

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 CONCEPT AND PERFORMANCE TARGETS FOR RTSP IN AIR TRAFFIC MANAGEMENT

(Presented by the Netherlands)

SUMMARY

ICAO is requested to include some specific environmental elements into the further development of RASP and RTSP.

Action by the conference is in paragraph 2.

1. INTRODUCTION

1.1 The Netherlands supports the concept of required total system performance (RTSP) and the RASP as developed by the International Civil Aviation Organization (ICAO). The Netherlands also supports the proposal by the International Air Transport Association (IATA) in AN-Conf/11-WP/50 to include the efficiency and regulatory elements in the further development of the RASP and RTSP.

1.2 In order to get a real balance in all aspects in the context of ATM system performance at a certain airport it will be important to include also those environmental elements in the concept of RASP and RTSP, in particular those that will have an impact on regularity and should be well balanced out with safety. At many airports, specifically the airports in high density populated areas, the noise restrictions are dominant in establishing the capacity and continuity of the ATM service.

1.3 Some specific elements are:

- a) the use of preferential runway systems and limitations due to weather conditions;
- b) the conditions where safety should prevail to environment; and

c) introduction of advanced approach and departure procedures for noise abatement.

1.4 Many elements of the environment and its impact on safety and regularity are difficult to be established mathematically and will depend very much on the specific local conditions. The system performance measurement might be best achieved through a process based on a qualitative analysis of global best practices that would fit in the specific situation of an airport and is consistent with the national legislation and operational requirements by the users and the available (or required) facilities.

2. ACTION BY THE CONFERENCE

2.1 The conference is invited to request ICAO to consider the inclusion of environmental elements, in balance with regularity and safety, when further developing the RASP and RTSP.

— END —.