



TWELFTH AIR NAVIGATION CONFERENCE

Montréal, 19 to 30 November 2012

PART I - LIST OF WORKING PAPERS IN NUMERICAL ORDER (AS OF 31 OCTOBER 2012)

WP No.	Presented by	Title	Agenda Item
1	Secretariat	Agenda	—
2	Secretariat	Explanatory notes on the agenda items	—
3	Secretariat	Revised Global Air Navigation Plan (GANP) – framework for global planning	1.1
4	Secretariat	Aviation system block upgrade modules relating to airport capacity	2.1
5	Secretariat	High-level Conference on Aviation Security (HLCAS)	2.1
6	Secretariat	PBN for terminal and approach operations	2.2
7	Secretariat	Aviation system block upgrade modules relating to system-wide information management (SWIM)	3.1
8	Secretariat	Aviation system block upgrade modules relating to flight and flow – information for a collaborative environment (FF-ICE)	3.2
9	Secretariat	Aviation system block upgrade modules relating to service improvement through digital AIM and ATM information	3.3
10	Secretariat	Aviation system block upgrade modules relating to network operations	4.1
11	Secretariat	Aviation system block upgrade modules relating to airborne separation	4.1
12	Secretariat	Aviation system block upgrade modules related to airborne collision avoidance systems and ground-based safety nets	4.1
13	Secretariat	Civil/military coordination/cooperation and flexible use of airspace	4.2
14	Secretariat	Aviation system block upgrade modules relating to integration of remotely piloted aircraft (RPA) into non-segregated airspace	4.2

WP No.	Presented by	Title	Agenda Item
15	Secretariat	Aviation system block upgrade modules relating to meteorological information	4.3
16	Secretariat	PBN for enroute operations	5.1
17	Secretariat	Aviation system block upgrade modules relating to trajectory-based operations	5.2
18	Secretariat	Aviation system block upgrade modules relating to continuous climb operations and continuous descent operations	5.3
19	Secretariat	Regional performance framework – planning methodologies and tools	6.1
20	Secretariat	Human performance	6.1
21	Secretariat	Global navigation satellite system (GNSS) implementation issues	6.1
22	Secretariat	Rationalization of terrestrial navigation aids	6.1
23	Secretariat	Standardization – in support of One Sky	6.2
24	Secretariat	Regional performance framework – alignment of areas of applicability of air navigation plans (ANPs) and regional supplementary procedures (SUPPs)	6.1
25	Secretariat	Prioritizing the aviation system block upgrade modules	6.1
26	IAC	Provision of flight safety and uniformity of flight performance by remotely piloted aircraft	4.2
27	IAC	The development and implementation of dynamic separation in wake vortex	2.2
28	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; and by the Member States of EUROCONTROL	A strategic approach for modernizing the ATM system	1.1
29	Same as above	Global air navigation plan	1.1
30	Same as above	Global implementation of “One Sky” following a performance-based approach	1.1

¹ Australia, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

WP No.	Presented by	Title	Agenda Item
31	Same as above	Spectrum management	1.1
32	Same as above	Time reference	1.1
33	Same as above	Development of an ATM architecture	1.1
34	Same as above	Development of an aviation automation policy	6.1
35	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; by the Member States of EUROCONTROL; and by the United States	Development of common performance metrics to support the framework for global planning	1.1
36	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; and by the Member States of EUROCONTROL	The European ATM master plan and aviation system block upgrades	1.1 a)
37	Same as above	Data communications issues	1.1 b)
38	Same as above	Advanced-RNP specification	1.1 c)
39	Same as above	European position on the transition towards multi-constellation multi-frequency global navigation satellite system (GNSS)	1.1 c)
40	Same as above	Integration of airport operations with air traffic management	2.1
41	Same as above	Redefinition of ICAO wake turbulence categories (RECAT)	2.1
42	Same as above	Procedures of remote towers	2.1
43	Same as above	SWIM developments and implementation in Europe	3.1
44	Same as above	The FF-ICE concept	3.2

