

CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

(Montreal, 19 - 28 June 2000)

Agenda Item 6: Guidance and assistance by ICAO

THE ICAO PLANNING PROCESS FOR AIR NAVIGATION SERVICES

(Presented by the Secretariat)

INFORMATION PAPER

SUMMARY

ICAO regional air navigation plans formally identify those facilities and services required to support international civil aviation that States are committed to providing in accordance with Article 28 of the Chicago Convention. This paper describes the ICAO planning process that develops these plans, which attempts to increase the awareness of those ANSConf 2000 attendees who themselves are involved, directly or indirectly, in the provision of air navigation services.

1. ICAO planning process

1.1 The Conference will be dealing with many aspects of the provision and maintenance of air navigation services. Of the multitude of facilities and services in place around the world supporting all types of aviation activity, a large number are formally recognized as being required for international civil aviation. In this regard, ICAO planning has, as its principal engine, the regional planning process which establishes what facilities and services are required in different ICAO air navigation regions and the specifics of when and where they should be implemented. It is on this basis that ICAO publishes and maintains a series of regional air navigation plans (ANPs) that sets out the collective commitments of ICAO Member States called for under Article 28 of the Chicago Convention with regard to the provision of facilities and services.

1.2 It follows that many of the issues to be discussed at the Conference are relevant to ICAO's regional planning process and it appears likely that any emerging developments with regard to the provision of air navigation services will find a practical application in that process. Any new developments will be particularly relevant in view of ICAO's attention to the implementation of CNS/ATM systems.

1.3 This paper attempts, therefore, to describe the ICAO planning process and recent developments related to it with a view to increasing the awareness of those involved in the provision of air navigation services so that they can assess the need for them to become more closely connected with the formal process that establishes the facilities and services required for international aviation.

2. Strategic and Global Matters

2.1 ICAO and the world community share the vision of a seamless, global air traffic management system which will enable aircraft operators to meet their planned times of departure and arrival, adhere to their preferred flight profiles with minimum constraints and without compromising agreed levels of safety.

2.2 Accordingly, the need to plan for the increased introduction of ANS and CNS/ATM systems by ICAO partners such as States, regional planning groups (PIRGs), airspace users, service providers and industry is recognized. For its part, ICAO layers its planning work into global, regional and national levels. At the global level the ICAO Global Air Navigation Plan for CNS/ATM Systems (Doc 9750) is a living document which in addition to guiding regional CNS/ATM planning also covers meteorology, aeronautical information services, institutional aspects, legal issues, training and technical cooperation matters.

3. Regional Planning

3.1 Over the years ICAO has organized full-scale regional air navigation (RAN) meetings in all ICAO air navigation regions and has thus brought together the relevant provider and user States and international organizations on a regional basis to update regional air navigation plans which set out required facilities and services. Those RAN meetings have been increasingly interspersed with meetings of smaller regional groupings after Council created a number of planning and implementation regional groups (PIRGs). These PIRGs have now gained maturity and together with their sub-groups and with a relatively new Council-advisory group called ALLPIRG which focuses on interregional planning and implementation issues, they play a major role in the planning of facilities and services for international civil aviation.

4. Sub-regional and other levels of planning

4.1 ICAO encourages a sub-regional or multi-national approach for a cost-effective implementation of air navigation systems. CNS/ATM in EUROCONTROL and ASECNA areas, ground/ground networks in the SADC area and Eastern Caribbean, SBAS in North America and Upper ASM by the South Pacific Forum States are examples. Facilitation of financing and possibilities for joint ventures on charges collection lend themselves to inclusion in business cases and plans that support implementation options. The work of PIRGs takes account of and benefits from these developments.

4.2 PIRGS are also proceeding to plan CNS/ATM implementation on the basis of homogeneous ATM areas and major international traffic flows. Such an approach which focuses on groupings of several States, their air navigation infrastructure needs and those of airspace users' is also an appropriate basis for the preparation of business cases and plans.

4.3 At the national level, planning for air navigation systems must take account of both domestic and international traffic. While States are responsible for such planning ICAO has developed guidance material in the form of ICAO Circular 278 (National Planning for CNS/ATM Systems - Guidance Material). The work of PIRGs takes account of national plans and their harmonization as well as the emergence of autonomous entities.

5. Inter-regional issues

5.1 Harmonization is also needed at the inter-regional level as current ATC systems are often country specific and/or stand-alone and new CNS/ATM systems have a number of operational/technical/institutional options and different implementation levels and/or timing. The ALLPIRG and PIRGs work together on these issues and a first inter-regional coordination exercise is scheduled to be held in Bangkok in October 2000 as a model for other similar exercises in other regions designed to assist progress towards an integrated global ATM system.

6. Economic issues

6.1 The regional planning process has traditionally looked at implementation options in terms of operational, technical and institutional issues regarding CNS/ATM systems. More recently, however, PIRGs have been laying more emphasis on cost/benefit analysis to help with the choice of options and the preparation of business cases to facilitate their financing. In fact, the Council has made a specific change to PIRGs' terms of reference and PIRGs are being invited to encourage participation of economics and financial experts in their work.

7. Conclusion

7.1 It is hoped that the above description of the elements of the ICAO planning process that leads to the inclusion in the regional ANPs of States' commitments to providing the facilities and services necessary to support international civil aviation will increase the awareness of these attendees at the Conference most closely involved with the provision of those facilities and services.

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