CAR/SAM Seminar in Preparation of Eleventh Air Navigation Conference

ICAO AN-Conf/11

Lima, 18 to 22 August 2003

Agenda

1 - Global ATM operational concept
2 - Safety and security in ATM
3 - Required total system performance (RTSP)
4 - Capacity enhancement measures
5 - ITU WRC-2003
6 - Aeronautical navigation issues
7 - Aeronautical air-ground and air-to-air communications

IATA Positions

- The following slides summarize the main positions taken by IATA in its Papers to AN-Conf/11
- All Positions were developed by the ATM/CNS Implementation Task Force, approved by GISAG and OPC
- They represent IATA Policy

1 - Global ATM operational concept

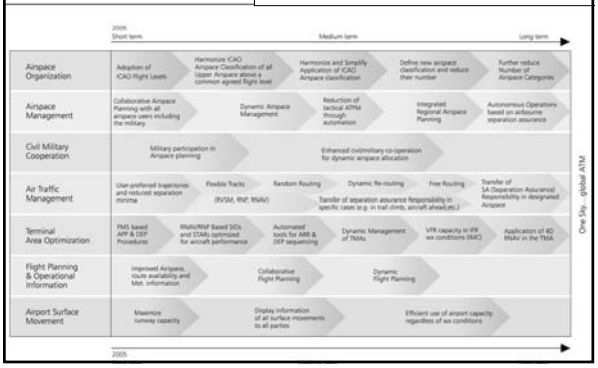
- IATA supports the ICAO ATM Operational Concept Document (OCD)
  - Global Air Navigation Plan and Regional Implementation Plans must be made consistent
- OCD should guide development of global and regional implementation plans, ICAO Provisions & ATM technology solutions
- Transition strategy to future concept is needed
  - IATA Global ATM Implementation Roadmap

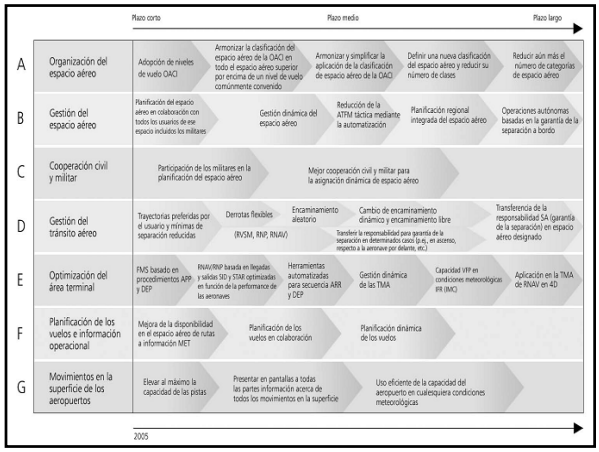
Global ATM operational concept - continued

- Immediate operational benefits can be achieved by taking advantage of existing aircraft equipage
- IATA supports increasing aircraft autonomy by the methodical transfer of certain procedures and responsibilities from ground-based to airborne separation assurance

Global Implementation Roadmap

Global ATM operational concept - continued





Other IATA Agenda Item 1

- AIS: move quickly to a fully electronic environment for AIS and MET
- ADS-B: 1090 ES followed by one globally interoperable solution. IATA does not support regional solutions such as VDLM3 or 4

2 - Safety and security in ATC

- Position papers under development
  - runway incursions
  - applicability of audits based on Global "best practices" to ATS Providers

3 - Required total system performance (RTSP)

- Support OCD concept of Required ATM System Performance (RASP)
- Safety is essential but efficiency and regularity are crucial
- Efficiency of an ATM service provider effects the cost to the airspace user
- ATM is the human application of service provision
- ATM should be evaluated through observation, benchmarking and comparison with best practices

4 - Capacity-enhancement measures

- Performance driven planning approach
- Capacity management, not demand/capacity balancing
- Wider implementation of available ATM capacity improvement measures
- Driven by operational improvements & user benefits, not technology
- Collaborative Decision Making
- Transfer of certain procedures and responsibilities from ground-based to airborne separation assurance

5 - ITU WRC-2003

In preparation for WRC 2007

- States/Organizations to actively support ICAO
- Encourage support for aviation positions in National, Regional and Global fora.
- Recommend that States and Organisations contribute to the ICAO study on future spectrum requirement

6 - Aeronautical navigation

- **Global implementation of RNP**
  - GNSS should be the primary radio navigation system for positioning and timing
  - does not mean GNSS at any cost
- **Should move from ground-based to space-based systems, for all phases of flight, to at least CAT 1 minima**
- **ICAO should develop RNP standards as soon as possible and States should transition to these new global standards**

6 - Aeronautical navigation – cont.

- **GNSS CAT II/III solutions**
  - concerns about schedule delay and anticipated increase in overall cost
- **Confirmation of the efficiency and cost effectiveness of GNSS CAT II/III solutions**
  - before decommissioning of ILS services
- **To extend the lifecycle of ILS CAT II/III**
  - analysis urgently required on interference near airports

6 - Aeronautical navigation – cont.

- **MLS only where**
  - driven by the needs of airspace users
  - specific cases where ILS CAT II/III cannot be maintained
  - MLS operational and/or economic benefits are proven
- **Implementation of MLS alone should not be used as a justification for any reduction in services to aircraft that are not MLS-equipped**

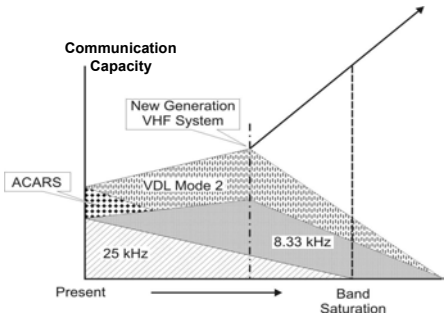
7 - Aeronautical air/ground and air/air communications

- **Future VHF air-ground infrastructure should converge to a single globally harmonised, compatible and interoperable system**
  - reduce proliferation of solutions based on national or regional priorities
- **IATA does not support**
  - VDL Mode 3 - uncertain benefits
  - VDL Mode 4 - proliferation of VHF alternatives
- **Close co-operation in R&D towards the future air-ground communications**

7 - Aeronautical air/gnd and air/air communications – cont.

- **There is an urgent need to establish a single scenario for the development of the future aeronautical communication infrastructure**
- **States, organisations and industry are encouraged to work in unison towards this solution**

7 - Aeronautical air/gnd and air/air communications – cont.



7 - Aeronautical air/gnd and air/air communications

Draft

Encourage States and Regions to promote;

- implementation of ATS data link in Oceanic and remote areas where presently HF voice is used for coms.
- develop an HF voice regression/decomm plan in favour of SATCOM voice
- assess the safety aspect of the HF voice requirements at higher latitudes for emergency and non-routine communications on historic data

Call for Action

- Adoption of these positions by AN-Conf/11 will help improve Safety, Capacity and Efficiency of ANS's worldwide
- We urge States to support IATA positions
- We request States to brief their State Delegates to AN-Conf/11 and urge them to support inclusion of these recommendations in the final report of the meeting

Call for Action

- All Papers are on the IATA and ICAO 11th ANConf WEB sites in English, French, Spanish and Arabic.
- Please provide an indication of your support for each IATA Position.

	State1	State2	Etc, etc
Agda 1	support	support	etc
Agda 2	disagree	support	
Agda 3	support	disagree	etc
Etc etc	support	etc	etc