



A37-WP/399  
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## **ASSEMBLY — 37TH SESSION**

### **REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEMS 38, 40, 41 AND 45**

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Items 38, 40, 41 and 45 have been approved by the Technical Commission.

*Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.*

(7 pages)

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**Agenda Item 38: Civil/military cooperation**

38.1 The Commission considered A37-WP/12, presented by the Council, which contained information on the outcome of the Global Air Traffic Management Forum on Civil/Military Cooperation held in Montréal from 19 to 21 October 2009.

38.2 The Commission reviewed A37-WP/85, presented by Belgium, on behalf of the European Union and its Member States, by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL, which requested that ICAO develop guidance material in civil/military coordination and cooperation and encourage States to implement flexible use of airspace.

38.3 The Commission noted that ICAO had developed guidance material on Civil/military Cooperation in Air Traffic Management, available on the ICAO-NET, and that it was planning to conduct a campaign of five regional workshops addressing civil/military cooperation in the next triennium with the support of civil/military partners.

38.4 The Commission expressed its support for the flexible use of airspace, making specific reference to the importance of a balanced and equitable access to the airspace by civil and military users. Support was also expressed for ICAO's efforts to raise the awareness of States in relation to the benefits of civil/military coordination and cooperation.

38.5 The Commission also recognized that ICAO and its civil/military partners can only do so much to achieve success in civil/military cooperation. It was up to States' administrations, working closely with air navigation service providers and military authorities, to establish political will, develop institutional arrangements, bring civil and military authorities together at the national or regional levels, set performance objectives, develop practical and operational measures and finally implement the necessary changes to make this happen.

38.6 Information papers were provided by Cuba (WP/128) and South Africa (WP/208).

38.7 Under Agenda Item 44, the Commission agreed to an amendment to Resolution A36-13, Appendix O, concerning civil/military cooperation, as referenced in A37-WP/398.

**Agenda Item 40: Electronic Safety Tools**

40.1 The Commission reviewed A37-WP/71, presented by the Council, on the strategies and efforts to improve access to safety data. The Secretary highlighted that the safety tools were being developed primarily for States taking into account their needs and perspectives.

40.2 A37-WP/236, presented by the Republic of Korea, highlighted efforts by the State in the development of safety tools. The Secretary thanked the Republic of Korea for both its past and ongoing support to ICAO in the development of safety tools.

40.3 The Commission supported A37-WP/71 and stressed the need for: adherence by ICAO to published timelines; the use of a common taxonomy; initial and ongoing training; the avoidance of duplication of efforts; implementation of quality assurance on the collected data; ensuring the security of data; and qualitative as well as quantitative data. It was emphasized that ICAO, in implementing the strategies outlined in WP/71, should take note of tools being developed by States and keep all States involved in the process.

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**Agenda Item 41: Support of the ICAO policy on radio frequency spectrum matters**

41.1 The Commission reviewed A37-WP/35, presented by the Council, introducing and examining the strategy for establishing and promoting the ICAO Position for future International Telecommunication Union (ITU) World Radiocommunication Conferences (WRCs). The paper noted Resolution A36-25 and highlighted the continued requirement for increased attention by aviation to the ITU WRC process in order to balance the increased pressure for spectrum access by non-aviation users. The working paper also highlighted the requirement for an associated and requirements driven long term communications, navigation, and surveillance (CNS) strategy to introduce more spectrum efficient systems within the aviation bands.

41.2 The Commission reviewed A37-WP/132, presented by Canada, introducing the requirement to globally coordinate the allocation of radio spectrum in order to facilitate the transmission of flight data from aircraft in support of accident investigation. The paper requested that the Assembly consider the concept of such flight data transmissions from aircraft, and to recognize the overall safety benefits this would provide to the aviation industry. The Commission recalled that this issue was discussed under agenda item 25 under safety initiatives arising from recent accidents. The Commission noted the financial implications of such and that the Council would address this as part of its review of that agenda item.

41.3 The Commission agreed that study work is necessary within an appropriate technical panel to identify and develop the functional requirements for the transmission of flight data from aircraft in support of accident investigation transmission. These requirements could in turn be used to identify suitable spectrum.

41.4 The Commission considered A37-WP/154, presented by Canada, highlighting the changing trends by some States considering implementation of Administrative Incentive Pricing (AIP) the potential impact to aviation resulting from increased spectrum licensing costs, the need for aviation to develop a long term spectrum strategy in the context of future AIP implementation, and the need for enhanced participation by States experts to support the work of ICAO. The paper highlighted the need for continued and strong support of Resolution A36-25.

41.5 The Commission considered A37-WP/192 presented by Belgium, on behalf of the European Community and its Member States, by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL. The paper addressed the need for a cohesive strategic approach to spectrum planning of aeronautical systems that support critical safety and operational requirements as well as a roadmap for the transition from the current situation to the future system.

41.6 The paper proposed to task ICAO with the identification of global CNS concepts and systems that will be required to support global aircraft operations and with the associated determination of a related spectrum strategy, including a roadmap for the transition from the current situation to the future system. The paper recommended that a timeframe should be established within which technology transitions should take place and redundant systems removed and that an agenda item should be included on the 2012 twelfth Air Navigation Conference with a view to reporting on these activities.

