



AN- CONF/14

14th Air Navigation Conference

26 August to 6 September 2024 | Montréal, Canada



The Fourteenth Air Navigation Conference Objectives and Expected Outcomes

AN-Conf/14 Information Session PPT/001

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Presentation Overview

01

ICAO Meetings

Categories, Doc 8143, ICAO CAT II Meetings

02

What's Been Done to Date

A41 follow-ups, Organization-wide reprioritization, ANWs, New Approach and Principles

03

AN-Conf/14 Overview

Objectives, Agenda, Working Papers and Expected Outcomes

04

ICAO's Contribution to Safety and Air Navigation

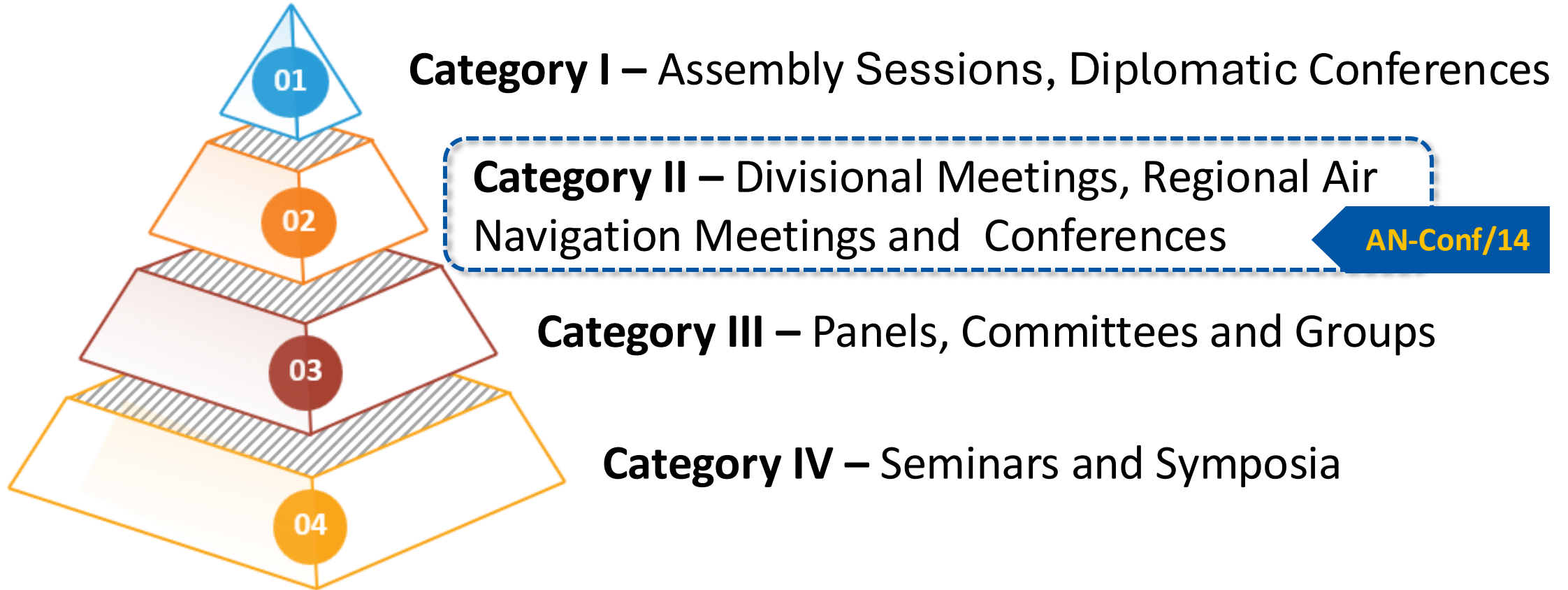
01

ICAO Meetings

Categories, Doc 8143,
CAT II meetings



— Categorization of ICAO Meetings



— Rules of Procedures for AN-Conf/14

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— Rules of Procedures for AN-Conf/14 (Cont'd)

Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct (Doc 8143)

