



AN- CONF/14

14th Air Navigation Conference

26 August to 6 September 2024 | Montréal, Canada



37 take-aways from the Information Session heading into the Conference

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PPT 01 : Expectations and Objectives of AN-Conf/14

- AN Conf 14 is a major aviation event which will also have an impact on ICAO work programme and budget, and prepare A42 in 2025
- At request of MS, new approach to allow enough time for discussion on interrelated subjects, including i) limited subjects focusing on topics not yet addressed ii) information papers to be sent to Panels iii) some WPs were converted to IPs
- Goal of reaching consensus on performance improvement initiatives driving sustainability...
- ...through detailed discussions leading to agreement and offering direction to the Organization

PPT 02 : Introduction to ICAO reprioritization activities, priority focus areas and the ICAO long-term strategic Plan

- ICAO has always had to address the discrepancy between work items requested by Member States and resources allocated
- To address the discrepancy in the 2023-2025 Triennium, 7 Priority Focus Areas (PFAs) were identified to effectively prioritize choices
- For the long-term planning, the ICAO Strategic Plan introduces 6 Strategic Goal
- The 2026 – 2028 BP will aim to be coherent in terms of resources, aligned with the 6 Strategic goals, as well as integrate the 7 PFAs

PPT 03 : Overview of the ICAO safety and air navigation work programme

- Standards and Recommended Practices development through ICAO Standard-making process involving ANC, State Consultations and Council, constantly improved
- The Work program for safety and air navigation, based on the ANC job cards, can be accessed by all Member States

PPT 04 : Ongoing work concerning the decision of the 41st Session of the Assembly related to the Standards development process

- ICAO Council invited ANC to formalize a proposal for the conceptualization and deployment of a Standardization Roadmap
- Standardization Roadmap to apply to items associated with the Long-Term Aspiration Goal (LTAG), could later be extended to other innovation
- Direct Submission process : a new process introduced in 2023 (effective date Jan 1 2024) i) for existing, mature, implemented provisions developed by MS or international organizations ii) to accelerate the process, but not remove review by ANC, consultation with MS, and adoption by Council iii) limited to safety and air navigation topic

PPT 05 : Evolution of the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP CMA)

- USOAP continues to evolve to better serve Member States and the aviation community
- Areas of focus in 2025 : Aerodromes and Ground Aids (AGA), Personnel Licensing and Training (PEL) and Aircraft Accident and Incident Investigation (AIG)
- State Safety Programme Implementation Assessment to be beta tested and integrated in 2025
- USOAP relies on auditors from Member States : all are needed, and in particular Spanish speaking auditors

PPT 06 : Ongoing work on the change from magnetic to True North

- True North for aviation : from topic of speculation for more than 15 years to serious consideration
- Advisory group set up to identify costs/benefits/challenges of such a transition (March 2024 start – March 2027 recommendation)
- Decision in the hand of Member States (A43 in 2028 ?) taking into account cost of transition and long-term benefits, as well as implementation plan

PPT 07 : Ongoing work concerning an update to the Global Air Traffic Management Operational Concept (Doc 9854)

- GATMOC (2003 endorsement, 2005 publication) first global reference for ATM framework, based on 7 concept components, is the “where to ?” – and GANP the “how to ? when to ?”
- ICAO to update GATMOC to i) provide future operational concept to evolve ATM up to and beyond 2050, and ii) ensure the convergence of disparate concepts developed by different workstreams
- What to expect : i) evolution of the 7 concept components to be fit for a decade and more ii) aiming at 2028 for endorsement / publication iii) work with lead ATMRP Panel and involving all Panels

— PPT 08 : Ongoing work related to higher airspace operations (HAO)

- HAO is real, and highly interconnected involving a wide range of different States with a diverse range of aviation eco systems.
- ICAO has been in listening mode and is preparing to ramp up work on HAO
- ICAO is innovating new work methods and solutions to solve HAO

PPT 09 : Ongoing work related to advanced air mobility (AAM), unmanned aircraft systems (UAS), UAS traffic management (UTM)

- AAM Mandate from MS to ICAO with goal in particular : support States in implementing harmonized regulatory framework, which will support the provision of new and essential aviation services to populations
- AAM Study Group established (Dec 2022) to provide a holistic view of global solutions for the AAM ecosystem, 3 formal meetings already
- Key goals : gap analysis i.e. identify the areas in which ICAO provisions are to be added / modified and element for an ICAO strategy on AAM, to enable globally harmonized and interoperable solutions
- Three items to expect near-term : i) initial global guidance on the eVTOL operations, ii) UAS traffic management implementation guidance (UTM), (iii) continuous improvement of the existing ICAO UAS framework

PPT 10 : Ongoing work related to the Integrated Communications, Navigation, Surveillance and Spectrum (ICNSS) Task Force

- ICNSS receives increasing support from aviation actors
- ICNSS is necessary because i) limited spectrum ii) increased aviation uses iii) competition from outside of aviation for the same spectrum
- 2 main deliverables : a) high-level roadmap for the evolution of CNS – long term and b) streamlined standards - short term, 2040's - to reduce uncertainties for innovators in CNS and reduce risk of loss of spectrum
- Items to expect in the future: i) less frequent and less bulky annex 10 amendments ii) better link to industry standards iii) speedier implementation of new technologies

PPT 11 : Ongoing work on human performance in the different aviation domains

- Human Factors transcend across all of the operational work programmes of ICAO regarding safety and capacity
- At the request of MS and stakeholders, the ICAO framework on HF is being revisited to answer current needs with relevant modern tools
- ICAO document 10151 for regulators, published in 2021, highlights 5 principles of Human Performance

Thank You

