International Civil Aviation Organization

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WORKING PAPER

ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 35: The Global Air Traffic Management (ATM) System

EXPERIENCES AND LESSONS LEARNED FROM IMPLEMENTATION OF THE CNS/ATM SYSTEMS

(Presented by Saudi Arabia)

EXECUTIVE SUMMARY	
This working paper sheds light upon the need for experiences acquired through implementation and operation stages of the elements of the future navigation systems (CNS/ATM), and proposes that these experiments be learned lessons available and easily accessible for all the ICAO Member States. **Action:** The Assembly is invited to review and comment on the above subject with a view to adoption of the proposal.	
Strategic Objectives:	This working paper relates to Strategic Objectives A, D and E on safety, efficiency and continuity
Financial implications:	Not applicable

[1] Arabic version provided by Saudi Arabia.

1. INTRODUCTION

1.1 The ICAO responsibilities include developing the level of recommendations and procedures necessary to support and facilitate transition to the future air navigation systems (CNS/ATM) which comprise the Standards and Recommended Practices (SARPs), guidance materials and technical and operational publications as required to support implementation plans in the ICAO Member States.

2. DISCUSSION

2.1 The elements, concepts and systems of future navigation systems (CNS/ATM) have been implemented and are being carried out in the various ICAO regions or each individual State. An example is the surveillance system such as multilateration, ADS-B, Mode-S Elementary, etc. Some of these elements have been approved for use in operational processes, others have not yet been approved by ICAO in official documents such as SARPs and guidance material.

2.2 Future navigation systems (CNS/ATM) added significant positive value to the aviation community, in terms of safety, regularity and efficiency of air traffic. Accordingly, a number of States were encouraged to change over to dissemination of future navigation systems (CNS/ATM) and other States also intend to implement future navigation systems (CNS/ATM) but they have less knowledge and direct experience which lead to delaying and impeding the Global Plan for the implementation of future navigation systems (CNS/ATM).

2.3 To reduce such situation, ICAO is requested to endorse this idea, within its mandate, in order to disseminate the acquired experiences among all the Member States before and during the stages of implementation of future navigation systems (CNS/ATM). The information base will have valuable benefits and will be available to States to implement future navigation systems (CNS/ATM) to achieve the best practices and to reduce negative confrontations.

2.4 This working paper proposes that ICAO establish a mechanism for collection of all the experiences acquired from States during the implementation and operation of future navigation systems (CNS/ATM) such as defects, anomalies and solutions in order to overcome obstacles and difficulties. These data must be available and easily accessible for all the ICAO Member States in order to strengthen and improve decision-making concerning new applications of future navigation systems' projects (CNS/ATM).

3. PROPOSED MECHANISM

3.1 ICAO can play an important role in contribution to the collection of required information from experts and representatives during its activities to develop the systems or to update the SARPs, guidance materials, new requirements and fulfillment of the ICAO's obligations.

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