



A37-WP/368
TE/179
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ASSEMBLY — 37TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 35

The attached material on Agenda Item 35 is submitted for consideration by the Technical Commission.

Agenda Item 35: The Global Air Traffic Management (ATM) system

35.1 The Commission considered A37-WP/11, presented by the Council, which described the efforts made by the Organization toward implementation of a performance-based global air navigation system. This included development of guidance material to support the implementation of a global air navigation system; development of a global performance framework including workshops covering all ICAO regions, and the ongoing work to develop the new concept related to flight and flow information.

35.2 The need to continue efforts aimed at ensuring interoperability, harmonization and uniformity was stressed.

35.3 The Commission considered A37-WP/14, presented by the Council, which proposed that ICAO develop and maintain a global communications, navigation, and surveillance (CNS) technology roadmap, to provide guidance to all stakeholders in making their investment decisions for CNS equipage. Among the various rationales given were the existence of much confusion as to the operational benefits achievable from the wide selection of avionics products available and more importantly, the absence of a single roadmap which addresses the needs of all stakeholders.

35.4 The Commission reviewed A37-WP/85, presented by Belgium, on behalf of the European Union and its Member States, the European Civil Aviation Conference, and EUROCONTROL, which recommended the adoption of an agenda for planning major activities for the medium and long terms. More detailed planning could be derived from this agenda. The paper stressed the need for ICAO to initiate work on a common information reference model intended to specify information requirements in different domains. It was stressed that attention should be given to Aeronautical Information Management and especially the progression to System Wide Information Management (SWIM). Similar attention should also be given to civil/military cooperation and the development of flexible use of airspace. The Commission was informed that ICAO could use assistance in these areas.

35.5 Paper A37-WP/153, presented by Brazil, described some operational improvements implemented in the Brazilian airspace which followed the Global Air Navigation Plan Initiatives and addressed several expectations of the air traffic management (ATM) community, such as increasing capacity, predictability, cost effectiveness and reduced impact of operations on the environment, among others.

35.6 The paper requested actions from ICAO towards harmonization at a global level, including that a tool to measure environment benefits accrued from operational improvements be the first step and other key performance areas would follow in the future.

35.7 The Commission recognized the need to have a harmonized way to measure and report the benefits of operational improvements on different key performance areas, including, but not limited to the environment. It noted that the ICAO Secretariat was already working on such a tool.

35.8 A37-WP/84 was presented by Colombia, which outlined plans to implement an augmentation system for Global Positioning System (GPS) Navigation. The object of the exercise was the improvement of safety and efficiency in a cost-effective manner at low-traffic airports as part of a bicentennial initiative by the Colombian Space Commission. The working paper also acknowledged that

the growth and development of air transport were uneven and that such initiatives indicated that Contracting States were committed to implementing CNS/ATM technologies in order to meet ICAO's Strategic Objectives.

35.9 A37-WP/165, presented by Saudi Arabia, highlighted that a lack of knowledge and direct experience with future navigation systems was delaying implementation by States. Specifically, it called for ICAO to implement a mechanism for the collection of information on the experiences of States in the implementation and operation of CNS/ATM systems. Information such as defects, anomalies and solutions to obstacles and difficulties was seen as especially beneficial. The collected information should be made available to all States in order to adequately inform them before embarking on CNS/ATM investment or implementation activity.

35.10 The Civil Air Navigation Services Organization (CANSO) presented A37-WP/294, which described CANSO's Global Vision on the Future of Air Navigation Services and identified areas of change needed within the regulatory and operational domains in order to achieve a global ATM system. The working paper also expressed the view that it was time for the Global Air Navigation Plan (GANP) and its Global Plan Initiatives (GPIs) to be reviewed to ensure that they were aligned with the realities on the ground and recognize the institutional hurdles to implementation. It proposed that the GANP be revised to include a process to prioritize actions, and address roadblocks to implementation.

35.11 The Commission noted that the ICAO Secretariat had already been tasked with updating the GANP and GPIs as requested by A37-WP/294 prior to the Twelfth Air Navigation Conference (2012).

35.12 A37-WP/203, presented by Venezuela, proposed harmonization of minimum en-route altitudes (MEAs) on regional area navigation (RNAV) routes in order to extend their vertical limits beyond those defined for reduced vertical separation minimum (RVSM) operations.

35.13 The Commission noted that the matter raised in A37-WP/203 was, from the ICAO perspective, for regional coordination and should be dealt with at the regional level by the planning and implementation regional groups (PIRG).

35.14 A37-WP/134 was presented on behalf of the 22 member States of the Latin American Civil Aviation Commission. This paper raised a number of issues related to the implementation of ICAO Standards and Recommended Practices (SARPs). Key points raised were that: a) more time should be given to implement complex SARPs; b) additional funding was needed to allow the translation of a greater number of ICAO documents in a timely manner; and c) the need to improve the processing and presentation of ICAO documents and update these with wide-reaching functional and performance requirements.

35.15 This paper also contained a resolution calling for an amendment to Assembly Resolution 44/1 which was dealt with under agenda item 44 (A37-WP/366 refers).

35.16 Colombia supported A37-WP/134, reminding ICAO to act on Resolution 3.3 a) of the High-level Safety Conference and make all documents available in all languages. They also stated that ICAO Headquarters should preside over issues where there were differences between adjacent regions, and that a greater level of coordination between ICAO Regional Offices was warranted.

35.17 Nicaragua voiced support for A37-WP/134 citing the fact that the implementation of the continuous monitoring approach (CMA) needed significant time and resources. Other comments included a call for more funding for workshops and a reminder that Resolution 3.3 a) of the High-level Safety Conference called for ICAO documents to be available in all languages. On the subject of the CMA, it was explained that training activity was already funded and that on-line training would be available by January 2011.

35.18 With respect to the proposals that had financial implications, the meeting noted that these would be subject to Council review of the Business Plan and in accordance with other priorities.

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