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ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 30: Other issues to be considered by the Technical Commission

UPDATE ON ATS PLANNING GUIDANCE MATERIAL

(Presented by South Africa)

EXECUTIVE SUMMARY

This paper presents the need to update the *Air Traffic Services Planning Manual* (Doc 9426). This guidance material is an essential ICAO document that provides guideline for the facilities and equipment required by air traffic services (ATS), including operational and structural-related requirements. In addition, it also provides guidelines related to the overall organisation of ATS to ensure that proper infrastructure is provided. Although commonly in use, this document was last updated in 1992. Accordingly, it does not reflect and provide the guidance applicable to the technologies used in today's modern air traffic management (ATM) infrastructures.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives: Safety; Air Navigation Capacity and Efficiency
<i>Financial implications:</i>	N/A
<i>References:</i>	Annex 2 — <i>Rules of the Air</i> Annex 11 — <i>Air Traffic Services</i> Doc 4444, <i>Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM) Doc 9426, <i>Air Traffic Services Planning Manual</i>

1. INTRODUCTION

1.1 In 1984, in response to the requests from States and some international organizations, the Air Navigation Commission (ANC) requested the Secretariat to update the *Air Traffic Services Planning Manual* (Doc 9426).

1.2 The manual contains information which should be taken into account in the formulation of development programmes within States or regions, and also when compiling material which should be applied directly to the planning and operation of the air traffic services (ATS) system.

2. BACKGROUND

2.1 The current manual consists of the guidance material previously contained in various attachments to Annex 11 — *Air Traffic Services* and the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and was updated as necessary to reflect the latest developments. It was also updated to include new material concerning important aspects of ATS planning.

2.2 It is important to note that the material in the current manual was intended to supplement the provisions governing ATS as specified in Annex 2 — *Rules of the Air*, Annex 11— *Air Traffic Services* and the PANS-ATM. Those provisions are not reiterated in the manual but rather expanded to indicate their most practical application as best practises provided by States.

2.3 This information is very useful to developing States in the practical planning and application of ATS as the manual reflects, in consolidated form, the collective experience gathered over the years in the field of ATS. It is the only ICAO document that provides an overview of how an ATS system should be planned for, be operated and the equipment and facility requirements.

2.4 It should be recalled that at that time, it was envisaged that the manual would be replaced by a second edition in 1986. However, the second edition never materialised. The current manual was last updated 27 years ago on 30 December 1992.

2.5 The ICAO Secretariat, during the 13th Air Navigation Conference held in Montréal, Canada, in 2018, assured Member States that the updating of Doc 9426 was part of the ICAO programme. Although appreciated, ICAO is urged to prioritise finalising the update.

3. DISCUSSION

3.1 ICAO defines the principles of ATM-related integration and makes it clear that the operational, as well as equipage requirements of remotely piloted aircraft systems (RPAS) will be governed, as per manned aviation, by the class of airspace in which they will be operating. RPAS operations should also conform to the existing airspace requirements, which include communications, navigation and surveillance requirements as well as the separation standards.

3.2 ICAO also recognises that whilst some RPAS may eventually integrate seamlessly into segregated airspace and be managed co-operatively with minimal or no impact to existing manned aviation from a safety and efficiency perspective, the majority of RPAS may not.

3.3 South Africa seeks to ensure that in its obligatory mandate as an ICAO Contracting State, the fundamental ICAO guiding principles of seamless integration into the various airspace classes of intended operation is maintained by utilising the respective mechanisms such as unmanned aircraft system traffic management (UTM) and/or anti-drone systems to create an equitable and safe ATM system for all airspace users.

3.4 Doc 9426 is currently the only ICAO document that provides guidelines to the facilities and equipment required by ATS, including operational and structural related requirements. In addition, it also provides guidelines related to the overall organization of ATS.

3.5 Since its development in 1984 and the last update of the manual in 1992, many technological advancements have been made. The inclusion of these technological advancements in an updated manual will assist decision makers in allocating the required resources and equipment to address the needs of a modern system.

3.6 The manual also serves as a basis for bilateral and multilateral discussions, aimed at the harmonisation of planning activities on a regional scale, thus facilitating the development and updating of the regional air navigation plans under the umbrella of the *Global Air Navigation Plan* (Doc 9750, GANP).

4. CONCLUSION

4.1 Although Doc 9426 continues to provide useful guidance and is still commonly in use today, it was last updated in 1992. It therefore does not reflect many of the latest operational aspects related to technologies used in today's modern ATM infrastructures. There is a need for ICAO to update and modernise this useful ATS guidance material as a matter of priority.

4.2 The Assembly is requested to:

- a) note and support the contents of this working paper; and
- b) request ICAO to prioritize the update of Doc 9426 to include modern ATM infrastructure requirements, systems and procedures.

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