

IBAC Technical Report Summary

Subject: Air Traffic Management

Meeting: ICAO Air Traffic Management Concepts Panel 1st Meeting
(ATMCP/1), 18 -28 March 2002

IBAC File: Air Traffic Management

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Summary:

The focal point of the ATMCP/1 was a review of the draft ATM Operational Concept document, comprising 69 pages. The concept time horizon is up to and beyond year 2025. This ambitious time horizon is unfortunately such as to significantly reduce any influence on current evolving European and North American planning for ATM systems for implementation between 2005 and circa 2010-2015. Evidently, but perhaps misguidedly, intended to enable these two Regions to evolve respective ATM systems according to current concepts and thus relatively unconstrained by much needed international standardization.

On the other hand the experts have taken an 'outside-the-box' approach and have challenged many of the traditional ATM (formerly ATC) precepts with the objective of improving efficiency and flexibility and responding to user requirements, whilst ensuring right of access and equity.

Foundations for the concept include collaborative decision making and information management. In these contexts Operational Control* is foreseen to assume an increasingly important role. These features would appear to have the most profound long term impact on business aviation operations. It is much too early to gauge how, when and in what manner operational control for business aviation operations may need to evolve. It is likewise too early for conjecture on the consequences of adhering to the status quo.

(? a reflection of a preoccupation of ATM visionaries with airline operations ?)

Some vague hints emerged of concepts to accommodate user-determined ATM service levels, possibly associated with different charges levels... this a reflection of 'privatization' of air navigation service providers. Apart from safety considerations, this could result in serious bureaucratic and administrative burdens for bizav operators and pilots.

Implication for Business Aviation:

This work will obviously have no imminent impact on bizav. The draft ATM Concept will be subject to several further reviews before it is adopted by ICAO. In due course attention will need to be given to the longer term role of operational control for business aircraft operations.

Decisions Required:

IBAC POC to note developments and the possibility of long term impact on operational control.

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