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ASSEMBLY — 35TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEMS 22 AND 23

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Items 22 and 23 has been approved by the Technical Commission. Resolutions 22/1 and 23/1 are recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder as the complete report on Agenda Items 22 and 23.

(37 pages)

Agenda Item 22: Development of an up-to-date consolidated statement of ICAO continuing policies related to air navigation

22:1 The Technical Commission reviewed the consolidated statement of ICAO continuing policies and associated practices related specifically to air navigation (Resolution A33-14 and Appendices A to X) and modifications proposed thereto as presented in A35-WP/8.

22:2 Also reviewed by the Commission and containing proposed amendments to Resolution A33-14 were A35-WP/109 presented by the United States and A35-WP/114 presented by the Russian Federation. In A35-WP/109, the United States reiterated the long-standing ICAO policy that delimitation of airspace, wherein air traffic services are provided, should be based on operational and technical considerations. The Commission agreed that airspace should not be segmented for reasons other than technical, operational, safety and efficiency considerations, and agreed to the amendments proposed in A35-WP/109 to Appendix N of Resolution A33-14 with the addition of the word “efficiency” in the second Resolving Clause.

22:3 A35-WP/114 presented by the Russian Federation concerned the policy on the formulation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) in Appendix A to Resolution A33-14 and suggested modifications to the revised consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation presented by the Secretariat in A35-WP/8. While supporting the objective to place emphasis on system level, functional and performance requirements in SARPs, the proposal by Russian Federation advocated a need to maintain detailed technical specifications for complex aeronautical systems as a part of SARPs in appendices to Annexes.

22:4 After a detailed review of the proposals in A35-WP/8 and A35-WP/114, the Commission agreed that SARPs for complex aeronautical systems should consist of broad, mature and stable provisions specifying system-level, functional and performance requirements that provide for the requisite safety levels and interoperability. For such systems, any technical specifications necessary to achieve these requirements should be accommodated in appendices to Annexes, and be limited to the extent possible. These technical specifications would continue to be subject to the abbreviated adoption procedure currently stipulated in Clause 6 of Resolution A33-14. The Commission further agreed that any related detailed technical specifications, which would provide a means of compliance with SARPs, should be placed in separate documents. Thus, a three-level hierarchy of requirements and specifications for complex aeronautical systems would be created, i.e. “core” SARPs consisting of broad, high-level requirements in Annexes; technical specifications in appendices to Annexes; and related detailed technical specifications in separate documents, published by ICAO or other organizations.

22:5 The Commission, in applying the procedures and principles recommended by the Council, agreed that amendments were needed to the title of the Resolution and to Appendices A, H, M, N and O for the following reasons:

- a) **Title** — To align the title with Assembly resolutions of similar type;

- b) **Appendix A, Resolving Clauses 3 and 6, and Associated Practice 1** — To correct a disparity in the status of detailed technical specifications relating to Standards and Recommended Practices;
- c) **Appendix H, Resolving Clause 2** — Introduction of new sub-paragraphs b) and d) and amendments to existing paragraphs b) and c) and to Associated Practices 2, 3 a) and b), 4 and 5: To reflect the current situation in aviation training in which States are now more involved in overseeing the training provided by commercial entities rather than providing it directly;
- d) **Appendix M, last Preambular Clause and Resolving Clauses 2 and 3** — To align with current terminology;
- e) **Appendix N, Title, Resolving Clause 1, new Resolving Clause 2 and Associated Practice 2** — To give clear reasons for any segmentation of airspace; and
- f) **Appendix O, fourth Preambular Clause and Resolving Clauses 1, 2 and 6** — In keeping with Amendment 17 to Annex 12 — Search and Rescue.

22:6 The aforementioned amendments are incorporated in Resolution 22/1.

22:7 The Technical Commission submits, for adoption by the Plenary, Resolution 22/1, Appendices A to X inclusive which, in accordance with standing practice, supersedes Resolution A33-14, Appendices A to X inclusive.

RESOLUTION FRAMED BY THE TECHNICAL COMMISSION AND RECOMMENDED FOR ADOPTION BY THE ASSEMBLY

Resolution 22/1

Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation

Whereas in Resolution A15-9 the Assembly resolved to adopt in each session for which a Technical Commission is established a consolidated statement of continuing policies related specifically to air navigation up to date as at the end of that session;

Whereas a statement of continuing policies and associated practices related specifically to air navigation as they existed at the end of the 33rd Session of the Assembly was adopted by the Assembly in Resolution A33-14, Appendices A to X inclusive;

Whereas the Assembly has reviewed proposals by the Council for the amendment of the statement of continuing policies and associated practices in Resolution A33-14, Appendices A to X inclusive, and has amended the statement to reflect the decisions taken during the 35th Session; and

Whereas the statement of continuing policies in Resolution A33-14 is hereby superseded;

The Assembly:

1. *Resolves* that:
 - a) the Appendices attached to this resolution constitute the consolidated statement of continuing air navigation policies and associated practices of the Organization as they exist at the close of the 35th Session of the Assembly; and
 - b) the practices associated with the individual policies in the appendices constitute guidance intended to facilitate and ensure implementation of the respective policies;
2. *Declares* that this resolution supersedes Resolution A33-14 with its Appendices A to X inclusive.

APPENDIX A

Formulation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS)

Whereas Article 37 of the *Convention on International Civil Aviation* requires the Organization to adopt and amend international Standards and Recommended Practices and Procedures and states the purpose of and the matters to be dealt with in that action, and Articles 38, 54, 57 and 90 contain additional relevant provisions;

Whereas the Assembly deems it advisable to establish certain policies to be followed in complying with these provisions of the Convention; and

Whereas the terms “Standard” and “Recommended Practice” have the following meanings:

- a) *Standard* — any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38 of the Convention; and
- b) *Recommended Practice* — any specification for physical characteristics, configuration, material, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation and to which Contracting States will endeavour to conform in accordance with the Convention;

The Assembly resolves that:

1. SARPs and PANS shall be amended as necessary to reflect changing requirements and techniques and thus, inter alia, to provide a sound basis for regional planning and the provision of facilities and services;

2. subject to the foregoing clause, a high degree of stability in SARPs shall be maintained to enable the Contracting States to maintain stability in their national regulations. To this end amendments shall be limited to those significant to safety, regularity and efficiency, and editorial amendments shall be made only if essential;

3. SARPs and PANS shall be drafted in clear, simple and concise language. For complex aeronautical systems, SARPs shall consist of broad, mature and stable provisions specifying system-level, functional and performance requirements that provide for the requisite safety levels and interoperability. For such systems, any technical specifications necessary to achieve these requirements shall be appendices to Annexes. Any related detailed technical specifications shall be placed in separate documents and be referenced in Annexes by means of notes.

4. in the development of SARPs, procedures and guidance material, ICAO should utilize, to the maximum extent appropriate and subject to the adequacy of a verification and validation process, the work of other recognized standards-making organizations. Where deemed appropriate by the Council, material developed by these other standards-making organizations should be referenced in ICAO documentation;

5. to the extent consistent with the requirements of safety and regularity, Standards specifying the provision of facilities and services shall reflect a proper balance between the operational requirements for such facilities and services and the economic implications of providing them;

6. Contracting States shall be consulted on proposals for the amendment of SARPs and PANS before the Council acts on them, except when the Council may deem urgent action to be necessary. Furthermore, subject to the adequacy of the verification and validation process, technical specifications for complex systems may be acted upon by the Council without consultation with States. Such material shall however be made available to States upon request;

7. the applicability dates of amendments to SARPs and PANS shall be so established as to allow the Contracting States sufficient time for their implementation; and

8. unless exceptional circumstances dictate otherwise, the applicability dates of amendments to Annexes and PANS shall be so established as to avoid the need for Contracting States to amend their national regulations more often than twice per calendar year. In the application of the foregoing, whenever practicable, any one Annex or PANS document shall not be amended more frequently than once per calendar year.

