

## **CAPACITY – ENHANCEMENT MEASURES**

## **REFERENCES**

- **WP/7: Regional and Global Measures to enhance Airspace Capacity (Secretariat)**
- **WP/28: ICAO's Runway Safety Programme (Secretariat)**
- **WP/51: Airline position on capacity enhancement (IATA)**
- **WP/74: Collaborative decision-making (CDM) (Sweden)**

## **Syllabus**

- **Introduction**
- **Need to enhance airspace capacity**
- **Implementation Planning**
- **Other initiatives to increase capacity**

## **Need to enhance airspace capacity**

### **Air Traffic Increase**

- **Some States have the growing need to devise and implement procedures to solve the airspace users demands under its jurisdiction or industrial pressures and related policies**

### **Consequently:**

1. **States begin to implement CNS/ATM and procedures at a national level**
2. **The need to harmonize in FIR boundaries is created**
3. **The Regions are hindered from establishing implementation measures**
4. **The implementation creates the need to establish special procedures that are incorporated into Doc. 7030**

**The intention to harmonize such procedures with neighbouring States produced:**

- **Proposals to include such regulations in the SUPPS**
- **Some of them in conflict with the regulations of Annexes and PANS**

**Consequently:**

- **Some regional/national procedure differ to a certain degree from the procedures established by ICAO**

- **ICAO prepares and maintains the framework of applicable procedures (SARPS) worldwide-accepted in the Annexes to the Chicago Convention**
- **The Annexes complemented with the procedures for air navigation services (PANS)**
- **PANS detail the procedures to be followed in practice by ATS units**

**ICAO Regulations**

**Non-conflict between SUPPS**

**Annexes and PANS**

**Uniform application of Procedures at a Regional and Worldwide level**

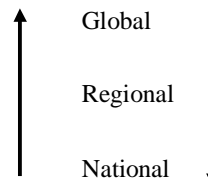
Safety

Regularity and efficiency

**Level of the Regions:**

- **ANP: the services to be provided by States are stipulated with details, facilities and services, according to Art. 28 of the Chicago Convention**
- **Regional Supplementary Procedures – SUPPS (Doc. 7030): Procedures to meet the needs in specific areas that are not contemplated in the global regulations.**

Need for harmonization



**The PIRGs have assisted at a regional level in global initiatives:**

- Europe, Middle East, Asia Routes Structure South of the Himalayas (EMARSSH);
- RVSM in the EUR/SAM Corridor;
- Routes structure over the North Pole;
- Through CNS/ATM subgroups: identification of main international air traffic flows

In this regard, WP/7 proposes the Assembly that:

**The States and International Organizations should keep in mind:**

- The criteria for the establishment of SUPPS
- That the SUPPS may not be in conflict with regulations contained in Annexes and PANS
- That, regarding the ATM procedures, the global regulations should have priority over regional regulations.

## Planning for implementation

**Proposal of ICAO**

- Implementation ATM system that permits to take advantage of the greater possibilities provided by technical progress; and
- Need for a complete concept of the ATM integrated and global system with clearly established requirements.

**Integrated and global ATM System:**

- This concept is a basis to determine ATM requirements and coordinate the implementation of CNS/ATM technologies

❖ The ATM operational concept should adapt to:

- The operational environment;
- Need of the States/Regions, in particular, and to:
- ❖ Matters that may change from one region to another:
- Economical, Juridical, Political, Financial, Environmental and Institutional

**Two areas defined:**

- Analysis cost/benefit
- Safety

**Cost/benefit analysis and process of safety cases:**

- Weak points of the system requiring changes to give priority to economical or safety aspects, are exposed.

**The global, regional and national planning process should:**

- Provide economical operational improvements
- Contemplate the needs of the user
- Satisfy the requirements of safety, capacity and environment

**Position of IATA**

- Planning promoted by performance
- Obtaining of performance benefits should be based in clear operational improvements and benefits for users instead of emphasizing in technology implementation
- Adoption of decisions harmonized in collaboration at a worldwide level to offer more options to users that enable them to adopt in their operations the decision of a better cost/benefits relationship.

**IATA proposes to the 11th Conference:**

- Performance goals based in clear operational improvements and benefits for users instead of being an application of the technology.
- Development of ICAO regulations supporting timely implementation of measures to improve capacity.
- Provide high priority to the capacity management processes in the planning and operation of the ATM, in contrast to the balance between demand and capacity

(IATA Cont.)

- The States harmonize their practices of decision adoption in global collaboration in order to provide more options to users and enable them that their operations adopt the best decision in the cost/benefit relationship.
- Take note that a growing use of the autonomous separation on-board or of the separation in cooperation shall improve both the capacity and flexibility.

## Other initiatives to increase capacity

## Single Sky

- Europe is dealing with a series of technological, political and institutional issues to achieve the policy of “Single Sky”
- This concept of part of this concept might be adapted to other regions to achieve an ATM inter-operable and more uniform system

## WP/7 ICAO proposes the following Recommendation:

That ICAO investigate and analyse the “single sky” concept for possible use in other regions or at the global level.

## WP/28 (11° Conf. AN), refers to the runway safety programme

- Air Navigation Commission (April - 2001) identified critical fields related with the runway general safety.

## Runway safety Programme (cont.):

- Radiotelephony Phraseology
- Language Proficiency
- ATC Procedures
- Standards and performance requirements for equipment
- Aerodrome lighting and markings standardization

## Runway safety Programme (cont.):

- Aerodrome charts
- Situational awareness and human performance
- Safety Management Systems
- Educational campaign

**CAR/SAM Measures – ATM Field:**

**GREPECAS/10 (October 2001):**

- **Conclusion 10/18**, approved the “CAR/SAM Regional Guidance Material on Air Traffic Services Quality Assurance Programmes”

**In its Chapter 6 it contains:**

- Preventive Plan for runway incursions.

**Collaboration in Decision-Making**

- This working paper refers to the collaboration in decision-making (CDM) and to the experience of Sweden on this respect.
- It deals with some of the real problems regarding air traffic control/airports/users operations and emphasizes some examples where the cooperation is beneficial to all concerned parties.

- The decision making would permit all members of the aeronautical community, especially those airspace users to participate in the decision making of the ATM area affecting them.
- The level of participation corresponds to the degree in which the decision affects them.

**Sweden invites the Conference to:**

- Recommend that ICAO adopt the necessary measures to amend the Organization technical work programme in the Air Navigation Area, in order to deepen into the analysis and dealing with the concept of Collaboration in Decision Making.

**THE  
END**

**THANK YOU**