS components in future developments of the required total system performance (RTSP).

Action by the conference is in paragraph 3.

1. INTRODUCTION

1.1 The aeronautical meteorology and aeronautical information services which support the provision of air traffic services (ATS) services in the global air traffic management (ATM) operational concept are becoming more important. New technologies have made it possible to achieve great advances in the provision of these services: one is now able to send information in real time to aircraft and to send forecast information in a timely manner and one is giving added value to conventional information processing systems. There is no doubt that the information from the aeronautical information service (AIS) and meteorological (MET) systems provided in an efficient and timely manner reinforces the systems whose aim is to maintain high levels of air safety.

2. NEED TO INCLUDE THE AIS AND MET SERVICES IN FUTURE DEVELOPMENTS OF THE REQUIRED TOTAL SYSTEM PERFORMANCE (RTSP) CONCEPT

2.1 The RTSP concepts include recommendations for infrastructure that are related to communications, navigation and surveillance. However, given the high technology involved in the AIS and MET systems, it is necessary for the International Civil Aviation Organization (ICAO) to include the AIS and MET concepts in the required total system performance (RTSP) that would make it possible to achieve standardization in the infrastructure of the network of sensors for ground, air and satellite measurements and thus in AIS in order to form computer networks that are standard and open and that allow the flow of information through the different ICAO Regions.

2.2 With regard to MET, it is essential that different States make timely investments in new technologies and in personnel, including training and refresher training of such personnel, so as to allow regional and global integration through the exchange of thematic information by satellite means in real time (for example, the standardized use of WAFS systems).

2.3 With regard to AIS, it is necessary to integrate the information with systems that are also open and standard and that allow the exchange of information between different States in an efficient manner through the formation of multinational networks that cover the ICAO Regions.

2.4 ICAO must include in its Standards and Recommended Practices (SARPs) technological recommendations that are standard and open and that allow States to make investments in AIS/MET infrastructure with the possibility of optimum connectivity with other States.

3. ACTION BY THE CONFERENCE

3.1 The conference is invited to note this paper in the sense that ICAO should include the AIS and MET services within its required total system performance (RTSP) with a view to seeking standardization and connectivity of the infrastructure that supports these important services of ATM.

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