



OACI | UNIENDO A LA AVIACIÓN

NINGÚN PAÍS SE QUEDE ATRÁS



Global Air Traffic Management Operational Concept(Doc. 9854)

WORKSHOP ON THE APPLICATION AND DEVELOPMENT OF THE VOL. III
OF THE CAR / SAM E-ANP INCLUDING KPI FORMULATION FOR THE SAM
REGION

Virtual Meeting, September, 15-17, 2020



CONVENTION ON INTERNATIONAL CIVIL AVIATION



Chicago, EEUU, December, 7, 1944;

- Establishes the ICAO organization
- *"Identifies and defines the responsibilities of the States with respect to the administration of civil aviation and the organic manner and methods to follow in order to fulfill the mandate"*



"Do we know where we are going or where we want to go?"





GANP - Background

1983
FANS-1

1991
FANS-2
(CNS/ATM)

1996
GANP – First
Edition

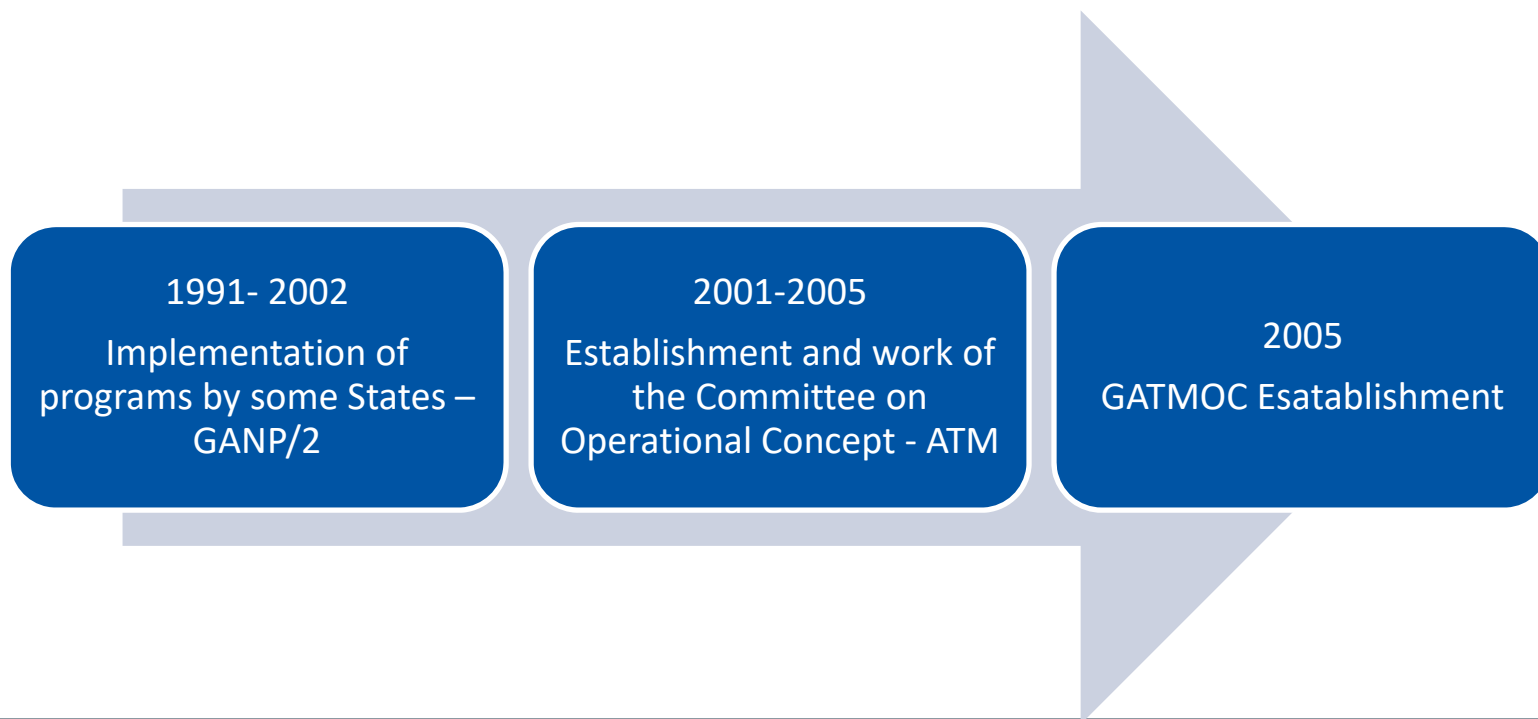


GANP - Background

- FANS/1 – 1983 – Comité FANS (Proyección de 95 años)
- FANS/2 – 1991 (Anf/C-10) (CNS/ATM Systems)
- Doc. 9750 – Global Air Navigation Plan for CNS/ATM Systems (GANP) (1996) (Primera Edición)
- Doc 9750 – GANP – CNS/ATM (Second Edition) (2002)
- Doc 9854 – Global Air Traffic Management Operational Concept – 2005

