CNS/ATM/SG/2-IP/4
10/11/10
International Civil Aviation Organization ***English only***
CAR/SAM Regional Planning Implementation Group (GREPECAS)
Second Meeting of the CNS/ATM Subgroup (CNS/ATM/SG/2)
(Mexico City, Mexico, 16 to 19 November 2010)

Agenda Item 4: Other business

ICAO AIR NAVIGATION PANELS, STUDY GROUPS AND TASK FORCES – WORK PROGRAMME

(Presented by the Secretariat)

1 Background

1.1 The International Civil Aviation Organization (ICAO) has established panels, study groups and task forces to aid the Air Navigation Commission (ANC) in the development of the ICAO Standards and Recommended Practices (SARPS) and Procedures for Air Navigation Services (PANS), for their adoption by the Council.

2 Suggested action

2.1 The meeting is invited to take note of the information provided in this Appendix to this paper.

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GREPECAS
CNS/ATM/SG/2-IP/4
APPENDIX

ICAO Air Navigation Panels, Study Groups and Task Forces – Work Programme –

H.V. SUDARSHAN
International Civil Aviation Organization

Second Meeting of the Communications, Navigation and Surveillance / Air Traffic Management Subgroup (CNS/ATM/SG/2)
(Mexico City, Mexico, 16 to 19 November 2010)

PANELS/STUDY GROUPS/TASK FORCESS

THE VOLUNTARY WORK FORCE

- Aeronautical Communication Panel (ACP)
- Airworthiness Panel (AIRP)
- Air Traffic Management Requirements and Performance Panel (ATMRPP)
- Flight Recorder Panel (FLIRECP)
- Navigation Systems Panel (NSP)
- Instrument Flight Procedures Panel (IFPP)
- Operational Data link Panel (OPLINKP)
- Operations Panel (OPSP)
- Separation and Airspace Safety Panel (SASP)
- Aeronautical Surveillance Panel (ASP)
- Aerodromes Panel (AP)
- Dangerous Goods Panel (DGP)

- Accident Investigation Methodology Study Group
- Aircraft Type Designators Study Group
- Aeronautical Information Service–Aeronautical Information Management Study Group (AIS-AIMSG)
- Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG)
- Medical Provisions Study Group
- Meteorological Warnings Study Group (METWSG)
- PANS Aerodromes Study Group (PASG)
- Performance-Based Navigation Study Group (PBNSG)
- Safety Indicators Study Group (SISG)
- Unmanned Aircraft Systems Study Group (UASSG)
- Wake Turbulence Study Group (WTSG)
- International Airways Volcano Watch Operations Group (IAVWOPSG)
- Satellite Distribution System Operations Group (SADISOPSG)
- World Area Forecast System Operations Group (WAFSOPSG)
- Airborne Surveillance Task Force (ASTAF)
- Special Operations Task Force (SOTF)
- Fatigue Risk Management Systems Task Force (FRMSTF)
- Global PBN Task Force (GPBN TF)
- International Volcanic Ash Task Force (IVATF)
- Next Generation of Aviation Professionals Task Force

PANELS

PANEL WORK PROGRAMMES

- Aeronautical Communication Panel (ACP)
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→

- Increase efficiency/cost effectiveness of existing data link implementations
- Develop Standards for new communications media in different environments in support of the future communication requirements, as identified by the NextGen/SESAR programmes; i.e. airport surface, en-route, oceanic
- Develop, maintain and defend aeronautical frequency spectrum allocations in preparation for and during ITU World Radiocommunication Conferences (WRCs)

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- Certification and standardization of aircraft software systems
- Update Airworthiness Manual (Doc 9760) to support Annexes 6 & 8
- Develop guidance material to define failure probability descriptors
- Study proposal to require Notification by State of Design to Contracting States of the transfer of type Certificate
- Review including single engine aeroplane over 5700kg in Annex 8, Section III
- Review adding requirements for cargo compartment fire suppression systems for all aeroplanes over 5700kg
- Review changes in terminology of the stall warning requirements

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→

- Develop new flight planning in line with the Global ATM Operational Concept including 4D Trajectory Management (4D-TRAD) and the NextGen /SESAR developments for 2025 and beyond
- Management of the information necessary to provide the optimum ATM service (SDM)
- Optimization of operations through the use of CDM
- Develop performance-based SARPs in support of the new flight planning system in line with the Global ATM Operational Concept

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- Study the feasibility of airborne image recordings of the general cockpit area
- Update provisions on flight recorders due to technical developments
- Development of provisions on lightweight recording systems
- Look into means to improve the likelihood of recovering flight data following an accident

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- SBAS-based CAT I operations
- GBAS-based CAT II/III operations
- Define ILS critical & sensitive areas (CS) for large aircraft
- Improve GNSS availability & performance through introduction of dual frequency systems and multiple constellations
- Reduce conventional NAVAID infrastructure