Associated practices

1. The Council should ensure that provisions of SARPs and PANS are completely consistent with each other. Furthermore, the Council should endeavour to improve the processing, presentation and usefulness of ICAO documents containing SARPs, PANS and other related provisions, especially for complex systems and their associated applications. To that end the Council should promote the development and upkeep of broad system- level, functional and performance requirements. The Council should continue seeking the most appropriate means of development, processing and dissemination of technical specifications for complex systems.

2. Contracting States should comment fully and in detail on the proposals for amendment of SARPs and PANS or at least should express their agreement or disagreement on their substance. They should be allowed at least three months for this purpose. Furthermore, Contracting States should receive at least thirty days of notification of the intended approval or adoption of detailed material on which they are not consulted.

3. Contracting States should be allowed a full three months for notifying disapproval of adopted SARPs amendments; in establishing a date for notifying disapproval the Council should take into account the time needed for transmission of the adopted amendments and for receipt of notifications from States.

4. In the application of the provision in Resolving Clause 8 above, the Council should ensure that, whenever practicable, the interval between successive common applicability dates of amendments to Annexes and PANS is at least six months.

APPENDIX B

Air navigation meetings of worldwide scope

Whereas the holding of worldwide air navigation meetings is an important function of ICAO and entails substantial expenditures of effort and money by the Contracting States and the Organization; and

Whereas it is necessary to ensure that maximum benefit is obtained from these meetings without imposing any undue burden upon the Contracting States or the Organization;

The Assembly resolves that:

1. meetings, convened by the Council, in which all Contracting States may participate on an equal basis shall be the principal means of progressing the resolution of problems of worldwide import, including the development of amendments to the Annexes and other basic documents in the air navigation field;

2. such meetings shall be convened only when justified by the number and importance of the problems to be dealt with and when there is the likelihood of constructive action on them; meetings convened on this basis may also be requested to conduct exploratory discussions on matters not mature for definite action;

3. the organization of such meetings shall be arranged so that they are best suited to carry out the assigned task and to provide proper coordination among the technical specialities involved; and

4. unless necessitated by extraordinary circumstances, not more than two such meetings shall be convened in a calendar year, and successive meetings dealing extensively with the same technical specialty shall be separated by at least twelve months.

Associated practices

1. Before deciding to refer a matter to a worldwide meeting, the Council should consider whether correspondence with States or use of machinery such as panels or air navigation study groups could dispose of it or facilitate subsequent action on it by a future meeting.

2. The agenda should be sufficiently explicit to define the task to be performed and to indicate the types of specialized expertise that will be needed at the meeting. In an agenda including more than one technical specialty the types of expertise called for should be kept to the minimum compatible with efficiency.

3. To facilitate the participation of all Contracting States, the Council should so plan the meeting programme as to keep to the minimum, consistent with efficiency, the demands upon the time of States' technical officials.

4. The planned duration of a meeting should allow adequate time for completion of the agenda, study of the report as drafted in the working languages of the meeting and approval of the report. Following the meeting, the Secretariat should make any necessary minor editorial amendments and typographical corrections to the meeting report.

5. The approved agenda and the main supporting documentation should be dispatched, normally by air, not less than ten months in advance of the convening date in the case of the agenda and not less than three months in the case of the main supporting documentation; other documentation should be dispatched as soon as possible.

APPENDIX C

Panels of the Air Navigation Commission (ANC)

Whereas panels of the Air Navigation Commission have proved a valuable medium for advancing the solution of specialized technical problems; and

Whereas it is necessary to ensure that maximum benefit is obtained from Air Navigation Commission panels without imposing any undue burden upon the Contracting States or the Organization;

The Assembly resolves that:

1. panels of the Air Navigation Commission shall be established when it is necessary to advance the solution of specialized technical problems which cannot be solved adequately or expeditiously by the Air Navigation Commission through other established facilities;
2. the terms of reference and the work programmes of panels shall be clear and concise and the panels shall be required to adhere to them; and
3. the progress of panels of the Air Navigation Commission shall be reviewed periodically and panels shall be terminated as soon as the task assigned to them has been accomplished. A panel shall be allowed to continue in existence for more than four years only if its continuation is considered justified by the Air Navigation Commission.

Associated practice

Reports should be clearly presented as the advice of a group of experts to the Air Navigation Commission so that they cannot be construed as representing the views of Contracting States.

APPENDIX D

Implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS)

Whereas Article 37 of the *Convention on International Civil Aviation* requires each Contracting State to collaborate in securing the highest practicable degree of uniformity in regulations and practices in all matters in which such uniformity will facilitate and improve air navigation;

Whereas in accordance with Article 38 of the Convention any Contracting State which finds it impractical to comply in all respects with any international standard or procedure and deems it necessary to adopt regulations or practices differing therefrom is obliged to give immediate notification to ICAO; and

Whereas it is important that all available means of the Organization be employed in encouraging and assisting the Contracting States in overcoming their difficulties in implementation of SARPs and PANS;

The Assembly resolves that:

1. Contracting States shall be encouraged and assisted in the implementation of SARPs and PANS by all available means; and
2. the differences between the regulations and the practices of Contracting States and the SARPs and PANS shall be monitored with the aim of encouraging the elimination of those differences that are

important for the safety and regularity of international air navigation or are inconsistent with the objectives of the international Standards.

Associated practices

1. In encouraging and assisting Contracting States in the application of SARPs and PANS the Council should make use of all existing means including the resources of the Headquarters, the ICAO Regional Offices and the United Nations Development Programme.

2. Contracting States should continue, and where necessary should intensify, their efforts to apply at their operating installations practices and procedures that are in accordance with the current SARPs and PANS. In this regard, the Contracting States should consider the practicability of modifying the internal processes by which they give effect to the provisions of SARPs and PANS, if such modifications would expedite or simplify the processes or make them more effective.

3. The Council should urge Contracting States to notify the Organization of any differences that exist between their national regulations and practices and the provisions of SARPs as well as the date or dates by which they will comply with the SARPs. The notifications of differences from SARPs received should be promptly issued in supplements to the relevant Annexes. Contracting States should also be requested to publish in their AIPs any significant differences from the SARPs and PANS.

4. In the monitoring of the differences from SARPs and PANS, the Council should request reports from Contracting States that have not or have incompletely reported to the Organization the implementation of SARPs. Furthermore, the Council should also request Contracting States that have not published in their AIPs information on the implementation of SARPs and PANS to publish it.

APPENDIX E

ICAO technical manuals and circulars

Whereas up-to-date technical guidance material made available through ICAO provides extremely valuable assistance to administrations in the planning for implementation of Standards and Recommended Practices, Procedures for Air Navigation Services and Regional Plans;

Whereas it is equally important to provide for the availability of appropriate technical guidance for the training of staff and the updating of the knowledge of operating personnel, as warranted by advancing technology, thus improving the quality of service and enhancing the level of safety in air operations;

Whereas no satisfactory alternative exists for the provision of such guidance material on an international level other than under the aegis of ICAO; and

Whereas the maintenance of existing ICAO manuals and the development of new manuals and circulars, as appropriate, is a major task in terms of both technical and administrative personnel requirements,

involving conflicting priorities and requiring special measures related to Secretariat capacity and publication practices;

The Assembly resolves that priority shall be provided for the continuing updating of the contents of present ICAO technical manuals and the development of additional guidance material as warranted by advancing technology, thus ensuring optimum value for Contracting States in their implementation of Standards, Recommended Practices and Procedures for Air Navigation Services as well as planning for and implementation of facilities and services.

Associated practices

1. The Council, taking into account the requirement to improve still further existing safety levels, should keep under review the ICAO technical manuals and circulars programme so as to ensure that all appropriate technical fields are adequately covered by the necessary guidance material.
2. The Council should seek means by which appropriate technical manuals and circulars can be produced and published without undue delay and without competing with priorities in the production of routine publications.