¹ Australia, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

WP No.	Presented by	Title	Agenda Item
45	Same as above	AIM developments and AIXM implementation in Europe	3.3
46	Same as above	The requirement for an interim update to the FPL to support the timely implementation of the PBN concept	3.2
47	Same as above	Aerodrome mapping data bases (AMDB)	3.3
48	Same as above	Integration of remotely piloted aircraft systems in civil aviation in Europe	4.2
49	Same as above	Compatibility of safety nets – opportunities for reducing incompatibilities	4.1
50	Same as above	Network management issues	4.1
51	Same as above	Regional crisis management and coordination	4.1
52	Same as above	Airspace management and civil/military coordination	4.2
53	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; by EUROCONTROL; and by the United States	Making available and integrating meteorological information	4.3
54	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; and by EUROCONTROL	SESAR demonstration activities (including AIRE) in cooperation with the United States and linkage with ASBU implementation	5.1
55	Same as above	Oceanic positioning and tracking, and flight data triggered transmission	4.2
56	Same as above	4D trajectory operations in SESAR	5.2
57	Same as above	Towards ICAO guidance material to facilitate GANP implementation through synchronized deployment of relevant ASBUs at regional or local levels	6.1

¹ Australia, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

WP No.	Presented by	Title	Agenda Item
58	Same as above	ATM performance and the best efficiency best served (BEBS) principle	6.1
59	Same as above	Global harmonization of air traffic controllers (ATCs) licensing including training and rating processes – use of synthetic training devices	6.1
60	Same as above	Modernizing ATM economic assessments	6.1
61	Same as above	Regulation and standardization in support of the European ATM master plan	6.2
62	Same as above	Safety and safety regulation	6.2
63	Same as above	Safety considerations in support of ASBUs	6.2
64	United States	Performance-based information management (PBIM)	3.3
65	United States	Safety framework	6.1
66	United States	United States support of FF-ICE and the ICAO ASBU modules relating to interoperability and data	3.2
67	United States	Meteorological information services	4.3
68	United States	Support for the Global Air Navigation Plan, ASBUs and regional implementation through the planning and implementation regional groups	1.1
69	United States	The importance of civil aviation authorities involvement in the implementation of the GANP	6.1
70	United States	United States considerations for aviation system block upgrade modules related to airborne collision avoidance systems	4.1
71	IFALPA	Harmonized transition altitude	6.1
72	IFALPA	Human centred design criteria for the transformation of the global transportation system	6.1
73	United States and supported by Australia, Brazil, Canada, Japan, New Zealand and Switzerland	Development of an integrated approach to safety management	6.2
74	United States	The need for performance-based, free GNSS without system specific mandate	6.1
75	United States	Framework for standards and recommended practices in support of the aviation system block upgrades	6.2
76	United States	United States consideration for the ASBU modules related to airborne separation	4.1

WP No.	Presented by	Title	Agenda Item
77	Uruguay	Optimization of the human performance, essential element in the ASBU modules	6.1
78	Russian Federation	Change in the ICAO ASBU module classification	1.1
79	Russian Federation	Implementation of ASBU modules related to network operations	4.1
80	Russian Federation	PBN implementation in the Russian Federation	2.2
81	Russian Federation	Status and implementation of GLONASS	1.1
82	Russian Federation	Proposals to correct the ASBU block implementation timelines	1.1
83	Russian Federation	The need to develop a specialized, integrated wake vortex flight safety system	4.1
84	Russian Federation	Creation of an aeronautical information system	1.1 f)
85	Russian Federation	Assessment of the aviation system block (ASBU) system proposed by ICAO	1.1
86	Russian Federation	Meteorological service for air navigation taking into account the modernization of the air navigation system	1.1
87	IAOPA	The importance of access and equity in the implementation of the Global Air Navigation Plan	4.1
88	IAOPA	Proposed actions to enhance States' regulatory distinction between commercial and general aviation	6.1
89	India	Guidelines for aeronautical studies – India	6.2
90	India	GAGAN redefining navigation – enabler for seamless air traffic management	1.1 c)
91	India	Operational flight trials of user preferred routes in UPR geographic zone in the Arabian Sea Indian Ocean Region – an INSPIRE initiative	5.1
92	India	Interoperability between ground ATM automation systems – a need for global standardization	1.1
93	India	Seamless ATM across regions through collaborative process – India's strategy	6.1
94	Brazil on behalf of REDDIG Member States	Modernization of South America digital network	1.1
95	Singapore, Thailand and Hong Kong, China	Subregional air traffic flow management (ATFM) concept with collaborative decision-making (CDM)	4.1
96	Singapore	Seamless surveillance towards “One Sky”	4.1

