



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fourth Meeting of the APIRG Communications, Navigation and Surveillance Sub-group (Dakar, Senegal, 25-29 July 2011)

Agenda Item 4: Aeronautical Fixed Service (AFS)

Planning and implementation guidelines

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>This information paper provides the CNS/SG/4 Meeting with the strategy for the implementation of the ICAO Global Plan Initiative for aeronautical communications, for consideration when establishing regional planning and implementation guidelines.</p> <p>Action by the meeting is at paragraph 3.</p>
<p style="text-align: center;">REFERENCES</p> <p>-ICAO Global Air Navigation Plan, Doc 9750</p> <p>Related Strategic Objectives: A and C.</p>

1. INTRODUCTION

- 1.1. The *Global Air Navigation Plan* was developed on the basis of an industry roadmap in an effort to facilitate implementation of the Recommendations of the 11TH Air Navigation Conference and ensure that focused efforts would lead to near- and medium-term benefits. The Global Plan, therefore, contains near- and medium-term guidance on air navigation system improvements necessary to support a uniform transition to the ATM system envisioned in the operational concept.

2. DISCUSSION

- 2.1. In accordance with the Global Plan, planning will be focused on specific performance objectives, supported by a set of “Global Plan Initiatives” (“initiatives”). These initiatives are options for air navigation system improvements that when implemented result in direct performance enhancements. States and regions will choose initiatives that meet performance objectives, identified through an analytical process, specific to the particular needs of a State, region, homogeneous ATM area or major traffic flow. A set of interactive planning tools will assist with the analytical process.

Description of strategy for the implementation of the Global Plan initiative on Communication Infrastructure (GPI-22)

- 2.2. ATM depends extensively and increasingly on the availability of real-time or near real-time, relevant, accurate, accredited and quality-assured information to make informed decisions. The timely availability of appropriate aeronautical mobile and fixed communication capabilities (voice and data) to accommodate ATM requirements and to provide the adequate capacity and quality of service requirements is essential. The aeronautical communication network infrastructure should accommodate the growing need for information collection and exchange within a transparent network in which all stakeholders can participate.
- 2.3. The gradual introduction of performance-based SARPs and system-level and functional requirements will allow the increased use of commercially available voice and data telecommunication technologies and services. In the framework of this strategy, States should, to the maximum extent possible, take advantage of appropriate technologies, services and products offered by the telecommunication industry.
- 2.4. Considering the fundamental role of communications in enabling aviation, the common objective is to seek the most efficient communication network service providing the desired services with the required performance and interoperability required for aviation safety levels at minimum cost.

3. CONCLUSION

- 3.1. The meeting is invited to endorse the strategy for the implementation of the Global Plan Initiative for Communication Infrastructure as described in this working paper, as part of regional planning and implementation guidelines for aeronautical communications.

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