
CNS/ATM Focused Team

Develop Consensus



CAFT - Focus on What?

1. What are the Drivers for Change?
2. What are the User Requirements?
3. What is the Target ATM Operational Concept?
4. What are the Supporting CNS Technology Requirements?
 - » Availability, when and at what cost?



CNS/ATM - The Players

Aircraft Manufacturers
Aircraft Operators
FSG
ATA, AEA ...

others ARINC, SITA...
Aircraft Operators
FSG
ATA, AEA ...

ICAO

RTCA, EUROCAE
States
ATM Providers
Equipment Manufacturers
IATA
EUROCONTROL, ECAC, EU...

Avionic Vendors

AEEC



Drivers for Change

in our view:

1. Capacity
2. Cost-Reduction (Efficiency, Cost-Effectiveness; ATM-delays, Charges)

Safety not to be compromised.

Do we have global agreement on the drivers?



Framing the Problem

Continuously Increasing Demand

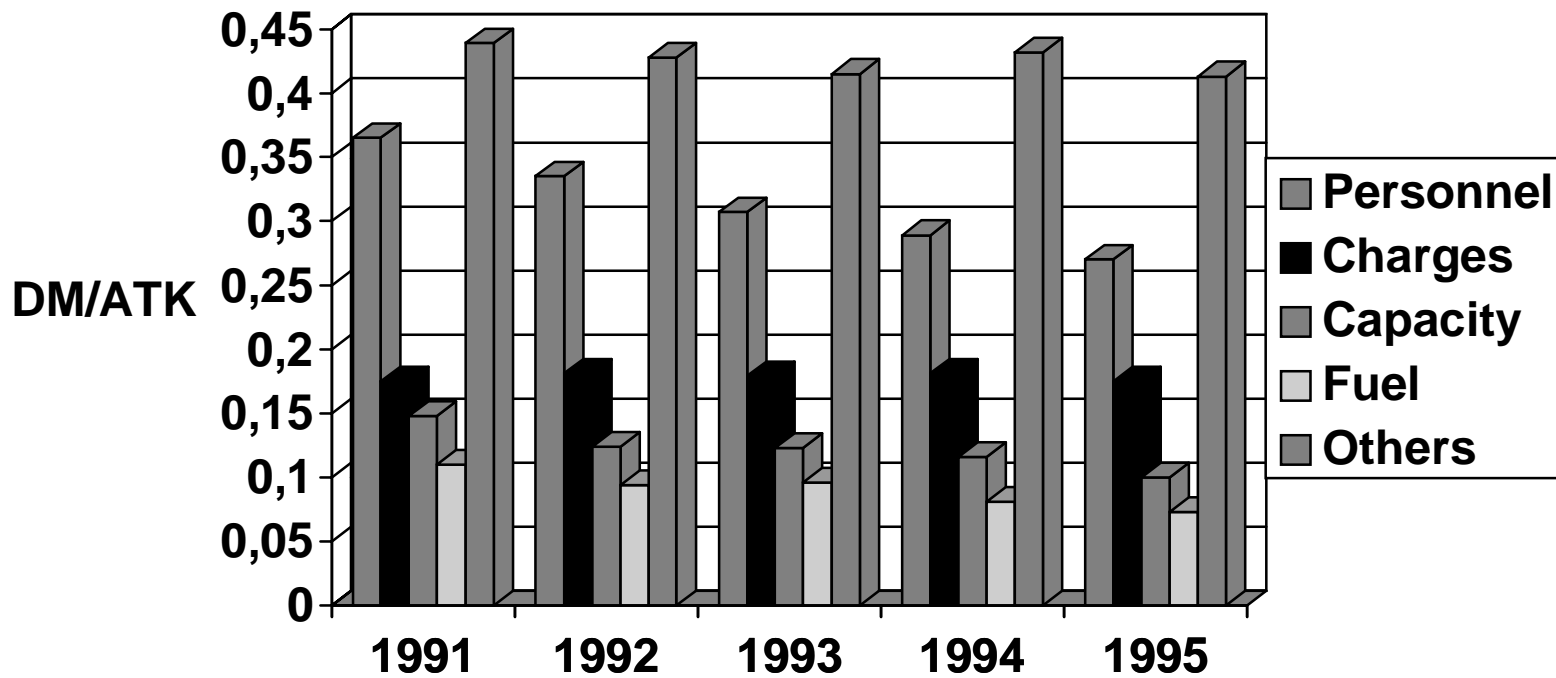
⇒ Doubling of Movements in about 15 years

Continuously Reducing Yields

⇒ Need for Cost Reduction



LH-Expenditures 91-95



Criteria for Evaluation

- Global Interoperability
- Flexibility
- Gate-to-Gate
- Benefit Driven Implementation of New Systems (CBA)
- Responsibility for Trajectory Allocation to Remain with Aircraft Operator



Global ATM Target Concepts

1. IATA Global Concept for ATM
2. EATMS Target Concept
3. FAA Concept
- ...?

Can we agree on one Target Concept within
C/AFT?



ATM Target Concept

Key-Elements of Future ATM Concepts:

- » Integration of FMS in Ground ATM via Datalink (Support of Ground Automation)
- » New Distribution of ATM Functions between ATM Provider and User (where possible, the user will be responsible for separation assurance)



Reaching Consensus

- » e.g. IATA
 - » IATA Flight Operations Sub-Committee (FOC)
 - Communications Infrastructure WG
 - ATM WG
 - » IATA Regional Co-ordinating Groups
 - » IATA Cost-Benefit Task Force



Airline Consensus Issues

Common ATM System Performance Metrics

ATS Data Link

GPS Augmentation

ADS-B

