International Civil Aviation Organization

**TWENTY NINTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/29)**

Bangkok, Thailand, 3 to 5 September 2018

Agenda Item 2:   Global and Inter Reginal Activities

IMPLEMENTATION SUPPORT FOR THE NEW SID/STAR PHRASEOLOGIES

(Presented by the Secretariat)

SUMMARY

The ICAO SID/STAR provisions, which became applicable on 10 November 2016, have been implemented by States at a slower rate than expected. This paper provides information on Secretariat activities to support a more rapid and cohesive global implementation of the subject provisions.

Action by the meeting is at paragraph 4.1.

1.   INTRODUCTION

1.1   The meeting may wish to note that the amendment to the provisions on SIDs and STARs was circulated as State letter reference number AN 13/2.1-16/54 dated 23 June 2016, which formed part of the Amendment 7 to PANS-ATM. The purpose of the amendment was to enhance comprehensibility of the SID/STAR phraseologies as well as to improve the consistency of procedures. The changes enabled air traffic controllers and flight crews to have a common understanding of the terms and expectations associated with SID/STAR procedures. Overall, it is envisioned that these phraseologies will improve safety and efficiency.

1.2   However, it has been noted that following the 10 November 2016, applicability date, some States (and Air Navigation Services Providers (ANSPs)) have reported challenges in the implementation of the procedures.

1.3   To support a global and harmonised implementation of the SID/STAR procedures, ICAO is allocating resources to assist States in addressing these implementation challenges and to facilitate the further deployment of the procedures in an efficient and coordinated manner.

2.   BACKGROUND

2.1   Shortly after the applicability date for the provisions, ICAO developed a set of supporting materials designed to explain and elaborate on the amendments. This action served to enhance the implementation of the revisions to the SID and STAR provisions by improving the knowledge level of stakeholders and providers.

2.2   The set of supporting materials included two separate documents The first was a leaflet providing the background and reasons for the amendments, as well as the associated phraseologies. The second document contained scenarios explaining the usage of the new phraseologies for SIDs and STARs.

2.3   It should be noted that CANSO, EUROCONTROL, IATA, ICCAIA, IFALPA and IFATCA also partnered with ICAO in the sharing of these materials with their respective stakeholders.

3.   DISCUSSION

3.1   In its continuous monitoring of the progress of the adoption of the new guidance, ICAO has identified that some States have implemented and are effectively using the provisions. However, the need for additional support was recognized in order to secure a faster and more harmonized approach towards global implementation, thereby mitigating as far as possible the risks associated with a mixed environment.

3.2   Through surveying States that have not implemented the provisions, it was ascertained that the amount of training needed for controllers and flight crews has caused some States to delay the implementation of the new phraseology for SIDs and STARs.

3.3   In addition to the challenges associated with training, some States and ANSPs have reported other issues, such as:

  a) lack of awareness among pilot communities of the new provisions;

  b) reports of increased controller workload in the early phases of implementation, in particular with radiotelephony associated with clearances; and

  c) uncertainty among flight crews, and additional radiotelephony associated with consequential additional queries; and in extreme cases, incorrect actions being taken by flight crews.

3.4   Consequently, the irregular implementation of the new procedures has, at times, developed into a source of confusion for flight crews and the associated uncertainty has led to increased workload for air traffic controllers.

3.5   The Secretariat is focusing its activities by addressing barriers to implementing the SID/STAR provisions. This will be achieved through the identification of typical challenges, sharing of experience, and targeted support to improve awareness.

3.6   The activity will led by the ICAO SID STAR Implementation Support Team (ISSIST) which has been formed within the ANB, and will include designated focal points from the following international organizations:

  a)   Civil Air Navigation Services Organisation (CANSO);

  b)   International Air Transport Association (IATA);

  c)   International Business Aviation Council (IBAC);

  d)   International Federation of Air Line Pilots' Associations (IFALPA); and

  e)   International Federation of Air Traffic Controllers' Associations (IFATCA).

3.7   The ISSIST has developed a project plan for its activities, which includes:

a)   establishing a baseline, including identifying which States have, or have not, implemented the provisions and identifying the challenges that have been faced from the perspective of the various stakeholders concerned (e.g. ATCOs, flight crews, States, ANSPs, etc.);

b)   in consultation with key stakeholders and the nominated focal points afore mentioned, identifying and facilitating needed support;

c)   developing and executing a communications plan (including presentations, written communication, enhanced web presence, etc.);

d)   establishing a mailbox with the address SID-STAR-NOW@icao.int to accept questions and to provide timely assistance to States requiring implementation support services; and

e)   acting as a focal point for implementation support to States.

3.8   Further, ICAO is developing a website https://www.icao.int/airnavigation/sidstar/Pages/Home.aspx which will be complemented by material specifically developed for portable phones and tablets. The information will be comprised of animated scenarios, training activities and interactive Frequently Asked Questions (FAQs). The package has been developed to be directly usable by pilots and air traffic controllers.

3.9   The target for completion of all tasks associated with the project plan is the end of March 2019. Success of the actions taken by ICAO in support of the global and harmonised implementation of agreed and published SID/STAR procedures will be monitored both during and after the activities described above.

3.10   ISSIST has conducted teleconferences with all Regional ATM Officers and the focal points from the industry organizations listed in paragraph 3.6.

3.11   The teleconferences identified barriers to implementation, potential mitigations of the barriers and best practices of the Regional ATM officers and international organizations.

3.12   Through those discussions, the essential role of the Regional ATM Officers in achieving the goal of globally harmonizing the ICAO SID/STAR provisions without undue delay was identified. In recognition of the key role of the Regional Officers, the following items are provided as a potential framework for Regional Officers to use in facilitating the implementation of the ICAO SID/STAR provisions:

Develop regional plan incorporating the following items as basis:

a)   the status of SID/STAR implementation in the Regions and set targets for harmonizartion and full compliance with the ICAO SID/STAR provisions;

b)   incorporate SID/STAR implementation into the agendas of the appropriate sub group meeting and Coordinate the implementation in order to achieve harmonization;

c)   the status of collaboration with regional industry representatives to develop training that prepares flight crews and controllers to the level that is required under operational conditions to correctly issue, comprehend and properly execute ATC assigned SID/STAR clearances;

     d)   status of States coordination with with learning institutions so that ab initio personnel receive training that is current and represents the procedures in use in their State of employment; and

     e)   establish a goal of involving all stakeholders in SID/STAR implementation process from the planning stage through execution and post implementation analysis.

- It is noted that following coordination between RO and HQ, as indicated WP /10, the ATM SG has developed a regional SID/STAR phraseology implementation strategy.

4.   ACTION BY THE MEETING

4.1   The meeting is invited to:

     a)   note the information;

     b)   implement and monitor execution of the regional strategy; and

     c)   Request support from the ISSIST and provide feedback when necessary.

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