



WORKING PAPER

TWELFTH AIR NAVIGATION CONFERENCE

Agenda Item 6: Future direction

6.2: Standardization – approach to SARPs development in support of One Sky

STANDARDIZATION – IN SUPPORT OF ONE SKY

(Presented by the Secretariat)

EXECUTIVE SUMMARY

ICAO Standards and Recommended Practices (SARPs) continue to make a significant contribution in enhancing global aviation safety, interoperability, harmonization and efficiency. However, after analysing several States' mature modernization plans, and considering ICAO's aviation system block upgrades (ASBUs), it is apparent that a number of changes to SARPs, including development of new SARPs, deletion of obsolete SARPs and revisions to existing SARPs, are necessary. Furthermore, aviation has changed over the past years and rather than independent systems, aviation is rapidly evolving into a system of highly integrated systems. To address these issues, it is proposed that a systematic approach to the development and maintenance of ICAO provisions be implemented and a restructuring of the way that the expert groups are managed be undertaken to ensure that ICAO provisions and the work of the groups are aimed at achieving required outcomes to meet the needs of the evolving aviation system in an efficient and timely manner.

Action: The Conference is invited to agree to the recommendation in paragraph 3.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Environmental Protection and Sustainable Development of Air Transport Strategic Objective by updating and strengthening the policy framework for ICAO's activities in the air navigation field.
<i>Financial implications:</i>	A new approach to developing ICAO provisions and utilizing the ICAO expert groups should lead to more efficient and effective working methods and lead to savings for the States and organizations that contribute to the work of ICAO.
<i>References:</i>	Doc 9750, <i>Global Air Navigation Plan</i>

1. BACKGROUND

1.1 Article 37 of the Chicago Convention requires ICAO to adopt international Standards and Recommended Practices (SARPs), dealing with a range of functions covering safety, regularity and efficiency of air navigation. As there are a large volume of SARPs not being implemented by States, there is a need for rationalization and better management of ICAO provisions and the way they are developed. Furthermore, the current working arrangements for developing SARPs were established when most of the aviation system was managed by State regulators. In view of the trend in many States to separate air navigation service provision

from the regulatory function, greater collaboration is called for amongst service providers, regulators and industry in the development and implementation of ICAO provisions.

1.2 The contributions from both industry and State experts to date have been critical to the success of the SARPs. Genuine expert advice, geographical representation and consensus decision-making by these groups has led to the ability of ICAO to publish highly successful and manageable provisions that have been instrumental in the safe, effective and efficient air navigation system we enjoy today. This knowledge and experience of these expert groups remains a vital link in ICAOs ability to continue to deliver global implementation standards.

1.3 The current system of expert groups developing SARPs is comprised of Air Navigation Commission (ANC) Panels, Air Navigation Study Groups, Task Forces and other groups established for short duration. Panels are technical groups of qualified experts from States and international organizations formed by the ANC to advance, within specified time frames, the solution of specialized problems. Study groups are small groups of experts made available by States and international organizations to assist the Secretariat, in a consultative capacity, in advancing selected technical tasks such as development of language proficiency requirements and meteorological provisions. Task forces and similar groups are established by the Secretariat for short periods to support the advancement of a specified task.

1.4 While these groups have produced many standards, the focus was mainly on keeping up to date a broad set of provisions based often on needs identified by the groups themselves and their particular fields of expertise. Aviation has changed and, rather than independent systems, aviation is rapidly evolving into a system of highly integrated systems. Further development of ICAO provisions for concepts such as collaborative decision-making, flight and flow – information in a collaborative environment, 4D trajectory, airborne separation and others require an integrated approach and expertise from many different disciplines. These ICAO provisions must also meet specific timelines in order to be available for needed implementation.

1.5 This working paper suggests a set of principles to be used in developing a new approach to the development of SARPs, procedures and guidance material.

2. PRINCIPLES TO BE USED TO IMPROVE THE EFFICIENT USE OF EXPERT GROUPS

2.1 In order to develop a framework that makes more efficient use of expert groups the following principles should be adopted.

2.1.1 Focus

2.1.1.1 The Global Plans should drive the work of the expert groups. The composition of expert groups should be based on expertise and geographical distribution to the extent possible with a view to achieving acceptable and implementable outcomes.

2.1.2 Efficiency

2.1.2.1 The work methods of the expert groups must make optimum use of modern tools and technologies to get the work done in a timely manner.

2.1.3 Consistency

2.1.3.1 The output of all expert groups should be managed in a coherent manner in order to insure consistency in all disciplines potentially dealing with the same subject. Cross disciplinary principles may have to be developed to ensure this level of consistency.

2.1.4 Transparency

2.1.4.1 The progress of the work and the reporting requirements thereon should be transparent for all types of expert groups. This would enable all those who would be involved in the implementation of new ICAO provisions to be informed during the development process and to provide feedback as necessary to ensure that the SARPs are as effective as possible.

2.1.5 Integrated planning

2.1.5.1 The output of the expert groups must include all elements necessary for the effective implementation of a SARP including, when necessary, guidance material and tools for planning and monitoring actual implementation and achievement of intended benefits.

3. CONCLUSION

3.1 To address the development of ICAO provisions related to the evolving and highly integrated aviation system and to ensure that the right experts are part of the development and maintenance process, a systematic methodology for ICAO provisions development and a restructuring of the system of expert groups are necessary. On this basis, the Conference is invited to agree to the following recommendation:

Recommendation 6/x – Development of Standards and Recommended Practices (SARPs), procedures and guidance material

That the Conference requests ICAO to:

- a) establish a systematic methodology for the development and maintenance of ICAO provisions; and
- b) undertake the restructuring of the system of expert groups, based on the principles of focus, efficiency, consistency, transparency and integrated planning as described paragraph 2.

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