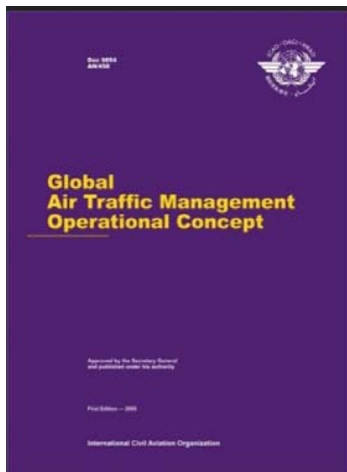


Milestones between FANS/GANP





GATMOC

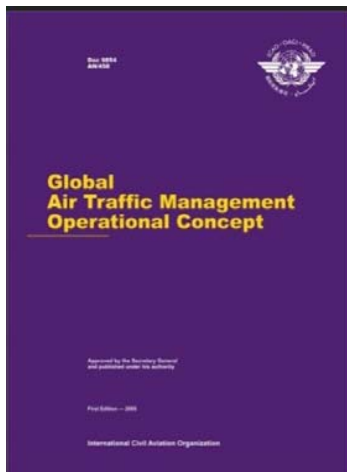


ICAO VISION OF THE GLOBAL ATM SYSTEM:

- ✓ *INTEGRATED;*
- ✓ *HARMONIZED;*
- ✓ *INTERFUNCTIONAL;*
- ✓ *HORIZON TO 2025 EVEN MORE*



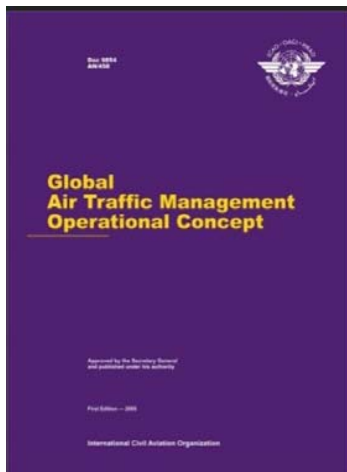
GATMOC - VISION



*"Achieve an **interoperable** global air traffic management system, for all users during all phases of flight, that meets agreed **safety levels**, provides optimal **economic operations**, is **environmentally sustainable** and meets **national security requirements**"*



GATMOC – ATM - CONCEPT



"Air traffic management is the dynamic and integrated management of air traffic and airspace, safe, economical and efficient, which is carried out by providing facilities and services without perceptible limits among its components and in collaboration with all parties"



GATMOC – SCOPE OF THE CONCEPT



- "- Necessary services;*
- ✓ Increased flexibility*
 - ✓ Increase in the efficiency of Operations;*
 - ✓ Increase the capacity of the system;*
 - ✓ Improve safety levels in the future air traffic management system. "*



GATMOC – GUIDING PRINCIPLES





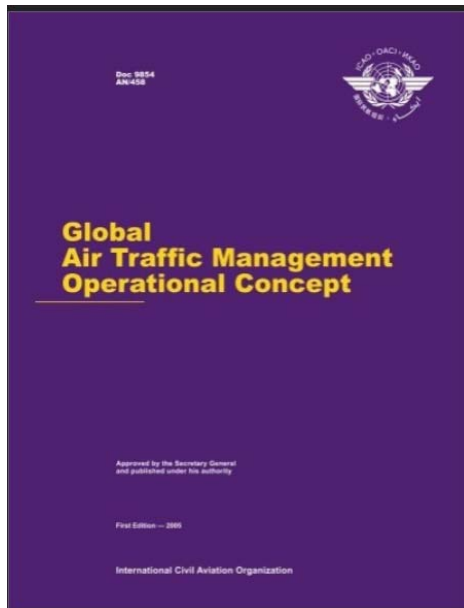
GATMOC – GUIDING PRINCIPLES



**COLLABORATION
– TEAMWORK
CONTINUITYD**



GATMOC – DRIVERS OF CHANGE



- *Operational Safety;*
- *User Expectations;*
- *Cost / benefits;*
- *Efficiency;*
- *National interests*



GATMOC – Concept Components

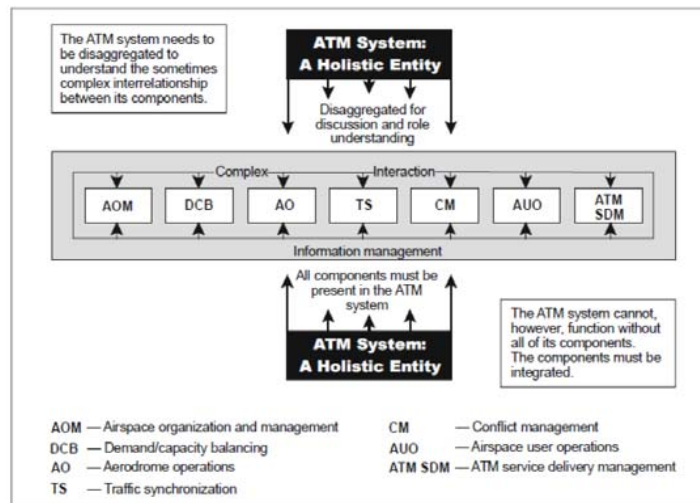


Figure 2-1. The seven ATM concept components



GATMOC – Concept Component

- AOM - Airspace organization and management
- AO - Aerodrome operations
- DCB - Demand and capacity balancing
- TS - Traffic synchronization
- AUO - Airspace user operations
- CM- Conflict management
- ATM_SDM-ATM service delivery management



GATMOC – Concept Component

- Aeronautical Information Management





GATMOC – Appendix A to I

- It complements the Document in very specific aspects treated in each Appendix
- Special emphasis on Appendices A, and from D to I



GATMOC – Appendix A to I

Appendix A	The ATM community
Appendix B	Glossary
Appendix C	Limitations on the provision of air traffic services in 2000
Appendix D	Expectations



GATMOC – Apéndices A hasta I

Appendix E	Expected benefits
Appendix F	ATM system performance
Appendix G	Evolution to the operational concept
Appendix H	Planning
Appendix I	The concept — Explanations and examples



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North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



GRACIAS