APPENDIX F

Units of measurement

Whereas in the interest of safety of international air and ground operations, unification of units of measurement should be achieved;

Whereas it is important that standard units of measurement are used in a uniform manner in ICAO air navigation publications; and

Whereas Annex 5, Fourth Edition, specifies the use of a standardized system of units of measurement in international civil aviation air and ground operations based on the International System of Units (SI) but permits the use of certain non-SI units on a permanent basis and others on a temporary basis;

The Assembly resolves that:

1. Contracting States shall be encouraged to bring their national regulations and practices into conformity with the provisions of Annex 5, as soon as practicable; and
2. in all ICAO air navigation publications the units of measurement shall be expressed in the units specified in Annex 5 where appropriate units exist therein.

APPENDIX G

Certificates of airworthiness, certificates of competency and licences of flight crews

Whereas Article 33 of the Convention does not explicitly define the purposes for which recognition is to be accorded to certificates and licences;

Whereas several interpretations exist as to whether or not there is any obligation on Contracting States to recognize certificates and licences issued or rendered valid by other Contracting States pending the coming into force of SARPs applicable to the aircraft or airmen involved; and

Whereas with respect to certain categories of aircraft or classes of airmen, it may be many years before SARPs come into force or it may be found most practicable not to adopt SARPs for some categories or classes;

The Assembly resolves that:

1. certificates of airworthiness and certificates of competency and licences of the crew of an aircraft issued or rendered valid by the Contracting State in which the aircraft is registered shall be recognized as valid by the other Contracting States for the purpose of flight over their territories, including landings and take-offs, subject to the provisions of Articles 32 (b) and 33 of the Convention; and
2. pending the coming into force of international Standards respecting particular categories, classes or types of aircraft or classes of airmen, certificates and licences issued or rendered valid, under national regulations, by the Contracting State in which the aircraft is registered shall be recognized by the other Contracting States for the purpose of flight over their territories, including landings and take-offs.

APPENDIX H

Aviation training

Whereas satisfactory provision and operation of ground facilities and services and implementation of SARPs and PANS are dependent upon a high standard of personnel training;

Whereas difficulties are being experienced by Contracting States in these matters owing to a lack of adequately trained personnel;

Whereas special effort is required to foster a high standard of personnel training and to assist Contracting States in meeting their training needs; and

Whereas training seminars conducted by the Organization are an effective means of promoting common understanding and uniform application of SARPs and PANS;

The Assembly resolves that:

1. Contracting States shall be encouraged and assisted in the maintenance of high standards of training of aviation personnel and particularly those employed in the provision and operation of services and facilities for international air navigation. To this end, as a part of its regular work programme, the Organization shall carry out a continuing training programme which is referred to as the ICAO aviation training programme^{*}; and
2. the ICAO aviation training programme shall be governed by the following principles:
 - a) aviation training is the responsibility of Contracting States;
 - b) the Organization should place the highest priority on the establishment of safety-and security-related programmes;
 - c) mutual assistance among Contracting States in the training of aviation personnel should be encouraged and facilitated, particularly in those matters where the lack of adequate training may adversely affect the safety, security or regularity of international air navigation;
 - d) the Organization should advise Contracting States on the operational oversight of training facilities; and
 - e) the Organization should not participate in the operation of training facilities but should encourage and advise operators of such facilities.

Associated practices

1. Through the development of specifications and guidance material, the conduct of training seminars, and by direct advice and consultation, the Council should assist Contracting States to:
 - a) standardize, as far as practicable, the curricula, methods and content of training courses and establish adequate examination and licensing provisions;
 - b) bring levels of accomplishment into line with international Standards; and
 - c) employ the criteria referred to in a) and b) above so as to bring about greater uniformity in operating practices and procedures.
2. Continuing attention should be given to the establishment of specialized and advanced training courses when needed to provide the skills required to install, operate and maintain facilities and services.
3. The Council should encourage the Contracting States to establish requirements for:

^{*} Assistance provided by ICAO under the United Nations Development Programme and other programmes is governed by Resolutions A16-7 and A26-16.

- a) on-the-job training, including familiarization with relevant operating conditions, for personnel who, after completion of their basic training, require practical experience under actual operating conditions before being assigned to positions of responsibility in operational posts; in this regard States' attention should be invited to the possibility of drawing fully upon the resources of the various technical cooperation and assistance programmes; and
- b) periodic refresher training particularly when new equipment, procedures or techniques are introduced.

4. The Council should request the Contracting States to provide, for dissemination to other States, information on the types of aeronautical courses they sponsor or are otherwise available in their States to which students are accepted from other States, including the address to which enquiries may be sent for additional details. Similarly, the Council should make available to Contracting States all pertinent information concerning training establishments assisted through ICAO that admit students from other countries.

5. The Council should urge Contracting States to make the maximum practicable use of training centres in their area for training their aviation personnel in fields where there are no corresponding national schools. To this end, the Council should encourage States to establish favourable conditions for attendance by nationals of other States in the area.

APPENDIX I

Coordination of activities relating to research, development, trials and demonstrations in the fields of communications, navigation, surveillance and air traffic management (CNS/ATM) and aerodrome services

Whereas the Organization plays a useful role in coordination of research and development work in the fields of CNS/ ATM and aerodrome services; and

Whereas it is important for States engaged in research and development to have timely information from the Organization on the operational requirements of international civil aviation in those fields;

The Assembly resolves that international coordination of research, development, trials and demonstrations related to CNS/ ATM and aerodrome services shall be encouraged but without impeding the essential freedom of action in research and development.

Associated practices

1. The Council should give due attention to the timely establishment of the operational requirements of international civil aviation in the fields of CNS/ATM and aerodrome services.
2. The Council should encourage Contracting States to provide the Organization with current information on the nature and direction of current and planned research and development projects of significant interest in order to allow the Organization to monitor, coordinate and harmonize these activities and make them available to all Contracting States.

APPENDIX J

Coordination of aeronautical systems and subsystems

Whereas it is desirable to avoid unnecessary duplication of functions performed by equipments installed on board aircraft or in ground or space installations in the general interests of economy;

Whereas it might be possible to reduce the aggregate complexity of future equipments by coordinating the general, functional specifications for new specific equipments with those of the other equipments either on board aircraft, or in ground or space installations;

Whereas it is recognized that such coordination may nevertheless encounter technical and operational difficulties, and must take into account cost effectiveness and the need for progressive implementation without undue penalty; and

Whereas the Air Navigation Commission has, to the extent necessary, performed a coordinating function for various technical activities under its control taking into due account information provided to it by States;

The Assembly resolves that work on aeronautical systems and subsystems shall be closely coordinated paying due regard to their interrelationships and taking into account operational requirements, expected technical progress and operational cost/benefit considerations.

APPENDIX K

Formulation of Regional Plans including Regional Supplementary Procedures

Whereas the Council establishes Regional Plans setting forth the facilities, services and Regional Supplementary Procedures to be provided or employed by the Contracting States pursuant to Article 28 of the Convention; and

Whereas the Regional Plans require amendment from time to time to reflect the changing needs of international civil aviation;

The Assembly resolves that:

1. Regional Plans shall be revised when it becomes apparent that they are no longer consistent with current and foreseen requirements of international civil aviation;
2. when the nature of a required change permits, the associated amendment of the Regional Plan shall be undertaken by correspondence between the Organization and the Contracting States and international organizations concerned; and
3. when amendment proposals are associated with the services and facilities provided by States and such amendment proposals:
 - a) do not represent changes to the requirements set by the Council in the Regional Plans;
 - b) do not conflict with established ICAO policy; and
 - c) do not involve issues which cannot be resolved at the regional level;

the Council may delegate authority for processing and promulgating such amendments to the regional level.