Part I Introduction of General Nature

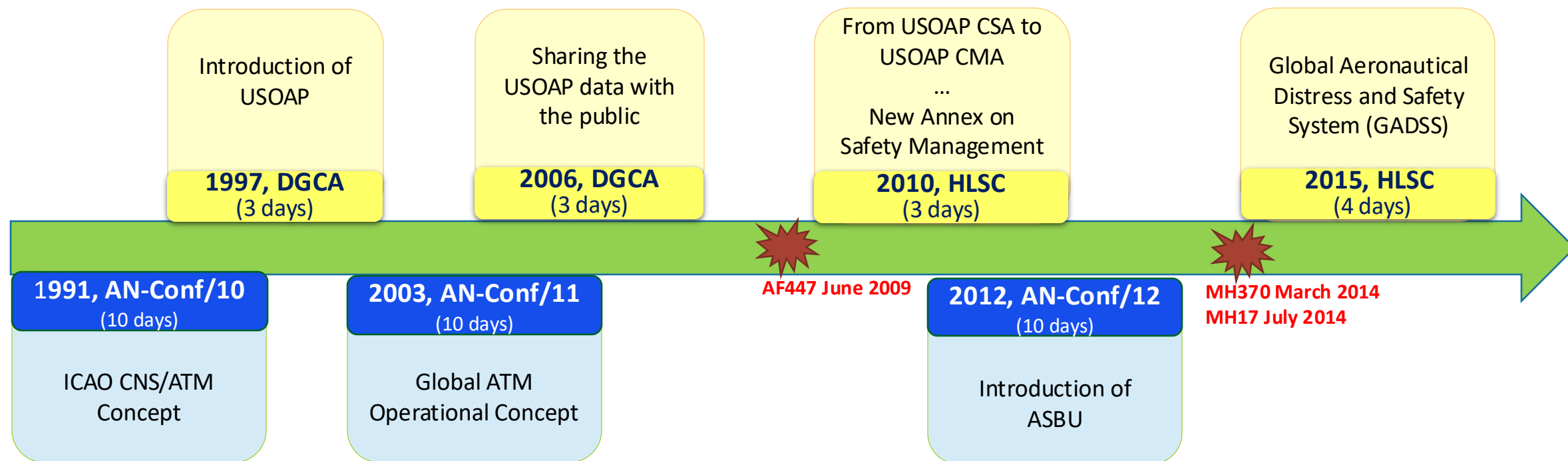
...

2. Types of meetings

“2.2 ...An air navigation conference is held when its task encompasses a substantial number of interrelated subjects of world-wide scope falling within several air navigation fields.”

