

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**

ONE ROLE OF AIR NAVIGATION PLANNING IN ACHIEVING THE REQUIRED PERFORMANCE

(Presented by Sudan)

SUMMARY

The paper identifies concerns when the planning role of air navigation directorates is ignored in some developing countries. This may have negative impact in achieving the required performance. Brief cases are mentioned to highlight these impacts. It suggests to include reviewing laws of national CAAs in future oversight missions to enable air navigation directorates to perform their planning role.

Action by the conference is in paragraph 2.

1. INTRODUCTION

1.1 The air navigation directorates have their specific unique planning role. No other unit is qualified to perform this role on their behalf. However, some developing countries deprive them of this role, assigning it to the General Planning Directorates.

2. Discussion

2.1 The Chicago Convention details the objective of ICAO. Air navigation and the Air Navigation Commission (ANC) play the main roles.

2.2 The States, when ratifying the Convention, are actually accepting all its annexes, as well as the general objectives. Part of this commitment is to declare observing these objectives in their national regulations. The regulations should state clearly that the said State is fostering and developing air navigation.

2.3 The proper implementation of these objectives and a planning role should be offered to the national air navigation directorate due to the close links and relations with the ATS operations. Planners have to have the vision of the service providers.

2.4 When planning new airports or improving existing facilities, air navigation planners should be involved. Their efforts in designing the approach and departure areas, terminal areas, standard departure and arrival routes, configuration of the surface movement areas and their view on runway orientation selection — their practical experience in all these areas is vital for proper planning.

2.5 In a fifty year old airport, with two runways — one is longer than the other. Although the wind prevailing most of the year is in favour of the long runway, the other is preferred by light planes when the crosswind is high. Fifty (50) degrees separate the two runways. Then without prior consultation the decision of closing the shorter runway was taken. A new nice arrival terminal was built on one end of the short ex-runway. Nobody felt that air safety was endangered by closing that runway. What happened later? Two medium jet planes drifted from the runway due to the effect of the seasonal strong crosswind. One of the planes was almost completely damaged. In another case, the pilot decided not to land due to the strong cross-wind, and diverted.

2.6 Planning decisions in isolation of air navigation directorates by general planning, engineering and financial directorates may lead to negative or disastrous impact on air safety — the least of which is the delay imposed on air traffic. In another airport due to delays in clearing the runway after landing, the ATC could not apply the radar separation minimum allowed. This is only due to excessive runway occupancy time. Obviously, the surface movement area configuration needs to be improved. The new taxiway designed by airport engineering has not improved the situation as the air navigation suggestion for a rapid taxiway was ignored.

2.7 Newcomers to the field of aviation from different technical fields, when reading national CAA regulations without finding any role for air navigation, will continue to be part of the wrong visualization of the CAA role. Not only that, but high buildings around airports are constructed and new unnecessary obstacles marked. And air navigation directorates beg others to allow them to perform their functions; thus, valuable time and efforts are wasted.

3. SUMMARY

3.1 It may be desirable, as stated in the *Air Traffic Services Planning Manual* (Doc 9426), to emphasize the planning role of air navigation directorates. This should be part of national CAA regulations and structure.

4. **ACTION BY THE CONFERENCE**

4.1 The conference is invited to suggest reviewing national CAA regulations and organizational structures to be included in future oversight missions and to amend, if necessary, to assure that air navigation directorates are performing their effective planning role.

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