



A38-WP/393
TE/172
28/9/13

ASSEMBLY — 38TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 32

The attached material on Agenda Item 32 is submitted for consideration by the Technical Commission.

Agenda Item 32: Air Navigation — Policy

32.1 Under this agenda item, the Commission acknowledged the need to endorse the Global Air Navigation Plan (GANP) while also considering proposals to strengthen the GANP by: better exploiting the opportunities in Resolution A37-15 for sharing work with other organizations; stating explicitly the status of the references in the GANP and the online GANP resources; agreeing on a formal process by which the GANP is to be kept up to date; the development of a standardization roadmap; making provision for the review of priorities and for regular exchanges of information with States and international organizations that are implementing major air traffic management (ATM) development plans. These and other proposals were covered in a number of working papers.

32.2 A38-WP/39, presented by the Council, A38-WP/81, presented by Lithuania on behalf of European Union (EU), European Civil Aviation Conference (ECAC) and EUROCONTROL and A38-WP/135, presented by the United States, explicitly called for the endorsement of the GANP as the strategic direction for global air navigation, while the other papers implicitly did so by suggesting ways to achieve the objectives of the GANP while also keeping them current.

32.3 The Commission reviewed A38-WP/79, presented by Lithuania on behalf of EU, ECAC and EUROCONTROL and noted the challenge in implementation of the GANP, suggesting ICAO optimize its working arrangements to prioritize its activities in order to best support the GANP. The paper also provided a set of proposed priorities. Suggested methods to optimize the working arrangements included making the best possible use of expertise within the industry and other stakeholder groups, especially those in the regions, in accordance with Assembly Resolution A37-15. Various means of achieving this were suggested including the establishment of smaller multidisciplinary groups developing high-level Standards and Recommended Practices (SARPs) with priorities set by some sort of standardization forum.

32.4 The Commission discussed A38-WP/81, presented by Lithuania on behalf of EU, ECAC and EUROCONTROL, which requested ICAO to undertake: the development of a standardization roadmap which also considers the needs of the Aviation System Block Upgrade (ASBU) Blocks 2 and 3 for inclusion in the next edition of the GANP; the establishment of the GANP maintenance process given in Appendix 1 (of the GANP); the development of an online inventory of standards in support of the GANP which would indicate their formal status and include a process to update the GANP module descriptions.

32.5 Having reviewed A38-WP/135, presented by the United States, the Commission expressed the view that critical standards needed to be prioritized in order to realize the timely benefits of the ASBUs, and offered a proposed set of priorities. The paper also encouraged ICAO to work with ICAO regional offices and Member States to implement the ASBUs that are most appropriate for each region.

32.6 A38-WP/194, presented by China, invited ICAO to: support the Asia/Pacific Seamless ATM Plan; provide guidance and assistance to the Asia/Pacific Region, particularly developing countries, to implement ASBUs; and commence work on requirements for the automation of ATM systems as already given in the Asia/Pacific Seamless ATM Plan.

32.7 The Commission discussed A38-WP/274, presented by Japan, describing the Japanese ATM modernization known as collaborative actions for renovation of air traffic systems (CARATS), which is aligned with the GANP. This paper explained the Japanese approach to CARATS which involved coordination and collaboration with all stakeholders. It also pointed out that progress will depend on determining the cost-benefit mechanisms for each element of an ASBU module and then seeking agreement on these with the affected stakeholders. In order to do this effectively, A38-WP/274 urged ICAO to provide more information on the elements that make up each ASBU module along with the method to determine costs and benefits and to monitor progress for each element.

32.8 The Commission noted that most of the work proposals were already underway however, some of the above proposals would be referred to the Council for further consideration taking into account budgetary issues.

32.9 A38-WP/218 was presented by the Russian Federation. The paper, which was supported by the Commission, expressed the need for global agreement on the principles, the standardization and the harmonized implementation of system-wide information management (SWIM). The Commission was informed that there had already been discussion within ICAO on the establishment of a SWIM expert group that could be tasked with this work. Accordingly, the Commission agreed to refer the recommendation outlined in A38-WP/218 to the Council for further consideration.

32.10 The Commission discussed A38-WP/278, presented by Interstate Aviation Committee (IAC), and A38-WP/283, presented by Russian Federation. Both papers proposed the development and standardization of a wake vortex safety system (WVSS), explaining the merits and basic components of such a system. In addition to this, A38-WP/283 requested the addition of a new module to Block 1 of the ASBUs which the Commission noted could be considered for the next edition of the GANP. The Commission agreed to forward the WVSS proposal to the Council noting that any decision to develop WVSS SARPs should await economic, technical and operational impact assessments stemming from the final WVSS proposed concept and architecture.

32.11 In reviewing A38-WP/310, presented by Airports Council International (ACI), on performance-based navigation (PBN) regarding the involvement of airports in the planning of PBN routes, the Commission supported the recommendation in paragraph 2.6 and the corresponding ACI General Assembly resolution as detailed in the appendix of the paper. ICAO will take into account matters relating to airport consultation involvement in the PBN planning.