Associated practices

1. The Council, taking into account the requirement to improve still further existing safety levels, should keep under review the effect of changing requirements on the Regional Plans to ascertain in good time any need for their revision.
2. In assessing the urgency of any revision of the Regional Plans the Council should take into account the time needed by Contracting States to arrange for the provision of any necessary additional facilities and services.
3. The Council should ensure that implementation dates in Regional Plans involving the procurement of new types of equipment are realistically related to the ready availability of suitable equipment.
4. The Council should use the planning groups it has established throughout the regions to assist in keeping up to date the Regional Plans and any complementary documents.

APPENDIX L

Regional air navigation (RAN) meetings

Whereas RAN meetings are important instruments in the determination of the facilities and services the Contracting States are expected to provide pursuant to Article 28 of the Convention;

Whereas these meetings entail substantial expenditures of effort and money by the Contracting States and the Organization; and

Whereas it is necessary to ensure that maximum benefit is obtained from these meetings without imposing any undue burden on the Contracting States or the Organization;

The Assembly resolves that:

1. RAN meetings, convened by the Council, shall be the principal means of conducting comprehensive reviews and revisions of the Regional Plans as necessary to keep them abreast of changing requirements;
2. the convening of such meetings and their agenda shall be based on the existence or expectation of specific shortcomings in the Regional Plans of the respective areas;
3. the geographical area to be considered, account being taken of the existing and planned international air transport and international general aviation operations, the technical fields to be dealt with and the languages to be used shall be decided for each such meeting;
4. the organization best suited to deal with the agenda and to ensure effective coordination among the components of the meeting shall be used for each such meeting; and
5. meetings of limited technical and/or geographical scope shall be convened when specific problems, particularly those requiring urgent solution, require to be dealt with or when convening them will reduce the frequency with which full-scale RAN meetings must be held.

Associated practices

1. The Council should endeavour to hold RAN meetings at sites within the areas concerned and should encourage the Contracting States within those areas to serve as host, either individually or jointly.

2. The approved agenda and the main supporting documentation including the statement of basic operational requirements and planning criteria should be dispatched, normally by air, not less than ten months in advance of the convening date in the case of the agenda and not less than three months in the case of the main supporting documentation; other documentation should be dispatched as soon as possible.

3. The Council should ensure that adequate guidance is made available to RAN meetings on operational and technical matters relevant to their agenda.

4. Each participating Contracting State should inform itself, in advance of a meeting, on the plans of its air transport operators and its international general aviation for future operations and, similarly, on the expected traffic by other aircraft on its registry and on the overall requirements of these various categories of aviation for facilities and services.

5. The Council, taking into account the requirement to improve still further existing safety levels, should foster the establishment, for and by RAN meetings, of up-to-date planning criteria which would aim to ensure that Regional Plans satisfy the operational requirements and are economically justified.

6. The Council should develop and maintain up-to-date specific and detailed directives for consideration of implementation matters at RAN meetings.

APPENDIX M

Implementation of Regional Plans

Whereas in accordance with Article 28 of the Convention Contracting States undertake, in so far as they may find practicable, to provide air navigation facilities and services necessary to facilitate international air navigation;

Whereas the Regional Plans set forth the requirements for facilities and services for international civil aviation; and

Whereas any serious deficiencies in the implementation of Regional Plans may affect the safety, regularity and efficiency of international air operations and therefore should be eliminated as quickly as practicable;

The Assembly resolves that:

1. priority shall be given in the implementation programmes of Contracting States to the provision, including continuing operation, of those facilities and services the lack of which would likely have a serious effect on international air operations;

2. the identification, investigation and action by the Organization on serious deficiencies in the implementation of Regional Plans shall be carried out in the minimum practicable time; and

3. regional planning and implementation groups shall identify problems and shortcomings in Regional Plans and in the implementation thereof, along with suggested remedial measures.

Associated practices

1. The Council, taking into account the requirement to improve still further existing safety levels, should inform fully and promptly each Contracting State of the recommendations for the provision of air navigation facilities and services which are applicable to that State under the Regional Plans.
2. Contracting States should prepare and keep up to date suitable plans, including the requirements for personnel, for the orderly implementation of the parts of Regional Plans applicable to them.
3. The Council should arrange for the monitoring of the status of implementation of the Regional Plans and for the issue of periodic progress reports which should include information on serious shortcomings in implementation of the Regional Plans.
4. The users of air navigation facilities and services should report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by Regional Plans. The reports should be addressed to the Contracting States responsible for implementation. These States should act on such reports to resolve the problems, but when remedial action is not taken users should inform ICAO, through the medium of an international organization where appropriate.
5. The Council should arrange for periodic review of serious problems encountered by users due to the lack of implementation of air navigation facilities or services and, when appropriate, for measures to be taken to facilitate elimination of the problems as quickly as practicable.

APPENDIX N

Delimitation of air traffic services (ATS) airspaces*

Whereas Annex 11 to the Convention requires a Contracting State to determine those portions of airspace over its territory within which air traffic services will be provided and, thereafter, to arrange for such services to be established and provided;

Whereas Annex 11 to the Convention also makes provision for a Contracting State to delegate its responsibility for providing air traffic services over its territory to another State by mutual agreement;

Whereas both the delegating and the providing State can reserve the right to terminate any such agreement at any time; and

Whereas Annex 11 to the Convention prescribes that those portions of the airspace over the high seas where air traffic services will be provided shall be determined on the basis of regional air navigation agreements, which are agreements approved by the Council normally on the advice of regional air navigation meetings;

* The expression "ATS airspaces" includes flight information regions, control areas and control zones.

The Assembly resolves, with reference to regional air navigation plans, that:

1. the limits of ATS airspaces, whether over States' territories or over the high seas, shall be established on the basis of technical and operational considerations with the aim of ensuring safety, and optimizing efficiency and economy for both providers and users of the services;
2. established ATS airspaces should not be segmented for reasons other than technical, operational, safety and efficiency considerations;
3. if any ATS airspaces need to extend over the territories of two or more States, or parts thereof, agreement thereon should be negotiated between the States concerned;
4. the providing State in implementing air traffic services within airspace over the territory of the delegating State shall do so in accordance with the requirements of the delegating State, which shall establish and maintain in operation such facilities and services for the use of the providing State as are mutually agreed to be necessary;
5. any delegation of responsibility by one State to another or any assignment of responsibility over the high seas shall be limited to technical and operational functions pertaining to the safety and regularity of the air traffic operating in the airspace concerned;

and *furthermore, declares* that:

6. any Contracting State which delegates to another State the responsibility for providing air traffic services within airspace over its territory does so without derogation of its sovereignty; and
7. the approval by the Council of regional air navigation agreements relating to the provision by a State of air traffic services within airspace over the high seas does not imply recognition of sovereignty of that State over the airspace concerned.

Associated practices

1. Contracting States should seek the most efficient and economic delineation of ATS airspaces, the optimum location of points for transfer of responsibility and the most efficient coordination procedures in cooperation with other States concerned and with the Organization.
2. The Council should encourage States providing air traffic services over the high seas to enter, as far as is practicable, into agreements with appropriate States providing air traffic services in adjacent airspaces, so that, in the event the required air traffic services over the high seas cannot be provided, contingency plans, which may require temporary modifications of ATS airspace limits, will be available to be put into effect with the approval of the ICAO Council until the original services are restored.

