



THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)

4.3: Implementing ASBUs for performance improvement

ASSESSING STATE READINESS TO IMPLEMENT PERFORMANCE-BASED IMPROVEMENTS

(Presented by the International Business Aviation Council (IBAC))

EXECUTIVE SUMMARY

This paper presents the need for greater evaluation of States readiness to implement the required framework of administrative processes and regulatory controls in a timely manner to fully exploit the implementation of Standards and Recommended Practices (SARPs) that allow performance-based capabilities to be introduced.

Action: : The Conference is invited to agree to the recommendation in paragraph 3.2.

1. INTRODUCTION

1.1 The performance-based concept has brought many operational benefits to civil air transport, including, improvements in airspace utilisation and access. The performance-based concept, where applied, replaces prescriptive requirements for aircraft with performance requirements for accuracy, integrity, continuity, and functionality. This allows greater flexibility on the part of equipment manufactures and providers in developing options to meet a particular operational need.

2. DISCUSSION

2.1 States and international organizations work through ICAO to develop the SARPs necessary to implement performance-based capabilities. These SARPs undergo further consultation with States and organizations through the State letter process. As part of ICAO's commitment to assist States with implementation, a State letter is accompanied by an impact analysis developed by ICAO, providing the best estimation of what the costs and level of effort would be for full implementation as well as the expected outcomes in terms of safety, capacity, and efficiency. ICAO is also under increasing pressure to ensure that adequate guidance is available to States to assist in implementation efforts.

2.2 Notwithstanding the above, there are circumstances where States do not always find themselves in a position where they are able to complete all the administrative and regulatory elements of a particular implementation in time for operators to either fully exploit the new capability or not be constrained by it.

2.3 The implementation of performance-based abilities and operations allow air navigation service providers (ANSPs) and air operators much greater flexibility in developing solutions to airspace management issues and have proven successful in allowing air operators to achieve their best mission outcomes. However, to ensure that target levels of safety and performance will be met, air operators (as well as ANSPs) will need to have their equipment certified as meeting the performance requirements as well as other elements of the airborne system. Providing this required regulatory control often involves the issuance of a letter of authorization (LOA) or similar instrument. To meet the needs of the regulatory agency, supplementary information must often be available, detailing the performance expected of a particular installation. The inability of, or lack of capacity in some administrations to issue the required authorizations has in many cases become an impediment to the full implementation and use of performance-based capabilities, notwithstanding the efforts made by ICAO Regional Offices and planning and implementation regional groups (PIRGs) to ensure a successful transition.

2.4 In an effort to see the implementation of performance-based capabilities expanded in the air navigation system, the International Business Aviation Council (IBAC) is of the view that implementation issues such as these would be more clearly identified and resolved at earlier stages through the State letter process in which proposed changes are announced. Specifically, in addition to providing an impact analysis in the State letter, ICAO could also inquire of all States about:

- a) the level of the State's readiness to implement the proposed change;
- b) the level of effort required by the State to implement; and
- c) the number of operators affected in the State.

This would allow for: (1) development of metrics and analysis to identify problem areas earlier; and (2) ICAO Regional Offices and PIRGs to understand better likely impediments to implementation and to provide assistance if necessary.

3. CONCLUSION

3.1 In light of the above, the Conference is invited to agree to the following recommendation

Recommendation 3.1/x —Implementation of performance-based improvements

That the Conference request ICAO, as part of the State letter process in which proposed changes to implement performance-based SARPS and/or capabilities are announced and an impact analysis is provided, inquire of States: a) the level of the State's readiness to implement the proposed change; b) the level of effort required by the State to implement; and c) the number of operators affected in the State.