

ICAO - OACI - ICAO
International Civil Aviation Organization

**SEMINAR/WORKSHOP
(SAM ANIP-PB)**

Part II

9 – 13 May 2011 *Jorge Fernández Demarco*
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Content

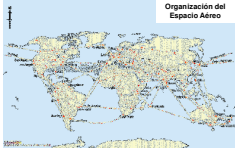

- Conceptual changes
- Current and future activities of SAMIG with regard to ATM

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Key concept changes

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Airspace management and organization





- Airspace will be the responsibility of the ATM and will be a usable resource by all aeronautical community
- Any restriction on the use of any airspace specific volume will be considered temporary
- Airspace management will be dynamic and flexible and will adjust to users' requirements

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Aerodrome operations




- Reduced runway occupation time
- Safe manoeuvres in all MET conditions
- Accurate surface guidelines from and to a runway in all required conditions
- Position and intentions of all vehicles and aircraft operating in known manoeuvring areas and movement




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Balance between Demand and Capacity




- Through the CDM in strategic phase, all available means will be optimised
- Through CDM in pre-tactical phase, adjustments will be made to available means
- In the tactical phase, dynamic adjustments will be made to the airspace organization for DCB




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Air Traffic Synchronization




- There will be control of 4-D dynamic trajectory and conflict-free trajectories
- Congestions points will be eliminated
- Air traffic sequencing will be optimized achieving maximum runway performance



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Airspace users operations



- ATM data will improve situational awareness
- User operational information will be available in the ATM System
- Performance , flight conditions and available ATM resources will enable 4-D trajectories
- Decision taking in collaboration

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Conflict management



- Conflict management shall reduce the need for the provision of separation
- Separator agent will be the airspace user, except for safety reasons
- The function of separator may be delegated, but only on a temporary basis
- Anti-collision systems will be part of safety management

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Provision of ATM Management

- Will operate door-to-door– (seamless)
- System design determined through CDM – commercial aspects
- Will enable to optimize trajectories and expectations of ATM community

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Information services

- Aeronautical Information**
 - dynamic access to information
 - Electronic means
- Meteorological Information**
 - Timely and accurate
 - Available on-board
 - Best forecasts and capacity

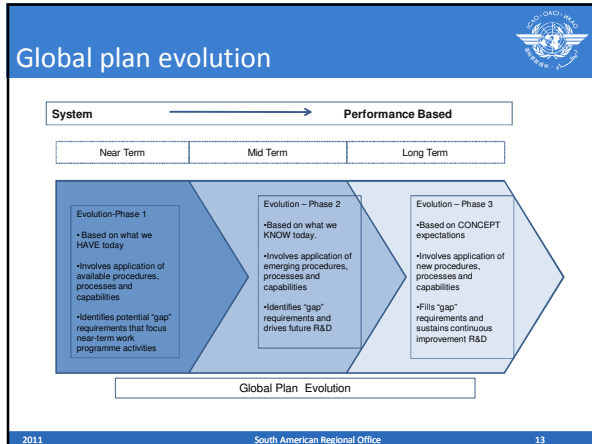


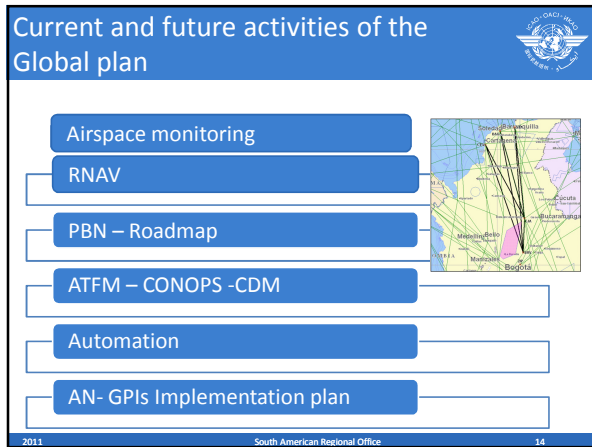
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Transition strategies

- Amend ICAO documentation:
 - Strategic Objectives
 - Global Plan
- Implement groups for operational improvements in homogeneous areas
- First phase based on system technology and current or future ATM regulations
- Second and third phases, ATM improvement will be managed by ATM requirements


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Conclusions



 <p>Global harmonization must be consolidated</p>	 <p>Training is the key to implement new systems</p>	 <p>Joint work and commitment is the key for our future work</p>
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Questions?

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