



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
NINETEENTH MEETING (APIRG/19)
(Dakar, Senegal, 28 - 31 October 2013)**

Agenda Item 3: Performance Framework for Regional Air Navigation Planning and Implementation

3.7 Other Air Navigation Matters

“Most Capable Best Served” airspace operations

(Presented by IATA)

SUMMARY
<p>This paper presents the principles of Most Capable Best Served concept aiming at allow more capable flights to operate in a manner that makes best use of an airlines investment (equipage and training) through a performance or service improvement. It proposes also implementation phases to achieve this goal through some operational incentive steps.</p>
<p>REFERENCE(S): Doc 9854</p>
<p>Related ICAO Strategic Objective(s): A, B and E</p>

1. INTRODUCTION

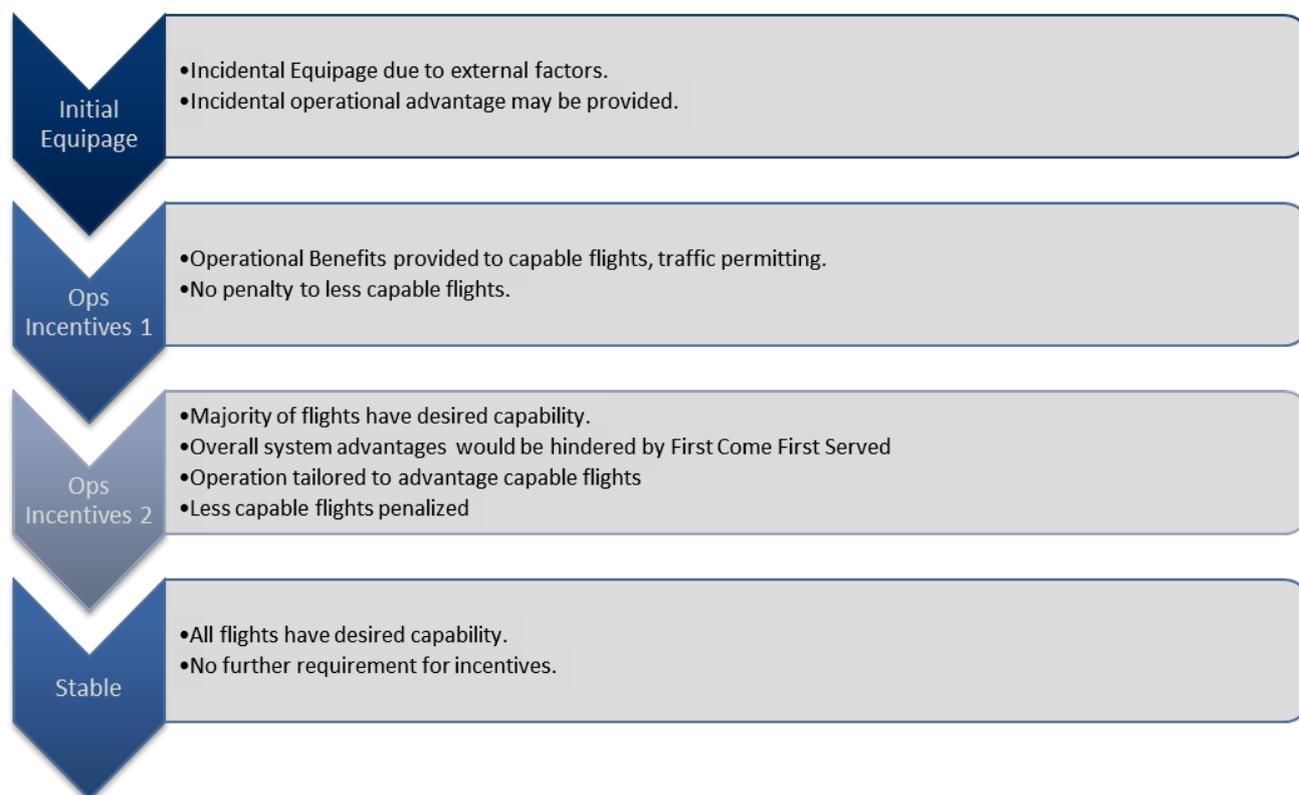
- 1.1 The principle of *First-Come-First-Served* has served the aviation community well for many years. However, this principle has become increasingly problematic, especially in periods of technological transition when there are still significant numbers of less capable users.
- 1.2 For decades, airlines have been equipping their aircraft with advanced capabilities in the hope that they would reap operational advantages from these capabilities to offset their cost. Unfortunately, these benefits have been very slow to materialize.



2. DISCUSSION

- 2.1 For airlines, the most important objective is to have an ATM system that has the greatest capacity, commensurate with the demand, and for it to operate with the best possible efficiency. The *First-Come-First-Served* principle is not compatible with this objective.
- 2.2 Recently, the expression “Best Equipped Best Served” has been used to describe a mode of operations where those aircraft operators that have invested in modern aircraft equipage would be allowed to take full operational advantage of their investment.
- 2.3 Enabling operations under this principle is more difficult than it may appear at first; mostly due to the complexity caused by mixing aircraft capabilities within dense airspace and the consequential workload increase on air traffic control. Also, “best equipped” is not the best indicator of a flight’s capability. Several other elements such as flight planning capability, crew training, etc. must also be considered.
- 2.4 Under this principle “Most Capable Best Served” is the term preferred by operators. The most capable flights would be provided the opportunity to gain full advantage of their capability in order to maximize the overall efficiency of the ATM system and of the flight itself.
- 2.5 In the current environment of diverse capabilities it is appropriate to, at some point, provide operational advantages to those aircraft operators that have advanced capabilities. We have reached a point where it is no longer acceptable to cater to the lowest common denominator and wait for all users to be equipped before effecting the transition to improved operations.
- 2.6 The choice of operating under a “Most Capable Best Served” concept requires an understanding of principles that must be followed for a successful outcome. IATA supports the principles contained in the ICAO Global ATM Operational Concept as described in ICAO Doc 9854 and any initiative that provides a return on the operators’ investment whilst providing a safer and more efficient ATM system.
- 2.7 These principles will include:
- Collaborative Decision Making regarding Airspace Management and the required capabilities;
 - Regulator willingness and ability to certify advanced aircraft capabilities;
 - Equitable access to airspace, viewed on a longer time scale.
- 2.8 Implementing Most Capable Best Served principles will need ATM system to be examined case-by-case, service-volume by service volume. For each service-volume, following should be assessed:
- opportunities to increase efficiency,
 - then flight capability (is it a determining factor?) and finally
 - whether a suitable proportion of aircraft has the desired capability.
- 2.9 Any implementation of Most Capable Best Served must not introduce workload or other hazards that are not properly mitigated, if required.

2.10 Figure below proposes a transition from a stable environment through some operational incentive steps to a new stable state where a new capability has been agreed to by stakeholders or, more likely, has been mandated.



3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) Take note of information provided in this paper;
- b) Adopt the Most Capable Best Served (MCBS) principles; and
- c) Consider Most Capable Best Served implementation phases proposed in paragraph 2.10 for adoption.

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