



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 28: Aviation Safety and Air Navigation Policy

**REPORT ON THE OUTCOMES OF THE
THIRTEENTH AIR NAVIGATION CONFERENCE (AN-CONF/13)**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper reports on the work accomplished by the Thirteenth Air Navigation Conference (AN-Conf/13) and highlights the strategic importance of convening a divisional-type meeting sufficiently ahead of the Assembly to inform the budget preparation for subsequent endorsement during the Assembly.

Action: The Assembly is invited to:

- a) note the outcomes of the Thirteenth Air Navigation Conference (AN-Conf/13)¹;
- b) urge States to action the AN-Conf/13 recommendations addressed to States;
- c) consider divisional-type meetings (e.g. air navigation and high-level safety conferences) as means to recommend inputs for additional technical work to be undertaken by ICAO for consideration during the budget review and approval process, as well as to improve the efficiency of Assemblies and, in particular, the Technical Commission; and
- d) encourage States, international organizations and industry stakeholders to support ICAO in accomplishing non-budgeted work stemming from divisional-type meeting recommendations by providing extra-budgetary resources to the Organization.

<i>Strategic Objectives:</i>	This working paper relates to Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions. Details on the financial aspects are presented under A40-WP/34, Proposed Draft Budget of the Organization for 2020, 2021 and 2022.
<i>References:</i>	Doc 10115, <i>Report of the Thirteenth Air Navigation Conference (AN-Conf/13)</i> , Corrigenda Nos. 1 and 2, and Supplement No. 1. Doc 10075, <i>Assembly Resolutions in Force (as of 6 October 2016)</i> Doc 10024, <i>Assembly 38th Session — Executive Committee Report and Minutes</i> A40-WP/34, Proposed Draft Budget of the Organization for 2020, 2021 and 2022 C-DEC 216/5 C-DEC 210/6

¹ The Report of the Thirteenth Air Navigation Conference (AN-Conf/13) (Doc 10115) is available at:
<https://portal.icao.int/icao-net/Pages/Doc10115.aspx>

1. INTRODUCTION

1.1 The Thirteenth Air Navigation Conference (AN-Conf/13), held in Montréal from 9 to 19 October 2018, discussed eight agenda items under two committees: Committee A (Air Navigation Capacity and Efficiency) discussed Agenda Items 1, 2, 3, 4 and 5, and Committee B (Safety) discussed Agenda Items 6, 7 and 8. The meeting was attended by a total of 1,022 participants from 116 Contracting States and 37 international organizations.

1.2 A total of fifty-two recommendations were adopted by the Conference and are published in the *Report of the Thirteenth Air Navigation Conference (AN-Conf/13)* (Doc 10115).

1.3 The Council of ICAO reviewed all AN-Conf/13 recommendations on 27 February 2019; subsequently, Supplement No. 1² to the AN-Conf/13 Report, which details suggested follow-up actions on each of the recommendations, was published.

1.4 Divisional-type meetings (*Directives to Divisional-type Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8143) refers), such as air navigation or high-level safety conferences, provide States with a forum to thoroughly discuss technical topics. Recommendations stemming from these divisional-type meetings directly affect the work programme and the budget of the Organization, and provide more efficiency to the deliberations of the Technical Commission of the Assembly.

2. AN-CONF/13 OUTCOMES

2.1 The AN-Conf/13 set the foundation for the future of aviation safety, as well as capacity and efficiency, covering traditional areas in addition to new and emerging ones (Doc 10115 refers). The Conference considered a wide range of subjects and strategies to guide the development and implementation of initiatives outlined in the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP) that are being presented to the Assembly for endorsement.

2.2 As an outcome of the AN-Conf/13, the aviation community agreed with recommendations in the field of safety and air navigation capacity and efficiency that have been reviewed by the Council and considered relevant for inclusion in the Organization's work programme. The resources required to address these recommendations were identified and the work programme was reviewed in preparation of the budget discussions prior to the Assembly.

2.3 Following the review by the Council of ICAO (paragraph 1.3 refers) of the AN-Conf/13 recommendations, States are now urged to appropriately address the recommendations directed to States (Supplement No. 1 to Doc 10115 refers).