WP No.	Presented by	Title	Agenda Item
97	Singapore	Advancing aviation system block upgrade (ASBU) through collaboration and cooperation – Singapore’s approach	1.1
98	CANSO	A new approach to ICAO guidelines on service priority	6.1
99	CANSO	The vision for a global data link system for air traffic management (ATM)	1.1
100	CANSO	CANSO comments on the ASBU methodology and contents	1.1
101	CANSO	Aeronautical radio frequency spectrum needs	1.1
102	CANSO	Global SWIM standardization and harmonization	3.1
103	CANSO	Application of the information management principles	3.3
104	CANSO	Resource implications for the integration of remotely piloted aircraft (RPA) in the aviation system block upgrades (ASBUs)	4.2
105	CANSO	Addressing human-in-the-system issues in emerging systems, technologies and operations	6.1
106	CANSO	Addressing the impediments to ATM modernization	6.1
107	CANSO	A new approach to ICAO standards development	6.2
108	Colombia on behalf of the SAM Region States	ASBU methodology and contents	1.1
109	Japan	ICAO’s contribution to the resolution of the issues each State faces	1.1
110	Japan	FOSA procedures in Japan	2.2
111	Japan	Approach to globally harmonized GNSS implementation – Ionosphere and space weather perspective	6.1
112	Japan	Proper management of radio spectrum environment	6.1
113	Japan	Strategic approach to secure aviation frequency spectrum	6.1
114	Japan	Implementation of globally harmonized air navigation system – coordination and interaction among ICAO, regions, States and industry	6.1
115	Japan	Development of ICAO technical provisions and States’ involvement	6.2

WP No.	Presented by	Title	Agenda Item
116	Australia	Further development of the global air navigation plan	1.1
117	Australia	The status of the aviation system block upgrade	1.1
118	Australia	Aviation system block upgrade – prioritization and categorization	1.1
119	Australia	Status and recommended practices development	6.2
120	ICCAIA	Rationalization of radio systems	1.1 b), c)
121	ICCAIA	A harmonization standards framework to support a globally harmonized air transport infrastructure	6.2
122	ICCAIA	Cyber security for civil aviation	1.1
123	ICCAIA	Fixed satellite service allocation for command and control of unmanned aircraft systems	1.1
124	NATO	A total approach to civil/military cooperation	4.2
125	South Africa	Aviation system block upgrade modules relating to meteorological information	4.3
126	South Africa	Protection of spectrum that facilities aeronautical communication, navigation and surveillance services	6.1
127	South Africa	An industry vision for SWIM	3.1
128	South Africa	United States' demonstration activities in collaboration with Europe, Asia and other international air navigation service providers (ANSPs)	5.1
129	Japan	Economic and financial implication of ASBUs deployment including a State's review on cost-benefit analysis	6.1
130	Japan	Remotely piloted aerodrome flight information service	2.1
131	ICCAIA and IATA	Negative consequences of mandating equipage of specific GNSS elements	6.1
132	Russian Federation	Ways and prospects of development of automatic dependent surveillance – broadcast and adjacent applications in the Russian Federation	6.1
133	Japan	Steady transition toward future air navigation systems – challenges relating to prioritization, transition and divergence	6.1
134	Republic of Korea	Dependency on GNSS of future air navigation system and measures for its vulnerability	1.1
135	Republic of Korea	Facilitation of independent simultaneous approaches using RNAV 1/RNAP 1 STARs	2.2