APPENDIX O

Provision of search and rescue services

Whereas in accordance with Article 25 of the Convention each Contracting State undertakes to provide such measures of assistance to aircraft in distress in its territory as it may find practicable and to collaborate in coordinated measures which may be recommended from time to time pursuant to the Convention;

Whereas Annex 12 to the Convention contains specifications relating to the establishment and provision of search and rescue services within the territories of Contracting States as well as within areas over the high seas;

Whereas Annex 12 to the Convention specifies that those portions of the high seas where search and rescue services will be provided shall be determined on the basis of regional air navigation agreements, which are agreements approved by the Council normally on the advice of regional air navigation meetings;

Whereas Annex 12 to the Convention recommends that search and rescue regions should, in so far as practicable, be coincident with corresponding flight information regions and, with respect to those areas over the high seas, maritime search and rescue regions;

Whereas Article 69 of the Convention specifies that, if the Council is of the opinion that the air navigation services of a Contracting State are not reasonably adequate for the safe operation of international air services, present or contemplated, the Council shall consult with the State directly concerned, and other States affected, with a view to finding means by which the situation may be remedied, and may make recommendations for that purpose; and

Whereas the air navigation services referred to in Article 69 of the Convention include, inter alia, search and rescue services;

The Assembly resolves that:

1. search and rescue regions, whether over States' territories or, in accordance with regional air navigation agreement, over an area greater than a State's sovereign airspace or over the high seas, shall be delimited on the basis of technical and operational considerations, including the desirability of coincident flight information regions, search and rescue regions, and, with respect to areas over the high seas, maritime search and rescue regions, with the aim of ensuring safety, and optimizing efficiency with the least overall cost;

2. States shall ensure the closest practicable cooperation between maritime and aeronautical search and rescue services where they serve the same area and, where practical, establish joint rescue coordination centres to coordinate aeronautical and maritime search and rescue operations;

3. if any search and rescue regions need to extend over the territories of two or more States, or parts thereof, agreement thereon should be negotiated between the States concerned;

4. the providing State in implementing search and rescue services over the territory of the delegating State shall do so in accordance with the requirements of the delegating State, which shall establish and maintain in operation such facilities and services for the use of the providing State as are mutually agreed to be necessary;

5. any delegation of responsibility by one State to another or any assignment of responsibility over the high seas shall be limited to technical and operational functions pertaining to the provision of search and rescue services in the area concerned;

6. remedies to any inadequacies in the provision of efficient search and rescue services, including over the high seas, should be sought through negotiations with States which may be able to give operational or financial assistance in search and rescue operations, with a view to concluding agreements to that effect;

and *furthermore, declares that:*

7. any Contracting State which delegates to another State the responsibility for providing search and rescue services within its territory does so without derogation of its sovereignty; and

8. the approval by Council of regional air navigation agreements relating to the provision by a State of search and rescue services within areas over the high seas does not imply recognition of sovereignty of that State over the area concerned.

Associated practices

1. Contracting States should, in cooperation with other States and the Organization, seek the most efficient delineation of search and rescue regions and consider, as necessary, pooling available resources or establishing jointly a single search and rescue organization to be responsible for the provision of search and rescue services within areas extending over the territories of two or more States or over the high seas.

2. The Council should encourage States whose air coverage of the search and rescue regions for which they are responsible cannot be ensured because of a lack of adequate facilities, to request assistance from other States to remedy the situation and to negotiate agreements with appropriate States regarding the assistance to be provided during search and rescue operations.

APPENDIX P

Coordination of civil and military air traffic

Whereas the airspace as well as many facilities and services should be used in common by civil aviation and military aviation;

Whereas Article 3 (d) of the Convention requires that the Contracting States undertake, when issuing regulations for their state aircraft, that they have due regard for the safety of navigation of civil aircraft;

Whereas satisfactory solutions to the problem of common use of airspace have not been evolved in all areas; and

Whereas although full integration of the control of civil and military air traffic may be regarded as the ultimate goal, improvement in coordination in many States offers, at the present time, an immediate approach towards resolution of existing difficulties;

The Assembly resolves that:

1. the common use by civil and military aviation of airspace and of certain facilities and services shall be arranged so as to ensure the safety, regularity and efficiency of international civil air traffic; and
2. the regulations and procedures established by Contracting States to govern the operation of their state aircraft over the high seas shall ensure that these operations do not compromise the safety, regularity and efficiency of international civil air traffic and that, to the extent practicable, these operations comply with the rules of the air in Annex 2.

Associated practices

1. Contracting States should as necessary initiate or improve the coordination between their civil and military air traffic services to implement the policy in Resolving Clause 1 above.
2. The Council should ensure that the matter of civil and military coordination in the use of airspace is included, when appropriate, in the agenda of divisional and regional meetings.
3. When establishing the regulations and procedures mentioned in Resolving Clause 2 the State concerned should coordinate the matter with all States responsible for the provision of air traffic services over the high seas in the area in question.

APPENDIX Q

The provision of adequate aerodromes

Whereas major improvements to physical characteristics of aerodromes are required at many locations;

Whereas in certain cases these improvements will involve considerable outlay and it would be inadvisable to plan such work without taking into account future developments;

Whereas States and aerodrome authorities will continue to need to know the general trends in aerodrome requirements which succeeding generations of aircraft will most likely produce;

Whereas many serious problems can be avoided if the operating requirements of new aircraft are such as to permit them to operate economically without further demands on physical characteristics of aerodromes;

Whereas the operation of aerodromes has many advantages, environmental considerations have imposed limitations upon the operation of aircraft at some locations. In view of the capacity problems currently experienced globally, account should be taken of the introduction into service of newer quieter aircraft; and

Whereas there is a growing trend for aerodromes to be operated by autonomous entities, the obligation of States to ensure safe aerodrome facilities and services remains unaffected;

The Assembly resolves that:

1. the technical requirements for aerodromes shall be kept under review by the Organization;
2. there is a need for future generations of aircraft to be designed so that they are capable of being operated efficiently, and with the least possible environmental disturbance, from aerodromes used for the operation of present-day aircraft;
3. States shall undertake certification of aerodromes; and
4. States should ensure that safety management systems are introduced at their aerodromes.

Associated practices

1. In the light of the results of the continuing review mentioned in Resolving Clause 1 above the Council, taking into account the requirement to improve still further existing safety levels, should:
 - a) develop additional guidance material on future developments; and
 - b) keep Contracting States informed of developments.
2. The Council should continue to draw the attention of aircraft manufacturers and operators to the policy expressed in Resolving Clause 2.

APPENDIX R

Ground and flight testing of radio navigation aids

Whereas it is essential that the performance of radio navigation aids is checked through regular testing; and

Whereas the development of greatly improved ground testing facilities would minimize the need for flight testing;

The Assembly resolves that:

1. pending the possible availability of greatly improved ground testing facilities, radio navigation aids shall be checked through regular flight testing; and
2. to minimize the need for periodic flight testing, improvements should be made to radio navigation ground equipment, including associated ground testing and monitoring facilities, which would provide the same level of assurance of performance as flight testing.

Associated practices

1. Pending the possible development of greatly improved ground testing facilities, Contracting States should establish their own flight test units, establish joint units with other States or conclude agreements to have flight tests performed on their behalf with States or agencies that have suitable facilities.
2. The Council should continue its efforts to coordinate arrangements by Contracting States for the regular flight testing of their radio navigation aids.
3. The Council should investigate, in consultation with Contracting States that are engaged in the development and manufacture of radio navigation systems, all possible means of improving ground testing facilities so as to minimize the need for periodic flight testing.
4. The Council should circulate to Contracting States information concerning significant developments respecting improvements to radio navigation ground equipment, including associated ground testing and monitoring facilities, to the extent that those developments will serve to minimize the need for flight testing.

APPENDIX S

Adequate conditions of employment for aviation ground personnel

Whereas conditions of employment that do not correspond with the qualifications and responsibilities of aviation ground services personnel constitute a major cause of difficulty in recruiting suitably qualified personnel and retaining them after completion of the training; and

Whereas this difficulty is impeding the satisfactory implementation of Regional Plans, SARPs and PANS;

The Assembly resolves that conditions of employment for personnel in the aviation ground services should be commensurate with the qualifications required and the responsibility carried by them.

APPENDIX T

Participation by States in the technical work of ICAO

Whereas technical contributions of Contracting States are essential to attain satisfactory progress in the technical work of the Organization;

Whereas difficulties are from time to time experienced in obtaining prompt and adequate contributions from Contracting States to the technical work of the Organization; and

Whereas it is necessary to ensure that maximum benefit is obtained from this participation without imposing an undue burden on the Contracting States and the Organization;

The Assembly resolves that there is need for effective technical contributions from Contracting States to the technical work of the Organization.