41.7 The Commission noted that with respect to the recommendation of WP/192, work on identification of global CNS concepts is already included in the current radio frequency spectrum strategy and NextGen/SESAR work programme but that it could positively benefit from a stronger linkage to a long term global CNS implementation plan. The Commission asked the Assembly to request that a report on this work be given to the Twelfth Air Navigation Conference proosed for 2010, and that the work be finalized in time for the World Radiocommunication Conference (WRC) 2015. The Twelfth Air Navigation Conference should develop a roadmap for CNS equipage transitions, look at the removal of unjustified redundant systems and demonstrate that new systems are spectrally efficient, all in support of the spectrum strategy.

41.8 The Commission reviewed A37-WP/263, presented by the Russian Federation, outlining the preparation by the Russian Federation for the 2012 World Radiocommunication Conference (WRC-12) and proposing that ICAO should clarify its position regarding WRC 2012 agenda item 1.25 as regards protecting 13.25-13.4 GHz frequency band, allocated to the aeronautical radio navigation service (ARNS).

41.9 The Commission noted that ICAO had already identified potential issues with frequency sharing with the Mobile Satellite Service within this band as currently discussed in the WRC 2012 preparatory process and that ICAO would be submitting a paper to this effect to the WRC 2012 conference preparatory meeting (CPM) which will be held in February 2011. Depending on the outcome of the CPM, the ICAO Position on all agenda items for WRC-12 will be updated/clarified as necessary.

41.10 An information paper was provided by China (A37-WP/189).

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**Agenda Item 45: Next Generation of Aviation Professionals**

45.1 The Commission considered A37-WP/64, presented by the Council, addressing the scope of the next generation of aviation professionals (NGAP) initiatives and the outcomes of the first NGAP Symposium. The Commission expressed its support for the work of the NGAP Task Force and endorsed the need to develop materials for inclusion in the ICAO Standards and Recommended Practices and in guidance material for harmonizing and standardizing training requirements of aviation professionals.

45.2 The Commission considered A37-WP/86, presented by the United States, which emphasized the need for international harmonization of tasks and performance standards for pilots, following a review of global aviation training programmes, the paper proposed that definitions for competency and professionalism were needed, which should also describe the tasks expected from the pilot and should include the associated performance standards for each task.

45.3 The Commission considered A37-WP/110, presented by Belgium, on behalf of the European Union and its Member States, and by the other States Members of the European Civil Aviation Conference, and by EUROCONTROL, discussing the need to adapt current training methods to the new environment given the significant developments of new technologies in aircraft design and manufacturing and in their operational use. The paper also proposed that the Assembly include reference to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff. Finally, the paper also proposed to further implement competency-based training (CBT) and to develop competency-based schemes for newly emerging safety-related tasks (e.g. ATS safety electronic personnel).

45.4 The Interstate Aviation Committee presented A37-WP/111, discussed new policies for training the next generation of aviation professionals. It proposed that national programmes, compliant with international standards and requirements, should be developed and should include new approaches for the certification of schools and training centres.

45.5 The International Council of Aircraft Owner and Pilot Associations (IAOPA) presented A37-WP/138 which proposed the recognition and certification by ICAO of the next generation of light aircraft (NGLA) (less than 600 kg). It was IAOPA's position that the NGLA category would be more economically viable for pilot training and consequently, more attractive for the promotion of aviation professions to the next generation.

45.6 The International Federation of Air Traffic Safety Electronics Associations (IFATSEA) presented A37-WP/160, discussing the need for harmonized training of ATSEP personnel, and proposed the inclusion of Air Traffic Safety Electronic Personnel (ATSEP) into ICAO Annex 1 — *Personnel Licensing*.

45.7 With respect to a requirement for holders of aircraft type-certificates to provide the minimum content of the type-training for pilots and aircraft maintenance certifying staff, concern was expressed that the responsibility for oversight of training programmes should not be limited to the type certificate holder, but should be shared amongst the type certificate holder, the operator and the State of the Operator, as specified in Annex 6 — *Operation of Aircraft*.

45.8 Other comments shared were: in relation to A37-WP/160, that licensing was not the only means of demonstrating ATSEP competencies; that new provisions developed by the NGAP Task Force should not overly impact developing States and that transition measures be considered in the case of new requirements; and that the scope of the NGAP Task Force be expanded in a timely manner to include the development of competencies for aerodrome professionals.

45.9 Some concern was expressed and clarification sought on the concept of accreditation and endorsement mentioned in A37-WP/64, as it could conflict with States' responsibilities for the approval of training. It was also requested that ICAO pay particular attention to emerging concepts, such as the multi-crew pilot licence (MPL) and the IATA Training and Qualifications Initiative (ITQI), prior to global implementation; although efforts on this issue should not lead to degraded training standards to alleviate projected shortages of personnel.

45.10 Given the far-reaching impacts of the various proposals, it was agreed that they would all be referred to the Council for further consideration and that the Council be encouraged to consider these outcomes on an urgent basis. The Commission was advised that the Secretary General had adopted the ICAO Civil Aviation Training Policy. This policy outlined the scope of ICAO endorsement activities.

45.11 Information papers were provided by the Republic of Korea (A37-WP/232) and by Oman and ACAC (A37-WP/336 and A37-WP/337).

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