WP No.	Presented by	Title	Agenda Item
136	Republic of Korea	Performance requirements for surface movement guidance for aircraft, vehicles and personnel in low visibility	2.1
137	Republic of Korea	Utilization of the point merge technique in standard instrument arrival procedures (STARs)	5.3
138	ACI	Airport collaborative decision-making	2.1
139	ACI	Airport excellence (APEX) in safety programme	2.1
140	ACI	Performance-based navigation (PBN) – The airport view	2.1
141	ICCAIA	Space-based ADS-B surveillance and the impact on air traffic management	1.1 d)
142	China	Views on ICAO global air navigation capacity and efficiency plan and aviation system block update	1.1
143	Canada	Safety and service initiatives in the North Atlantic areas under Canadian control	4.1
144	Canada	Standardization – in support of One Sky	6.2
145	Canada	Navigation roadmap	1.1 c)
146	Canada	A surveillance strategy for Canada	1.1 d)
147	Canada	Avionics requirements roadmap to meet future communication, navigation and surveillance (CNS) technology advances	1.1 e)
148	Canada	PBN implementation	2.2
149	IFATCA	Harmonized respectively global transition altitude	1.1 c)
150	IFATCA	Future aerodrome concept	2.1
151	IFATCA	ACAS resolution advisory down link to controller work position	3.1
152	IFATCA	The deployment of automation in future ATM systems	6.1
153	IFATCA	Fatigue risk management systems (FRMS) in ATC	6.1
154	Thailand	Seamless global implementation of air traffic flow management (ATFM) through the ICAO manual on collaborative ATFM	4.1
155	IBAC	ASBU Block “0” Modules GAP analysis	1.1

**PART II – INFORMATION PAPERS IN NUMERICAL ORDER
(AS OF 31 OCTOBER 2012)**

IP No.	Presented by	Title	Agenda Item
1	Secretariat	ASBU methodology and contents	1.1 a)
2	Secretariat	Communications roadmap	1.1 b)
3	Secretariat	Navigation roadmap	1.1 c)
4	Secretariat	Surveillance roadmap	1.1 d)
5	Secretariat	Avionics roadmap	1.1 e)
6	Secretariat	Information management (IM) roadmap	1.1 f)
7	Secretariat	Report on the results of the International Telecommunication Union (ITU) World Radiocommunication Conference (2012) (WRC-12)	1.1
8	Secretariat	Update on developments on the ICAO AVSEC regulatory and policy framework	2.1
9	Secretariat	Flight and flow – information for a collaborative environment (FF-ICE) concept	3.2
10	Secretariat	Optimum capacity and flexible flights	4.1
11	Secretariat	Implementation and integrating continuous climb operations (CCO) and continuous descent operations (CDO) in a PBN system	5.3
12	Secretariat	ICAO fuel savings estimation tool (IFSET)	6.1
13	Secretariat	Airborne surveillance applications	4.1
14	Secretariat	Operational and safety benefits brought by new airborne collision avoidance system (ACAS) features	4.1
15	Secretariat	Global Navigation Satellite System (GNSS) Manual	6.1
16	Secretariat	Qualifying the environmental effects of operational changes	6.1
17	IAC	Implementation of Module B0-70 within the Member States of intergovernmental agreement on civil aviation and airspace use	2.1
18	Secretariat	Results of the Eleventh Air Navigation Conference (AN-Conf/11) 2003 – follow-up action taken	6.1

IP No.	Presented by	Title	Agenda Item
19	Presented by the Presidency of the European on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; and by the member States of EUROCONTROL	Complementary information on the global implementation of “One Sky” following a performance-based approach	1.1
20	Same as above	Aeronautical radio frequency spectrum needs	1.1
21	Same as above	ECAC navigation roadmap	1.1 c)
22	Turkey	Addressing the aviation safety dimension of public events and displays involving the use of laser beams and/or fireworks	6.1
23	Russian Federation	Implementation of the multi-constellation use of GNSS in the Russian Federation	1.1
24	Russian Federation	Issues of the realization of aviation system block upgrades in the Russian Federation	1.1
25	United Arab Emirates	UAE airspace developments	2.2
26	Germany	German activities related to remotely piloted aircraft systems (RPAS)	4.2
27	India	PBN implementation in India	2.2
28	South Africa	Human performance – research project towards a holistic health management programme	6.1
29	South Africa	Aviation system block upgrade modules relating to meteorological information – collaboration and cooperation in South Africa	4.3
30	South Africa	The integration of remotely piloted aircraft systems (RPAS) into civil airspace	4.2
31	South Africa	Civil/military cooperation in South Africa	4.2
32	South Africa	Service improvement through digital AIM and ATM information in South Africa	3.3