Associated practices

1. The Council should encourage effective participation by Contracting States in the technical work of the Organization, paying due regard to the need to minimize the cost to the Organization and the Contracting States of such participation.
2. In so far as each may find it practicable, Contracting States should:
 - a) assist, by correspondence, in advancing ICAO technical projects;
 - b) attend ICAO meetings and participate actively in pre-meeting preparations, particularly by presenting advance documentation containing either specific proposals relative to items of the agenda or their views on documentation submitted to them;
 - c) participate in ICAO panel activities and ensure that their nominees are suitably qualified and are able to contribute effectively to the panel work;
 - d) undertake specialized studies as requested by the Organization; and
 - e) assist the Organization in its technical work through any other means the Council may devise.

APPENDIX U

The Headquarters' and Regional Offices' technical Secretariat

Whereas there is a continuing need to provide effective assistance to Contracting States in the implementation of Regional Plans, SARPs, PANS and SUPPs;

Whereas it is important that the technical Secretariat of the Headquarters and the Regional Offices is effectively used to provide assistance to Contracting States in their implementation problems; and

Whereas it is important that, for the proper execution of their tasks, the members of the technical Secretariat of the Headquarters and the Regional Offices are enabled to maintain their technical proficiency and are kept adequately informed of the latest development in their particular fields;

The Assembly resolves that:

1. the resources of the Headquarters' and Regional Offices' technical Secretariat shall be effectively deployed to provide optimum assistance to the Contracting States in their problems relating to the implementation of Regional Plans, SARPs, PANS and SUPPs; and
2. the members of the Headquarters' and Regional Offices' technical Secretariat shall be enabled to maintain their technical proficiency and to keep adequately informed on the latest technical developments.

Associated practices

1. The members of the Headquarters' and Regional Offices' technical Secretariat should be enabled to carry out frequent visits of adequate duration when such visits are necessary or are requested by Contracting States to assist them with their implementation problems.
2. To the maximum practicable extent, temporary assignment of specialized personnel from one Regional Office to another and from Headquarters to the Regional Offices should take place when temporary reinforcement in the Regional Offices is required.
3. The members of the Headquarters' and Regional Offices' technical Secretariat should be enabled to keep adequately up to date in their particular fields by, inter alia, attendance at selected technical meetings, visits to research and development organizations and witnessing trial applications and evaluation of new equipment and techniques. However, such visits should not be allowed to take priority over the primary function of the Secretariat to serve the Organization and its several deliberative bodies. Furthermore, the travelling on such visits should be integrated as far as possible with travel necessary to the performance of other ICAO duties.

APPENDIX V

Cooperation among Contracting States in investigations of certain aircraft accidents

Whereas it is incumbent on the State in which an accident occurs to institute an inquiry into the circumstances of the accident in conformity with Article 26 of the Convention;

Whereas, owing to the growing sophistication and complexity of modern aircraft, the conduct of an accident investigation requires participation by experts from many specialized technical and operational fields and access to specially equipped facilities for investigation;

Whereas many Contracting States do not have such specialized technical and operational expertise and appropriate facilities;

Whereas it is essential for flight safety and accident prevention that accidents be thoroughly investigated and reported, and that the effectiveness of investigations should not be unduly hampered by considerations of cost; and

Whereas the costs of salvage and investigation of major aircraft accidents may place a heavy financial burden on the resources of the State where the accident occurred;

The Assembly resolves to recommend that Contracting States cooperate in the investigation of major aircraft accidents or accidents in which the investigation requires highly specialized experts and facilities, and that to this end Contracting States, to the extent possible, inter alia:

- a) provide, on request by other Contracting States, expert assistance and facilities for the investigation of major aircraft accidents; and
- b) afford opportunity to Contracting States seeking investigation experience to attend investigations of major aircraft accidents, in the interest of developing and furthering investigation expertise.

Associated practices

1. Contracting States should be encouraged to support the convening of regional accident investigation workshops with a view to exchanging information on each State's investigation legislation and procedures, on the sharing of knowledge and expertise in investigation management and techniques, on the availability of experts and facilities and on practices in dealing with encountered accident investigation difficulties.

2. Contracting States should be encouraged to facilitate the participation of investigators of accident investigation authorities as observers in investigations in other States for training purposes and orientation visits.

3. Contracting States should be encouraged to assess their needs and capabilities in the field of aircraft accident investigation and prevention with a view to developing training curricula for basic accident investigation and prevention courses. The use of regional training centres for such courses should be fully explored as well as the incorporation of the TRAINAIR methodology which provides for internationally standardized training.

APPENDIX W

Flight safety and human factors

Whereas the aims and objectives of ICAO as laid down by the Chicago Convention, provide for fostering the development of international air transport “. . . so as to . . . promote safety of flight in international air navigation”;

Whereas it is recognized that human factors relate to the limitations of human performance in the aviation environment;

Whereas the human factors' influence is manifested in a majority of accidents (in the order of 70 per cent), there is therefore a continuing need to adopt appropriate measures aimed at reducing the number of aircraft accidents;

Whereas the increased use of automation and the introduction of new technology with its associated complexity in both flight and ground operations, may further exacerbate the human factors issues unless appropriate and timely measures are taken;

Whereas a number of States are carrying out human factors programmes, the experience they have acquired should be put to practical use, with a view to raising the safety level of air transport; and

Whereas it is accepted that in order to bring about substantial progress in raising the aviation safety level, the human factors' influence on aircraft accidents must be further reduced;

The Assembly resolves that:

1. Contracting States should take into account relevant human factors aspects when designing or certifying equipment and operating procedures and when training and/or licensing personnel;
2. Contracting States should be encouraged to engage in far-reaching cooperation and mutual exchange of information on problems related to the influence of human factors on the safety of civil aviation operations; and
3. The Council should collect and analyse the experience of States and develop and introduce appropriate ICAO material regarding the various aspects of human factors.

APPENDIX X

The provision of air traffic services

Whereas in accordance with Annex 11 to the Convention, Contracting States are required to arrange for air traffic services to be provided in airspaces and at aerodromes for which it has been determined that such services would be required;

Whereas Annex 11 to the Convention requires Contracting States to ensure that ATS safety management programmes are established;

Whereas cooperative efforts between Contracting States could lead to more efficient air traffic management;

The Assembly resolves that:

1. in implementing air traffic services, States shall ensure that the services being provided meet established requirements for safety, regularity and efficiency of international civil aviation;
2. taking into account the need for cost-effective introduction and operation of CNS/ATM systems, States give consideration to cooperative efforts for introducing more efficient airspace management, in particular, the upper airspace; and
3. States should ensure that safety management programmes are introduced by the relevant air traffic services provider in all airspaces and at all aerodromes where air traffic services are provided.

Associated practice

Contracting States should consider, as necessary, establishing jointly a single air traffic services authority to be responsible for the provision of air traffic services within ATS airspace extending over the territories of two or more States or over the high seas.

Training and licensing of cabin crew

22:8 A35-WP/142 was presented by the International Transport Workers' Federation (ITF) to the Commission. The paper invited ICAO to introduce basic Standards for cabin crew certification in Annex 1, to develop PANS type requirements for Cabin Crew competency, and to review of the guidance material for cabin crew safety and security training. The Commission was informed of existing ICAO requirements related to cabin crew, which include Annex 6 Standards on cabin crew safety and security training as well as several manuals and circulars on the subject, including the Part E-1 (Cabin Crew) of the ICAO training manual that is currently being updated. All the delegations that expressed their views on this paper agreed

with the need for standardized training requirements for cabin crew and the importance of ensuring that cabin crew are competent and properly trained. There were, however, diverging views on whether ICAO should develop licensing standards as proposed by ITF. Some delegations held the view that the licensing of cabin crew would contribute to the improvement of flight safety and several of them informed the Commission that their States were issuing licences to cabin crew. Other delegations indicated that they would not support the ITF proposal on cabin crew licensing as they felt that the current approach, which provides for cabin crew training standards, was satisfactory and that a licence would not bring added safety value. Taking into account the views expressed during the discussion and the limits that financial constraints put on new tasks for ICAO, the Commission agreed that ICAO should continue its efforts to improve and standardize the training requirements for cabin crew and to ensure that cabin crew acquire and maintain the required competency. However, the Commission did not support the ITF proposal to introduce basic Standards for cabin crew in Annex 1.

