



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/27)**

Bangkok, Thailand, 5 to 8 September 2016

Agenda Item 2: Global and Inter Regional Activities

**GLOBAL AND INTER REGIONAL ACTIVITIES
FACILITATING GLOBAL HARMONIZATION AND INTEROPERABILITY**

(Presented by International Coordinating Council of the Aerospace Industries Associations)

SUMMARY

The purpose of this paper is to inform the Meeting of the ICCAIA representation and the range of activities of our Members and to offer support for APANPIRG activities where appropriate.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.

1. INTRODUCTION

1.1 The International Coordinating Council of Aerospace Industries Associations (ICCAIA) was established in 1972 to represent manufacturers of civil aviation products and systems in International Civil Aviation Organization deliberations.

1.2 The principal objectives of the ICCAIA are:

- To promote internationally the technological advancements that assure and foster the advancement of economical and safe civil aviation transport and space systems; and
- To contribute to significant improvements in the areas that benefit the economic security of the international aviation community.

1.3 Current members of ICCAIA include AeroSpace and Defence Industries Association of Europe (ASD) Aerospace Industries Association of America (AIA) Aerospace Industries Association of Brazil (AIAB) Aerospace Industries Association of Canada (AIAC) and The Society of Japanese Aerospace Companies (SJAC)

1.4 This global reach of ICCAIA provides a venue for aerospace manufacturers worldwide to offer their expertise in development of ICAO policies, standards and recommended practices necessary for the safety, security, efficiency and regulatory of international air transport.

1.5 Aviation manufacturers and service providers are committed to continuous improvement and seamless diffusion of demonstrated technologies to benefit their customers and society, and to enable sustainable economic development.

2. DISCUSSION

2.1 Seamless Air Traffic Management

2.1.1 The global nature of aviation mandates that the international air traffic systems be interoperable, seamless and available everywhere at all times.

2.1.2 Our industry is finding common ground with government agencies, the airlines and airports to promote more efficient operations and improved infrastructure, resulting in significant efficiency and environmental benefits.

2.1.3 The Asia Pacific Seamless ATM Plan core objective is to promote the safe and interoperable provision of harmonized and consistent air traffic management to a flight appropriate to the airspace category and free of transitions due to a change in the air navigation service provider or Flight Information Region.

2.1.4 ICCAIA is represented on a number of CNS/ATM related panels, including but limited to Air Traffic Management Requirements and Performance Panel (ATMRPP), Instrument Flight Procedures Panel (IFPP), Navigation Services Panel (NSP), Operations Panel (OPSP), Communication Panel (CP), and Separation and Airspace Safety Panel (SASP). Additionally, ICCAIA is represented on a number of Industry Task Forces and Advisory Groups including the Global Aviation Distress and Safety System AG.

2.1.5 Representation on these ICAO Panels and Working Groups enables ICCAIA members to be informed and involved in the ongoing development of global standards and procedures. Importantly, our involvement enables members to provide extensive and wide ranging input into many technical and procedural issues drawing on the range of experience and expertise of ICCAIA members.

2.1.6 As such, we believe our members are able to directly contribute to the APAC Seamless ATM plan implementation program including but not limited to the Aviation System Block Upgrades (ASBU) implementation across the Region.

2.1.7 ICCAIA members bring direct experience from involvement in NextGen and SESAR JU programs through a number of cooperative ventures between States and Industry generally focused on specific elements related to transition to the future ATM concepts.

2.1.8 We believe Asia Pacific Region could benefit from a similar cooperative program whereby States and Industry collaborate on specific transition issues whilst recognizing the structural and funding differences between APAC and the ATM transition programs of Europe and US.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

3.1.1 Note the ICCAIA objective to promote seamless air traffic management and the contribution to global CO₂ reduction.

3.1.2 Note ICCAIA support for global environmental standards for civil aviation aircraft and a global Market Based Measure framework to effectively and safely reduce aviation CO₂ emissions.

3.2 Discuss how ICCAIA members could contribute to APANPIRG activities.