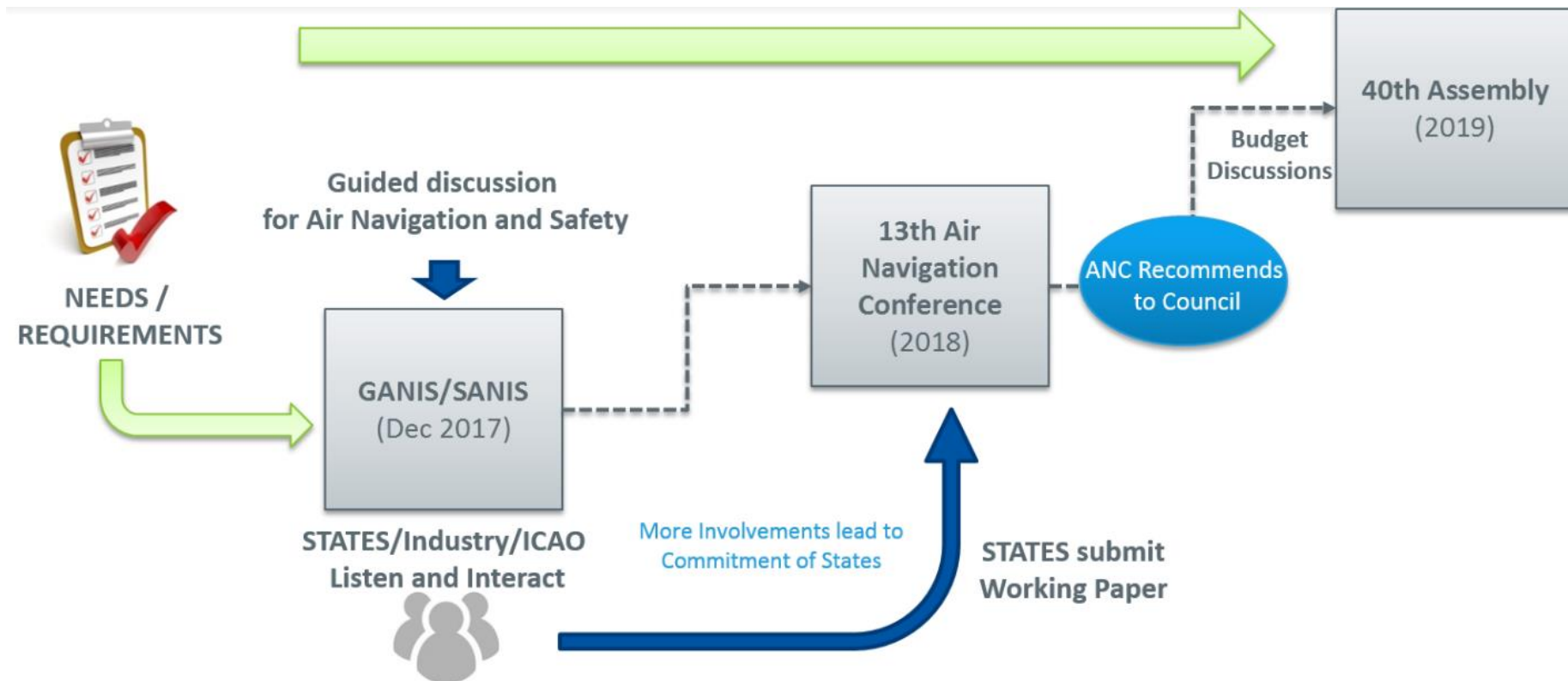
— Category II ICAO Meetings in the Past

When needed, calling for a commitment from the global aviation community to significant ICAO Initiatives



— New Approach Since 2017...

Getting inputs from the Conferences for the ICAO work programme and preparing the budget for the Assembly



02 What's Been Done to Date

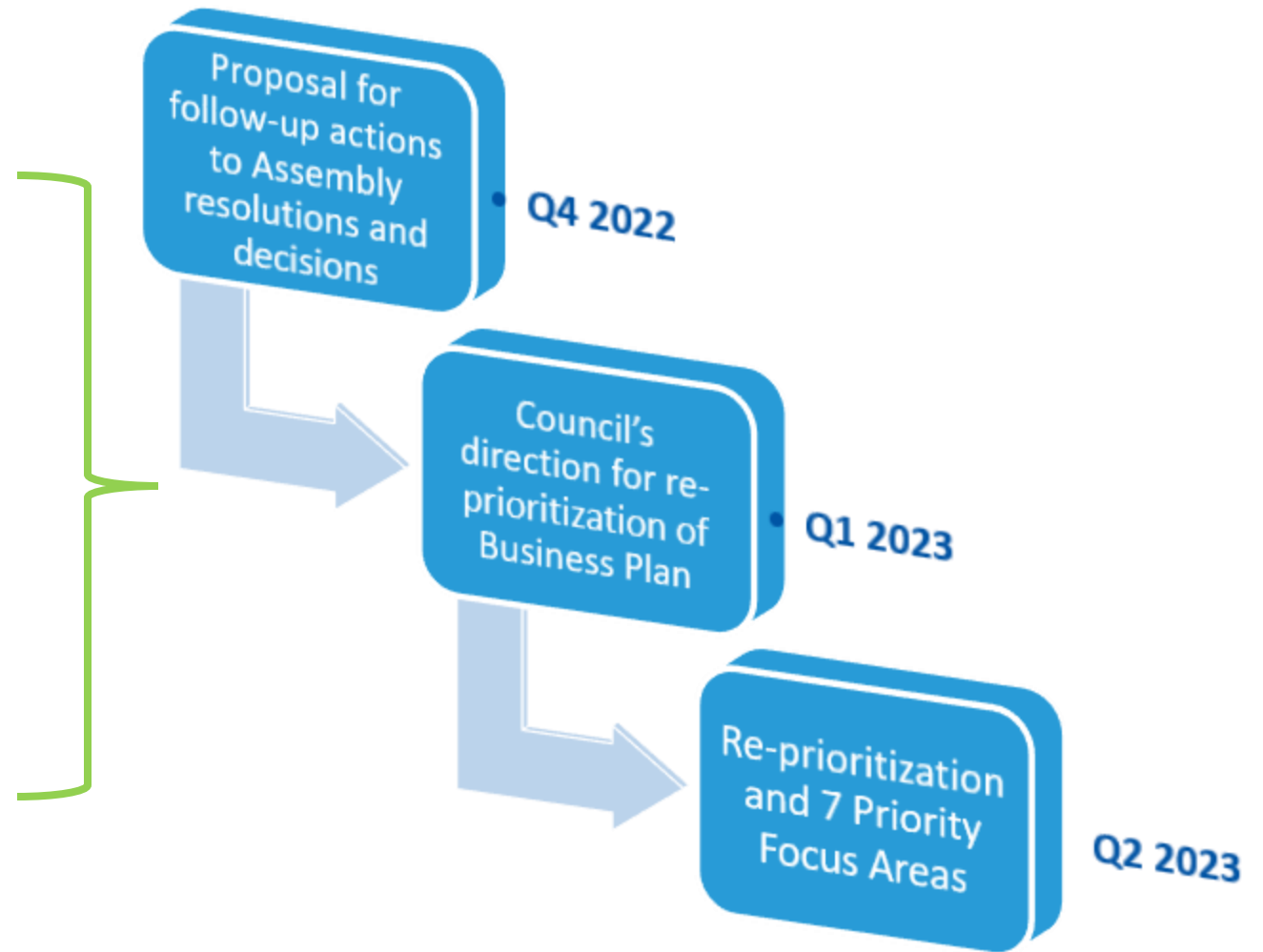
A41 follow-ups, Air
Navigation World
events, New
Approaches