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- Flight procedures requirements to address PBN fixed wing operations (RF turns, RNP AR etc)
- Flight procedure requirements for SBAS and GBAS
- Flight procedure requirements for helicopter PBN
- Continuous descent approach operations and Continuous climb operations
- Requirements for safety assessment of flight procedures including new collision risk model
- Quality Assurance guidance on the flight procedure development process
- Charting and database requirements for instrument flight procedures
- Development of guidance on Flight validation

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- Increasingly harmonized data link procedures allowing for seamless operations
- New set of data link messages for ADS-C, DLIC, CPDLC & DFIS that support ATS. Includes D-OTIS, Departure clearance, D-TAXI, Conformance Management/Flight Plan Intent (FLIPINT) and 4D Trajectory Management (4D-TRAD)
- Utilization of SATCOM Voice for routine ATS communications (OCA)

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- Provide guidance for the operational use of electronic flight bags (EFBs)
- Relaxation of approach restrictions currently in force for commencement of a final approach in instrument meteorological conditions (commonly known as “Approach Ban”)
- Guidance on all-weather operations
- Modernize fuel planning and alternate selection provisions in Annex 6
- Develop guidance and industry best practices to Helicopter Emergency Medical Services HEMS
- Identify safety hazards which may be related to modification of flight operations to accommodate environmental issues and develop strategies to mitigate associated safety risks
- Identify operational areas in which improved pilot training is indicated

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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
- Enhanced terminal separation minima for PBN aircraft.
- 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
- Monitoring 5 minute longitudinal separation minima trials

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- Technical Standards for radar, ADS-B, multilateration and ACAS
- Increased capacity of 1030 MHz extended squitter to accommodate growth in traffic and new applications
- New cost-effective means of surveillance (e.g. multi-static primary radar)
- New type/concept of ACAS
- Detect and avoid for UAS operations

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- Reduction of runway excursion through harmonized provisions for assessing and reporting of runway surface conditions, including friction measurement.
- Mitigation of effects of runway excursions through strengthening provisions for RESA and developing guidance on associated mitigating measures.
- Comprehensive review of Annex 14, Vol. I , Chapter 3 on aerodrome physical characteristics including Code F specifications
- Strengthen certification of aerodromes provisions
- Update provisions on aerodrome emergency planning and rescue and firefighting
- Develop provisions visual aids use for the reduction of runway incursions and for A-SMGCS.
- Develop provisions for the effective use of LED technology in visual aids for navigation
- Develop provisions for heliports to increase operational safety
- Update provisions for markings & lighting of obstacles outside obstacle limitation surfaces
- Update guidance material on aerodrome electrical systems

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New tasks identified by AP:

- Development of provisions for taxiway naming conventions
- Development of provisions to address runway incursions from an aerodrome design perspective
- Effective use of runway pavements through revision of tire pressure limits
- Technological solutions to runway incursions

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- Develop amendments to the Technical Instructions for the Safe Transport of Dangerous Goods by Air and its related documents so as to ensure that the documents remain up-to-date.
- Address emerging and on-going safety concerns, e.g. batteries (including lithium batteries), gas mixtures, exemptions and approvals.

STUDY GROUPS

STUDY GROUPS WORK PROGRAMMES

- Accident Investigation Methodology Study Group (AIMSG)
- Aircraft Type Designators Study Group
- Aeronautical Information Service–Aeronautical Information Management Study Group (AIS-AIMSG)
- Aerodrome Meteorological Observation and Forecast Study Group (AMOFSG)
- Medical Provisions Study Group (MPSG)
- Meteorological Warnings Study Group (METWSG)
- PANS-Aerodromes Study Group (PASG)
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- Safety Indicators Study Group (SISG)
- Unmanned Aircraft Systems Study Group (UASSG)
- Wake Turbulence Study Group (WTSG)

→

- Review and update existing guidance material in the field of accident and incident investigation
- Develop new definitions and review new guidance material associated with accident and incident investigations as recommended by AIG/08

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→

- Maintain the currency of aircraft type designators published in Doc 8643
- Maintain a database of aircraft type designators
- Review the criteria on allocations of designators for variants of an aircraft type, based on configuration, performance or design differences

STUDY GROUPS WORK PROGRAMMES

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→

- Transition to AIM to support global ATM (including NextGen/SESAR) by increasing the cost effectiveness, timeliness and quality of aeronautical information/data, including MET

STUDY GROUPS WORK PROGRAMMES

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→

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

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→

- Improved flight safety and reduction of public health risks through changes to relevant SARPs and provision of guidance material

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- Unmanned Aircraft Systems Study Group (UASSG)
- Wake Turbulence Study Group (WTSG)

→

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

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→

- Improved aerodrome safety through the development of a PANS-Aerodromes document for the management of aerodrome operational issues.

