



## ASSEMBLY — 35TH SESSION

### TECHNICAL COMMISSION

**Agenda Item 23:** Consolidated statement of continuing ICAO polices and practices related to communications, navigation, and surveillance/air traffic management (CNS/ATM) systems.

#### IMPACT OF THE NEW ATM TECHNOLOGIES ON UNDERDEVELOPED COUNTRIES

(Presented by 21 Contracting States<sup>2</sup>, members of the Latin American Civil Aviation Commission)

#### SUMMARY

This working paper presents considerations associated with the need to evaluate in an accurate and balanced manner the operational requisites and the solutions to be applied in order to achieve the introduction of a Global Operational Concept for Air Transport Management (ATM), taking into consideration specific characteristics of each region and States.

#### REFERENCES

Report of the Eleventh Air Navigation Global Conference.  
Global Air Navigation Plan for CNS/ATM Systems, Doc 9750 ICAO.

### 1. INTRODUCTION

1.1 The Eleventh Air Navigation Conference (AN-Conf/11) (Montreal, 22 September – 3 October 2003) approved Recommendation 1/10 – Conditions of the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750).

<sup>1</sup> Spanish version provided by the Latin American Civil Aviation Commission (LACAC).

<sup>2</sup> Argentina, Aruba, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Jamaica, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay and Venezuela.

1.2 The above-mentioned Recommendation indicates that States and Planning and Implementation Regional Groups should consider the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750) as a catalyst, but allowing, at the same time, regional or domestic adaptation in order to efficiently satisfy the regional and national needs.

## 2. ANALYSIS

2.1 The Operational Concept of Air Navigation Management is result orientated; which means that we must guarantee compliance with that which is expected by the different parties involved regarding safety, efficiency, and costs.

2.2 Based on performance prerequisites, it is very important to define as clearly as possible which facilities, services, and systems will be necessary so that a particular number of aircraft can safely travel through the airspace and move more efficiently in air terminals.

2.3 Relationship between technological development and requisites must be rational and properly balanced. If technological improvement has boosted operations in the past, it is necessary to change our focus so that the operational needs are fulfilled by technological development. This new point of view will secure optimum use of human and financial resources in order to achieve an air navigation system operating efficiently and productively.

2.4 The Eleventh Air Navigation Conference (AN-Conf/11) declared that States and Regions are different amongst them and have different needs that require diverse solutions. This is an essential characteristic of the ATM Operational Concept and we must keep in consideration that, while in some places they can need complex ATM systems in order to comply with operational requirements emerging from a great amount of air traffic, in other places, simpler solutions based on harmonization or regional cooperation could provide satisfactory answers in the short or medium term.

## 3. CONCLUSIONS

3.1 Actions taken by a State, group of States or specific Region in order to solve the unique problems they face due to growth of air traffic could be considered useful. Notwithstanding the above, others' experiences should not be transplanted in its original structure, as it is important to bear in mind that specific requirements need solutions also specific to the State, group of States or particular Region.

## 4. ACTION BY THE ASSEMBLY

4.1 The Assembly is invited to:

- a) take note of this working paper; and
- b) acknowledge that States and Regions are different amongst them, that each State or Region has different ATM characteristics and needs, and that their problems require different solutions.