Expansion of participation in the regional planning process

22:9 Also tabled for the Commission was A35-WP/193, presented by South Africa, which proposed a review of the participation in regional planning groups and the establishment of a mechanism to ensure contribution and participation from relevant experts in the planning process. There was broad support in the Commission for any improvement of regional planning processes based on the activities of the Planning and Implementation Regional Groups (PIRGs). The Commission recognized that emerging international organizations could make a useful contribution in the regional planning process and noted that there currently exists the means for such organizations to participate with observer status in PIRGs. The Commission was of the view that the regional offices should be supported, both technically and economically, in order to improve their capacity in planning and implementation of air navigation infrastructure.

22:10 The information in A35-WP/221, presented by Pakistan, on air navigation services in Pakistan, was noted by the Commission.

Agenda Item 23: Consolidated statement of continuing ICAO policies and practices related to communications, navigation, and surveillance/air traffic management (CNS/ATM) systems

23:1 The Technical Commission reviewed the consolidated statement of continuing ICAO policies and associated practices related to communications, navigation and surveillance/air traffic management (CNS/ATM) systems (Resolution A33-15 and Appendices A and B), and modifications proposed thereto as presented in A35-WP/8.

23:2 The Commission, in applying the procedures and principles recommended by the Council, agreed that amendments were needed to the title of the Resolution and to Appendix B as a result of the report of the Eleventh Air Navigation Conference (2003) which included, among others, a recommendation to endorse the new Global ATM Operational Concept in support of a global ATM system and a performance-based future ATM system.

23:3 The aforementioned amendments are incorporated in Resolution 23/1.

23:4 The Technical Commission submits, for adoption by the Plenary, Resolution 23/1, Appendices A and B which, in accordance with standing practice, supersedes Resolution A33-15, Appendices A and B.

**RESOLUTION FRAMED BY THE TECHNICAL COMMISSION AND
RECOMMENDED FOR ADOPTION BY THE ASSEMBLY**

Resolution 23/1

Consolidated statement of continuing ICAO policies and practices related to a global air traffic management (ATM) system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems

Whereas it is considered desirable to consolidate Assembly resolutions on the Organization's policies and practices related to CNS/ATM in order to facilitate their implementation and practical application by making their text more readily available and logically organized;

The Assembly:

1. *Resolves* that the Appendices attached to this resolution constitute the consolidated statement of continuing ICAO policies and practices related to CNS/ATM, up to date as these policies exist at the close of the 35th Session of the Assembly;

2. *Resolves* to continue to adopt at each ordinary session of the Assembly, for which a Technical Commission is established, a consolidated statement of continuing ICAO policies and practices related to CNS/ATM; and

3. *Declares* that this resolution supersedes A33-15.

APPENDIX A

General Policy

Whereas ICAO is the only international organization in a position effectively to coordinate global CNS/ATM activities;

Whereas the ICAO CNS/ATM systems should be utilized to serve the interests and the objectives of civil aviation throughout the world;

Whereas Contracting States should have equal rights to benefit from global systems incorporated within the ICAO CNS/ATM systems;

Considering the Statement of ICAO Policy on CNS/ATM Systems Implementation and Operation developed and adopted by the ICAO Council on 9 March 1994;

The Assembly:

1. *Resolves* that nothing should deprive a Contracting State from its right to benefit from the ICAO CNS/ATM systems or cause discrimination between provider and user States;
2. *Resolves* that States' sovereignty and borders should not be affected by the ICAO CNS/ATM systems implementation;
3. *Urges* that provisions and guidance material relating to all aspects of the ICAO CNS/ATM systems should be sought and developed through the convening of adequate meetings, conferences, panels and workshops with the participation of Contracting States; and
4. *Urges* that the proposed provisions covering all aspects of the ICAO CNS/ATM systems be presented to all Contracting States well in advance to give them enough opportunity to prepare themselves as far as practicable.

APPENDIX B

Harmonization of the implementation of the ICAO CNS/ATM systems

Considering the international character of civil aviation and the regional interactions of air navigation services;

Considering Recommendations 4/5, 6/2, 7/1, 8/4 and 8/5 of the Tenth Air Navigation Conference, Recommendations 4/4 and 4/5 of the third meeting of the Special Committee for the Monitoring and Coordination of Development and Transition Planning for the Future Air Navigation System (FANS Phase II), Recommendation 4/4 of the fourth meeting of the FANS (Phase II) Committee, and Recommendations 1/1, 1/5, 1/13, 2/8, 4/1, 6/9, 7/3 and 6/13 of the Eleventh Air Navigation Conference;

Considering that these recommendations have been noted or approved by the Council of ICAO, which has instructed the Secretary General of ICAO to take all appropriate measures;

Recognizing the role which regions must play in the planning and implementation of the ICAO CNS/ATM systems;

Conscious of the delay which certain regions could experience in the transition to these systems;

Noting with satisfaction the trials and demonstrations programmes and the progress being achieved by all regions with regard to the implementation of advanced ATM systems;

Believing that the contribution of all regions would guarantee a better evaluation of the trials and would favour the evolution of the ICAO CNS/ATM systems in order to ensure that the systems become interoperable and contribute to a global, seamless ATM system that allows adaptation to efficiently meet regional and local needs;

Noting that economic and institutional issues, in particular cost/benefit analysis, and facility financing, cost recovery and cooperative aspects, need to be addressed by States individually and/or collectively; and

Noting that for an early realization of benefits to users and for globally coordinated and harmonious CNS/ATM systems in support of a global ATM system, implementation certain States will require technical and financial assistance and recognizing the statement concerning the central role ICAO shall play in coordinating technical cooperation arrangements as well as in facilitating the provision of assistance to States with regard to the technical, financial, managerial, legal and cooperative aspects of implementation;

The Assembly:

1. *Calls upon* States, PIRGs and aviation industry to use the ICAO Global ATM Operational Concept as the common framework to guide planning and implementation of CNS/ATM systems and to focus all such development work on the Global ATM Operational Concept;
2. *Urges* the Council to ensure that ICAO develop the transition strategies, ATM requirements and SARPs necessary to support the implementation of a global ATM system;
3. *Urges* the Council to continue considering without delay the economic, institutional, legal and strategic aspects related to the implementation of the ICAO CNS/ATM systems;

4. *Urges* the Council to take the steps necessary to ensure that the future global ATM system is performance based and that the performance objectives and targets for the future system are developed in a timely manner;

5. *Calls upon* States, in a position to do so, and *Invites* international organizations concerned, users and service providers to:

a) spare no effort in cooperating and facilitating the execution of the research, development, trials and demonstrations (RDT&D) programme in close cooperation with States with limited resources; and

b) validate the concept components identified in the Global ATM Operational Concept.

6. *Requests* the Council, as a matter of high priority within the budget adopted by the Assembly, to ensure that adequate resources are made available to the ICAO Regional Offices, particularly those which are accredited to the developing States, taking into account the increased support they will be called upon to provide to the regional planning and implementation groups, which are the main bodies for the regional planning of the transition to the ICAO CNS/ATM systems; and

7. *Further requests* the Council to continue to urge States, international organizations and financial institutions to mobilize resources in order to assist States requiring technical cooperation in the planning and implementation of the ICAO CNS/ATM systems.

