SIP/2009-WP/21
Business case

Work Programme of ICAO Panels and Study Groups

H.V. SUDARSHAN, Regional Programme Officer
International Civil Aviation Organization

Workshop on the Development of Business Case for the Implementation of CNS/ATM Systems (Antigua and Barbuda, 28 September – 2 October 2009)

PANELS, STUDY GROUPS and TASK FORCES

PANELS

- Aeronautical Communication Panel (ACP)
- Aerodromes Panel (AP)
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STUDY GROUPS and TASK FORCE

- Aeronautical Information Service–Aeronautical Information Management Study Group (AIS-AIMSG)
- Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG)
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- Increase efficiency/cost effectiveness of existing data link implementation
- New set of data link messages for DLIC, CPDLC & DFIS that support ATS. Includes D-OTIS, Departure clearance, D-TAXI
- Frequency Spectrum seminars in Regions
- Maintain & defend aeronautical frequency spectrum allocations at ITU WRC-2011

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- Harmonize the use of airworthiness terminology
- Phase out the use of Halon as fire extinguishing agents on civil aircraft
- Update GM on airworthiness issues to make it more readable to those States with limited continuing airworthiness capability
- Effective implementation of LED technology in visual aids for navigation
- Reduce CFI by standardizing marking and lighting of obstacles outside obstacle limitation surfaces
- Comprehensive review of Annex 14, Volume I, Chapter 3, on physical characteristics for all aerodrome reference codes
- Design and monitoring of electrical systems at aerodromes
- Provision of runway end safety area (RESA) and associated mitigating measures
- Guidance on friction measurement and reporting for reduction of runway excursions
- Reduction runway excursions by effective friction management and reporting (or is this under FTF?)
- Prevention of fatal accidents/damage to aircraft due to ingestion of FODs
- Visual aids for A-SMGCS and for prevention of runway incursions, including a comprehensive review of stop bar and RGL interoperability in regard to their use with other marking, lighting and signage visual cues at RHPs
- Reduction of runway incursions with technological solutions
- Airfield pavement management
- Enhanced aerodrome emergency response
- Increase operational safety and efficiency of heliports

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- MLAT & ADS-B for 3NM separation minima in use
- In-trail climb using ADS-B & CPDLC
- Reduced oceanic separation using ADS-B (airborne surveillance application)
- Merging & sequencing (airborne surveillance application)
- Surface sequencing using ADS-B
- Self-separation mixed mode
- Improvements to SSR for the provision of ATS Surveillance Service
- UAS OPS in non-segregated airspace & aeronautical operations
- Reduction of runway incursions with technological solutions

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- Surface sequencing using ADS-B
- Self-separation mixed mode
- Use of collaborative decision-making process
- Increased costt effectiveness, timeliness & quality of aeronautical information/data, including MET (to provide data in support of NextGen/SESAR)
- Optimization of flight trajectory by avoiding volcanic ash and hazardous MET conditions whilst preventing unnecessary closure of airspace (To provide data in support of NextGen/SESAR)
- UAS OPS in non-segregated airspace & aeronautical operations

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- Produce 2011/2012 provisions for safe transport of dangerous goods by air
- Produce 2013/2014 provisions for safe transport of dangerous goods by air
- Produce 2015/2016 provisions for safe transport of dangerous goods by air
- Produce 2017/2018 provisions for safe transport of dangerous goods by air
- Produce 2019/2020 provisions for safe transport of dangerous goods by air

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- Study the feasibility of airborne image recordings of the general cockpit area
- Update provisions on flight recorders
- Development of provisions on light weight recording systems and search for and recovery of flight recorders

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- NAV 1b, Alignment of procedure criteria for vertically guided approaches
- NAV 2c, New PBN ops for fixed wing ac – Approach
- NAV 6b, Development of enhanced CRM for final approach
- NAV 2a, New PBN ops for fixed wing ac - advanced RNP
- NAV 3, New PBN ops for helicopters
- NAV 4, support of existing PBN ops
- NAV 6a, QA in procedure design process
- NAV 6c, Development of Advanced Risk Assessment Methodology (ARAM) tool
- NAV 5a, Alignment of flight procedures with charting/database
- NAV 5b, Continuous descent operations
- NAV 2b, New PBN ops for fixed wing ac - RNP 2
- NAV 1a, Approach reclassification

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- SBAS-based CAT 1 operations
- Define ILS critical & sensitive areas (CS) for large aircraft
- Improve GNSS availability & performance
- Introduce GNSS-based all-weather operations (Cat II/II)
- NAV 1a, Approach reclassification

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- T-5 &/or NM longitudinal separation minimum in NAT
- Increasingly harmonized data link procedures allowing for seamless operations
- New set of data link messages for DLIC, CPDLC & DFIS that support ATS. Includes D-OTIS, Departure clearance, D-TAXI
- Utilization of SATCOM Voice for routine ATS communications (OCA)

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- Resolve requirements for precise timekeeping in visual meteorological conditions (VMC) & instrument meteorological conditions (IMC) operation
- Improve the safety of helicopters engaged in Emergency Medical Services operations (EMS)
- Adjustment to fuel requirements
- Implementation of Fatigue Risk Management Systems
- Improve the clarity of operational responsibility & authority for the safe transport of dangerous goods by air
- Relaxation of approach restrictions currently in force for commencement of a final approach in instrument meteorological conditions (commonly known as “Approach Ban”)
- RFF criteria for airline operators on selection of alternates
- Increased efficiency through more flexible operational requirements for RFFS capabilities in the selection of alternate aerodromes
- NAV 1a, Approach reclassification

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- Harmonized use & exchange of RVSM monitoring data among RMAs
- 2.5 NM in-trail separation on final up to 20 miles from runway end
- MLAT & ADS-B for 3NM separation minima in use
- More stringent speed controls in oceanic airspace
- PANS-OPS criteria for terminal separation minima
- GNSS (DME 10) separation in oceanic airspace
- Micro offsets (100 meter increments) as a next step of SLOP
- In-trail climb using ADS-B & CPDLC
- Surveillance capability extended to wide area multilateration systems

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- Increased cost effectiveness, timeliness & quality of aeronautical information/data, including MET (To provide data in support of NextGen/SESAR)

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- Optimum use of available airport capacity by enhanced accuracy and timeliness of MET information (To provide data in support of NextGen/SESAR)

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- Development of PANS-Aerodromes document

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- NAV 2c, New PBN ops for fixed wing ac – Approach
- NAV 2a, New PBN ops for fixed wing ac - advanced RNP
- NAV 3, New PBN ops for helicopters
- NAV 4, support of existing PBN ops
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- Safety data available to States supporting efforts to compare State's safety performance against global trends. Safer operations due to improved safety management

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- Reduction of runway excursions by effective friction management and reporting ????? OI-27 or is it the AP ???????

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- QA in procedure design process
- NAV 5c, Harmonization between PANS-OPS and PANS-ATM
- NAV 1a, Approach reclassification

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- New measures for Extended Diversion Time Operations (EDTO) to include aeroplanes with more than 2 turbine engines & to incorporate fire protection requirements

Thank you