— Organization-Wide Reprioritization



**Results-based ICAO Business Plan
2023-2025**



More information in PPT/02 &
AN-Conf/14-WP/3

— Inputs from Two Air Navigation World Events



— New Approach for AN-Conf/14

To allow enough time for discussion on interrelated subjects of world-wide scope falling within several air navigation fields



- Single committee
- Limited agenda items
- Focusing on the subjects not yet addressed by:
 - ICAO expert groups
 - Existing work programme
 - AN-Conf/HLSC/HLCC Recommendations
 - Assembly resolutions and decisions

AN-Conf/14 Guiding Principles (State letter 23/12 and 24/12)

- 
- Items should be precisely defined and be included **only if they cannot be resolved or progressed by other means**, such as via ICAO expert groups or through planning and implementation regional groups (PIRGs).
 - Items related to the existing work programme of ICAO may be included **if they identify opportunities to make significant changes** in direction, such as a reprioritization or a change in the scale or the scope of work, or they have reached the necessary maturity for soliciting global direction.
 - Items that have limited applicability, which relate to new complex procedures or address the provision of new equipment, will only be considered **if they have matured to the extent that the necessity for worldwide agreement is apparent**.
 - Items addressing inconsistencies in ICAO documents will only be considered **if there are substantive implications**.
 - Exchange-of-views items should be included **only in those circumstances when a broad discussion is needed on the applicability to civil aviation of new concepts or techniques**.

03 AN-Conf/14 Overview

Objectives,
Provisional Agenda,
Working Papers and
Expected Outcomes



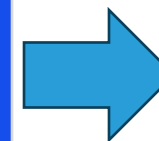
Conference Theme

“Performance Improvement Driving Sustainability”



Article 37 Adoption of international standards and procedures

....
ICAO shall adopt and amend international standards and recommended practices and procedures.... concerned with the **Safety, Regularity and Efficiency** of air navigation





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Objectives

- **Reach a global consensus on performance improvement initiatives** that will best allow ICAO, Member States and industry to address, in the context of constrained resources, aviation's global environmental challenges and the rapid evolution in aviation operations and technologies.
- **Call for an intentional refocusing of effort** so priority can be given to existing or new technical activities.