¹ Australia, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

IP No.	Presented by	Title	Agenda Item
33	South Africa	Performance-based navigation (PBN) implementation status and requirements for NAVSPECS	2.2
34	South Africa	Aviation airside capacity enhancement through collaboration and cooperation in South Africa	2.1
35	South Africa	Aviation system block upgrade modules relating to system-wide information management (SWIM)	3.1
36	Colombia	Colombian air navigation plan	6.1
37	Brazil	New procedures for medical certificate verification	6.1
38	Presented by the Presidency of the European Union on behalf of the European Union and its Member States ¹ ; by the other Member States of the European Civil Aviation Conference ² ; and by the member States of EUROCONTROL	European ATM master plan	1.1
39	Secretariat	Outcome of the High-level Conference on Aviation Security	2.1
40	Brazil	Support of the regional safety oversight cooperation system (SRVSOP) to the implementation of performance-based navigation (PBN) in the ICAO South American (SAM) Region	6.1
41	Republic of Korea	ADS-B development and deployment plan in the Republic of Korea	1.1
42	Republic of Korea	Low visibility procedures upgrade – implementing practical solutions to large-sized airports	2.1
43	Republic of Korea	The Republic of Korea's performance-based navigation (PBN) implementation status and future plan	2.2
44	Republic of Korea	The Republic of Korea's aeronautical information management (AIM) transition plan and current status	3.3
45	Republic of Korea	NARAE, the Republic of Korea's ATM modernization master plan	6.1

¹ Australia, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and United Kingdom. All these 27 States are also members of ECAC.

² Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Moldova, Monaco, Montenegro, Norway, San Marino, Serbia, Switzerland, The former Yugoslav Republic of Macedonia, Turkey and Ukraine.

IP No.	Presented by	Title	Agenda Item
46	China	Meteorological information in aviation system block upgrade modules	4.3
47	China	The development and application of Beidou satellite navigation system	6.1
48	China	For PBN operating during approach and in terminal area ARNP will be the solitary aircraft qualification requirement for all the terminal area application	2.2
49	Canada	A human-centred approach to integrating procedures, technology and training	6.1
50	Canada	Business case analysis model	1.1
51	Japan	Effective ATM by using custom-made weather products	4.3
52	Japan	UPR expansion in the oceanic airspace in Japan	5.1
53	Japan	Operational trial of SCAS	5.2
54	Japan	Action assignment of industry-academe-government collaboration in the collaborative actions for renovation of air traffic systems (CARATS) implementation phase and introduction of the example of action taken	
55	Japan	Meteorological information to support air traffic management	4.3
56	Japan	Case study of ATM contributed by the Air Traffic Meteorology Centre (ATMetC)	4.3
57	New Zealand	Volcanic ash – New Zealand’s risk-based response	4.1
58	IFATCA	Environment case	5.2
59	United Arab Emirates	Remotely piloted vehicles (RPV) activities in the UAE	4.2
60	United Arab Emirates	UAE air traffic management strategic plan – 2030	6.1
61	IATA	Migration towards “Best Equipped Best Served” (BEBS) ATM operations	6.1
62	Secretariat	Summary of PBN Symposium and Workshops, 16 to 19 October 2012	2.2

PART III — IN ORDER OF AGENDA ITEM

Agenda Item 1

WPs				IPs	
3	39	94	122	1	23
28	68	97	123	2	24
29	78	100	134	3	38
30	81	101	141	4	41
31	82	108	142	5	50
32	84	109	145	6	
35	85	116	146	7	
36	86	117	147	19	
37	90	118	149	20	
38	92	120	155	21	

Agenda Item 2

WPs				IPs	
4	80	140		8	42
5	110	148		17	43
6	130	150		25	48
27	135			27	62
40	136			33	
41	138			34	
42	139			39	

Agenda Item 3

WPs				IPs	
7	47			9	
8	64			32	
9	66			44	
43	102				
44	103				
45	127				
46	151				

Agenda Item 4

WPs				IPs	
10	49	76	125	10	46
11	50	79	143	13	51
12	51	83	154	14	55
13	52	87		26	56
14	53	95		29	57
15	55	96		30	59
26	67	104		31	
48	70	124		35	

Agenda Item 5

	WPs	IPs
16	137	11
17		52
18		53
54		58
56		
91		
128		

Agenda Item 6

	WPs	IPs
19	61	93
20	62	98
21	63	105
22	65	106
23	69	107
24	71	111
25	72	112
33	73	113
34	74	114
57	75	115
58	77	119
59	88	121
60	89	126
		131
		132
		133
		144
		152
		153
		12
		15
		16
		18
		22
		28
		36
		37
		40
		45
		47
		49
		54
		60
		61

— END —