3. IMPORTANCE OF CONVENING DIVISIONAL-TYPE MEETINGS AHEAD OF ASSEMBLIES

3.1 Resolution A31-2, *Increasing the effectiveness of ICAO*, which was adopted at the 31st Session of the ICAO Assembly, directed the Council of ICAO to, "streamline the working methods and procedures of the Assembly with a view to increased transparency and efficiency..." (Doc 10075 refers). Furthermore, the Executive Committee of the 38th Session of the ICAO Assembly called for the

² Supplement No. 1 to the *Report of the Thirteenth Air Navigation Conference (AN-Conf/13)* (Doc 10115) is available at: <https://portal.icao.int/icao-net/Pages/Doc10115.aspx>

Council of ICAO to, "...examine ways on improving the overall structure of the preparatory work leading up to the Assembly..." (Doc 10024, paragraph 24.10 c) refers). The Council of ICAO, in taking action on these requests, "...agreed that Category 2 meetings covered by Doc 8143...be held no later than the third quarter of the second year of a triennium, to the extent possible (so that they can inform the ICAO Business Plan and Regular Programme Budget for the subsequent triennium);..." (C-DEC 210/6 paragraph 16. c) i) refers).

3.2 Recommendations emanating from divisional-type meetings represent new work programme items for ICAO and are aimed at addressing the evolving challenges of new technologies and concepts of operation over future triennia and coming decades in support of the growth of global aviation systems.

3.3 Under current practice, when Assembly discussions result in resolutions that impact the budget, ICAO has to find ways to accommodate these additional tasks without previous review and assessment to help define priority of the work within the Organization's work programme. Considering the importance of strategic planning for the work of the Organization to face current and future challenges, it should be highlighted that divisional-type meetings, such as the AN-Conf/13, allow for discussions with State and industry experts to be held sufficiently ahead of the Assembly to assess the budgetary impact of the recommendations and inform the Organization's budgetary preparation work.

3.4 Furthermore, the convening of divisional-type meetings prior to the Assembly supports a transition towards increased efficiency in the work of the Assembly, particularly for the Technical Commission. Considering that the vast majority of technical topics are thoroughly discussed during the divisional-type meetings ahead of the Assembly, the Technical Commission is now able to focus discussion on relevant global plans, as well as on any new issues that have arisen in the interim, and on policy considerations.

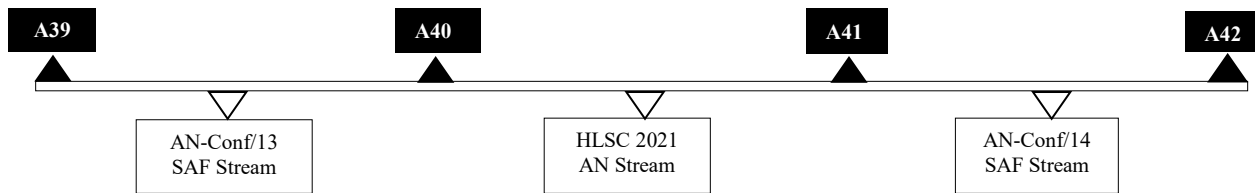
4. CONCLUSION

4.1 The AN-Conf/13 was a successful event where recommendations for new work items were agreed for inclusion in the Air Navigation Work Programme. Subsequent to the review by the ICAO Council of the AN-Conf/13 recommendations, it is now for States and ICAO to action them appropriately. Following the review by the Council of ICAO, a certain number of AN-Conf/13 recommendations have been budgeted in the next triennium work programme of the Organization (A40-WP/34 refers). However, other recommendations have yet to be resourced in the next triennium work programme; therefore, States are encouraged to support the non-budgeted work emanating from AN-Conf/13 by providing extra-budgetary resources to the Organization. Similarly, international organizations and industry stakeholders are encouraged to support programmes through extra-budgetary contributions.

4.2 Convening a divisional-type meeting, such as AN-Conf/13, sufficiently ahead of the Assembly has proven valuable for the preparation of the next triennium budget proposals with the most up-to-date information on technical developments. Furthermore, by having the detailed technical discussions in advance, it allows the Technical Commission to focus on the global plans and policy decisions to be made. The appendix to this paper provides a draft of future plans to convene divisional-type meetings ahead of Assemblies.

APPENDIX

Tentative timeline of divisional-type meetings in relation to Assemblies



AN-Conf Air Navigation Conference
HLSC High-level Safety Conference
AN air navigation
SAF safety

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