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Provisional Agenda

Agenda Item 1	Agenda Item 2	Agenda Item 3	Agenda Item 4
Update on the ICAO 2023-2025 Business Plan and long-term strategic planning	Timely and safe use of new technologies	Air navigation system performance improvement	Hyper-connectivity of air navigation system
(12 WPs & 12 IPs)	(37 WPs & 33 IPs)	(38 WPs & 47 IPs)	(13 WPs & 8 IPs)

— Key Subjects Tabled for Discussion (1/2)

Agenda Item 1

Update on the ICAO
2023-2025 Business Plan
and long-term strategic
planning

- 2023-2025 Business Plan Priority Focus Areas
- Aviation safety data/intelligence exchange
- Alignment and governance of global plans
- Evolution of ICAO Assembly Technical Commission

Agenda Item 2

Timely and safe use of
new technologies

- Evolving aircraft technologies contributing to LTAG
- Safety risks related to new/evolving technologies
- GNSS radio frequency interferences and contingency planning
- 2026-2028 edition of the GASP

— Key Subjects Tabled for Discussion (2/2)

Agenda Item 3

Air navigation system
performance
improvement

- 30/10 Project and high seas airspace minimum services
- Air navigation efficiency audit programme
- Trajectory-based operations and free route airspace
- Delegation of responsibility for provision of air traffic services
- Commercial space and higher airspace operations
- Phasing out legacy systems
- Transition to FF-ICE services and cessation of FPL2012
- 8th Edition of GANP

Agenda Item 4

Hyper-connectivity of air
navigation system

- Connected aircraft concept, future A-G connectivity, hyper-connected ATM
- Aviation cybersecurity framework, cybersecurity management model, cybersecurity in ATS provision

— Expected Outcomes

Agenda Item 1

ICAO 2023-2025 Business Plan
and long-term strategic
planning

Agenda Item 2

Timely and safe use of new
technologies

Agenda Item 3

Air navigation system
performance improvement

Agenda Item 4

Hyper-connectivity of air
navigation system

- Inform the aviation community of the work that is already prioritized and underway in the ICAO 2023-2025 Business Plan
- Have detailed technical discussions on new initiatives, leading to agreement on a set of high-level recommendations in the field of air navigation and safety
- Offer timely direction to the Organization in preparation for the 42nd Session of the ICAO Assembly in 2025

04

ICAO's Contribution to Safety and Air Navigation



— Summarizing the Chicago Convention (1/4)

A **'LICENSED'** PERSON (Annex 1)

FOLLOWING **'THE RULES OF THE AIR'** (Annex 2)

UTILIZING **'THE METEOROLOGICAL SERVICES'** (Annex 3)

AND **'AERONAUTICAL CHARTS'** (Annex 4) AND

THE PROPER **'UNITS OF MEASUREMENT'** (Annex 5)

'OPERATING' ACCORDING TO **ANNEX 6** WITH

A **'REGISTERED'** (Annex 7) AND

'AIRWORTHY' (Annex 8) AIRCRAFT; CROSSING BORDERS

AND AVAILING THEMSELVES OF THE **'FACILITATION'** OF **ANNEX 9**

— Summarizing the Chicago Convention (2/4)

THEY USE THE
'AERONAUTICAL TELECOMMUNICATIONS' (Annex 10)
TO CONTACT THE **'AIR TRAFFIC SERVICES'** (Annex 11)
FOR SEPARATION OF THEIR AIRCRAFT FROM ANOTHER AND
WILL HOPEFULLY NOT NEED **'SEARCH AND RESCUE'** (Annex 12).
THEY WILL DRAW WISDOM FROM THE WORK
OF THE **'ACCIDENT AND INCIDENT INVESTIGATION'**
(Annex 13) TEAM.
BEFORE TAKE-OFF FROM AN **'AERODROME'** (Annex 14)
THEY WILL HAVE USED THE
'AERONAUTICAL INFORMATION SERVICES' (Annex 15)

— Summarizing the Chicago Convention (3/4)

THEY WILL DEPART IN AN
'ENVIRONMENTALLY' (Annex 16) ACCEPTABLE AIRCRAFT
BEEN **'SECURITY'** CHECKED **(Annex 17)** AND
ANY **'DANGEROUS GOODS' (Annex 18)** HAVE BEEN PROPERLY
DOCUMENTED.
AND FINALLY, WILL MITIGATE THE SAFETY RISK THROUGH PRACTICING
'SAFETY MANAGEMENT' (Annex 19)
ALLOWING THE INTERNATIONAL AVIATION SYSTEM
TO SUSTAIN ITS ENVIABLE SAFETY RECORD.

— Summarizing the Chicago Convention (4/4)

Whereas the future development of international civil aviation can **greatly help to create and preserve friendship and understanding among the nations and people of the world**

*Excerpt from the Preamble to the
Convention on International Civil Aviation (Doc 7300)*

Questions



Thank You