Joint AEFMP Plan

23:5 The Commission was presented with A35-WP/134 by France which reviewed the results of a joint effort, known as the Joint AEFMP Plan, by Algeria, Spain, France, Morocco and Portugal to harmonize the five air navigation systems of their member States. The Commission noted that the plan was in accordance with Recommendation 1/13 of the Eleventh Air Navigation Conference (2003) which encouraged interregional interface applications and Recommendation 4/1 which underlined the need for ICAO to further develop a mechanism for interregional coordination and urged States to establish CNS/ATM coordination and implementation committees. The Commission agreed on the need for ICAO to promote such cooperation among other States and among ICAO regions and noted the readiness of the Joint AEFMP Plan countries to share their findings for the benefit of the entire air navigation system.

Air navigation services performance

23:6 The Commission reviewed A35-WP/158, presented by 41 Contracting States, Members of the European Civil Aviation Conference (ECAC), which reiterated the importance of an air navigation services performance framework and related work and decisions taken within ICAO. The paper also described the experience and work taking place within Europe in the area of performance. The Commission recalled the recommendations of the Eleventh Air Navigation Conference (2003) aimed at progressing the

performance framework and also that the conference had reaffirmed that the future global ATM system should be based on specific performance objectives to be met and monitored, particularly with respect to user expectations. The hierarchy of ATM performance concepts developed by ICAO were presented in the paper and the Commission was informed that European States could help in developing the top two levels of the hierarchy: “Political and Socio-economic requirements” and “Required ATM System Performance (RASP)”. The Commission was informed that ICAO, in follow-up to the Eleventh Air Navigation Conference (2003), was already progressing the work proposed in the working paper. It also agreed that, at an appropriate time, ICAO would convene, in cooperation with other organizations, a global meeting to agree on performance objectives and monitoring requirements.

Impact of the new ATM technologies on underdeveloped countries

23:7 The Commission examined A35-WP/194, presented by twenty-one members of the Latin American Civil Aviation Commission (LACAC), which addressed the need to recognize regional variations and characteristics when planning for the introduction of the new global ATM operational concept. The Commission recalled that the Eleventh Air Navigation Conference (2003) had recognized that, in moving forward with planning and implementation activities associated with the ATM operational concept, “States and regions were different from each other with different requirements needing different solutions, which was a fundamental aspect of the operational concept”, whilst recognizing that planning had to be aligned to the greatest extent possible to ensure that solutions were internationally standardized and integrated and did not unnecessarily impose multiple equipment carriage requirements. The Commission agreed with the ideas put forth in the paper and noted that planning entities were well aware of the needs identified in the paper. It was noted that these ideas and needs were in keeping with text in Resolution A33-15, Appendix B, updated in proposed Resolution 23/1 as follows:

Believing that the contribution of all regions would guarantee a better evaluation of the trials and would favour the evolution of the ICAO CNS/ATM systems in order to ensure that the systems become interoperable and contribute to a global, seamless ATM system that allows adaptation to efficiently meet regional and local needs.

Impact of the new CNS technologies on underdeveloped countries

23:8 Also presented by twenty-one members of the Latin American Civil Aviation Commission (LACAC) was A35-WP/195 which contained a general analysis of the economic impact of introducing the new CNS technologies in underdeveloped countries. The Commission recognized that, although the global ATM system was conceptually considered to be independent from technology, it had fostered the emergence of a broad range of CNS technologies, thus increasing the range of technological options for CNS/ATM systems implementation. Noting the need to develop a strategy in the face of the proliferation of new technologies, the Commission reaffirmed that regional planning and implementation groups (PIRGs) adopt system solutions, which have proved to be safe, beneficial and justified from economic and operational standpoints. In this regard, the Commission recalled that ICAO, in response to Recommendation 1/3 of the Eleventh Air Navigation Conference (2003), had accorded high priority to developing a set of ATM functional and operating requirements for a global ATM system. Furthermore, the Commission stressed the need for seamlessness in the implementation of CNS/ATM systems rather than interoperability as the latter would involve increased cost to users. The Commission also noted the close relationship with Resolution A33-14, Appendix X, which recognized that cooperative efforts between Contracting States could

lead to more efficient air traffic management. The associated practice stated that Contracting States should consider, as necessary, establishing jointly a single ATS authority to be responsible for the provision of air traffic services within ATS airspace extending over the territories of two or more States or over the high seas. Furthermore, the Commission noted the principles in Resolution A33-14, Appendix N.

Personnel regulation as a tool to support safety and security in air traffic services

23:9 With regard to A35-WP/198, presented by the International Transport Workers' Federation (ITF), the Commission noted that the issue of Licensing of Air Traffic Service Providers and of Air Traffic Safety Electronic Personnel (ATSEP) had also been addressed during the Eleventh Air Navigation Conference (2003). The Commission was made aware of the conclusions of that conference and ICAO action thereon, and agreed that no further action by the Assembly was required. The Commission also noted that the review of the Air Traffic Controller (ATCO) licensing standards suggested by ITF was under consideration by the Air Navigation Commission but that no decision had yet been made. The other proposals presented by ITF, dealing with the development of working time regulation for ATCO and ATSEP and a study on the restructuring and increasing fragmentation of air traffic services and maintenance operations and its impact on safety and security, were not supported by the Commission.

Development of a global gate-to-gate safety assessment methodology

23:10 Forty-one Contracting States, members of the European Civil Aviation Conference, presented A35-WP/220 which proposed the need to develop a global integrated system-wide approach in aviation safety assessment that would integrate all components of the aviation system in a balanced way. The relationship of the paper to A35-WP/157, presented under Agenda Item 24, which proposed that ICAO should establish a standardized global model for the implementation of safety management systems, was recognized. The Commission recalled Recommendations 2/1 and 2/2 of the Eleventh Air Navigation Conference (2003) which addressed the need for establishment of a framework for system safety and implementation of air traffic services (ATS) safety management programmes respectively, noting that ICAO was pursuing the work required through several panels of the Air Navigation Commission and the Secretariat. It was also noted that the Secretariat had established a project team to pursue harmonization of ICAO provisions related to safety management. Finally, the Commission was informed that the Technical Work Programme of ICAO in the Air Navigation Field had already been updated to address the recommendations of the Eleventh Air Navigation Conference (2003). The Commission agreed that the Council would review the Global Aviation Safety Plan (GASP) in the context of the prepared actions in WP/220, and, where appropriate, prioritize and amend the programme.

23:11 The Commission also noted information papers presented by the Republic of Korea in A35-WP/161 on the reduced vertical separation minimum (RVSM) implementation plan in the Republic of Korea, A35-WP/162 on fellowship training programs for aeronautical technical personnel, A35/WP-163 concerning the introduction of the Datalink-Pre Departure Clearance and Datalink-Automatic Terminal Information System (D-PDC/D-ATIS) service using ACARS in the Republic of Korea, and A35-WP/164 relating to new CNS/ATM systems implementation activities in the Republic of Korea. Information paper A35-WP/203, presented by Egypt on behalf of the ACAC member states concerning the Egyptian initiative for a multi-mission satellite based system dedicated to CNS/ATM services "NAVISAT" African and Middle East navigation system, was also noted, as were A35-WP/254 (China), which provided an overview of the

project relating to the Northern, Eastern and Southern Area Control Centers of the Civil Aviation Administration of China (CAAC), A35-WP/274 (United States), on the use of global positioning system precise positioning service in domestic and international airspace, and A35-WP/321 (Bahrain on behalf of the Member States of the Arab Civil Aviation Commission (ACAC)) on the establishment of Arab control. The following working papers were also noted: A35-WP/240 (Islamic Republic of Iran), concerning clearance to climb subject to maintain own separation while in visual meteorological conditions (VMC), and A35-WPs 255 and 256 (Republic of Colombia) on multinational integration and cooperation, and GNSS implementation studies, respectively.

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