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→

- PBN for helicopters
- New PBN approaches with radius-to-fix turns
- Advanced RNP (SID & STAR & APCH)
- New concept for approach classification
- Improved enroute operations in non-oceanic airspace (RNP 2)
- Improved RNP APCH navigation specification

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- PANS-Aerodromes Study Group (PASG)
- Performance-Based Navigation Study Group (PBNSG)
- Safety Indicators Study Group (SISG) → • Review accidents and serious incident records of the previous year to have a validated dataset for analysis
- Unmanned Aircraft Systems Study Group (UASSG)
- Wake Turbulence Study Group (WTSG)

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- Unmanned Aircraft Systems Study Group (UASSG) → • UAS OPS in non-segregated airspace and at aerodromes
- Wake Turbulence Study Group (WTSG)

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→

- New provisions for wake turbulence separation minima and aircraft categories
- Guidance material to support PANS-ATM provisions
- Assessment of future work in wake turbulence related matters

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- Satellite Distribution System Operations Group (SADISOPSG)
- International Airways Volcano Watch Operations Group (IAVWOPSG)
- World Area Forecast System Operations Group (WAFSOPSG)

→

- 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)

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STUDY GROUPS WORK PROGRAMMES

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- 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)

TASK FORCES

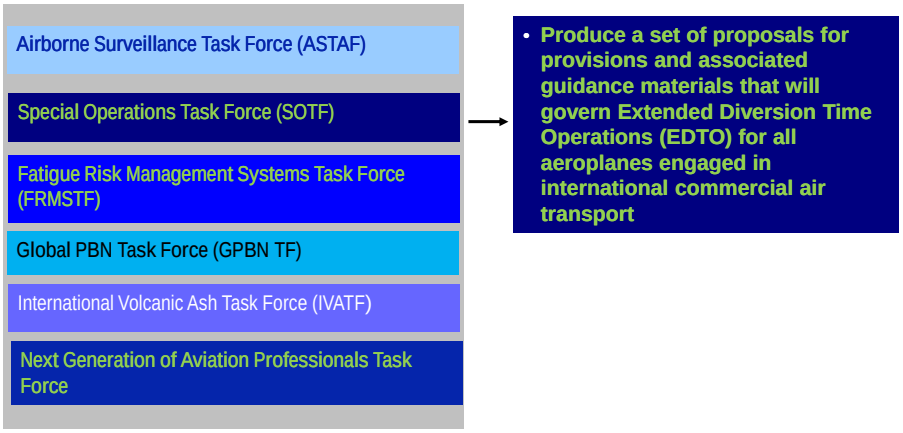
TASK FORCES WORK PROGRAMMES

- Airborne Surveillance Task Force (ASTAF)
- Special Operations Task Force (SOTF)
- Fatigue Risk Management Systems Task Force (FRMSTF)
- Global PBN Task Force (GPBN TF)
- International Volcanic Ash Task Force (IVATF)
- Next Generation of Aviation Professionals Task Force

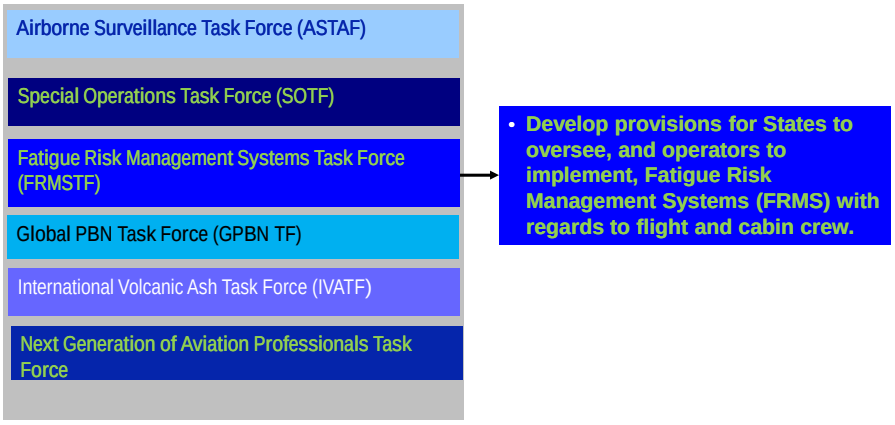
→

- Air traffic situational awareness (ATSA)-in-trail procedure (ATSA-ITP) in oceanic airspace (e.g. enhanced crossing and passing operations);
- Identification of the reference aircraft in radiotelephony (e.g. ICAO three letter designator versus call sign);
- Air traffic situational awareness (ATSA) in cruise/approach and on the aerodrome surface (e.g. enhanced traffic situational awareness during flight operations and enhanced traffic situational awareness on the airport surface (ATSA-SURF)); and
- Merging and sequencing (M&S) in terminal control area (TMA) taking into account continuous descent operations (CDO) requirements (e.g. enhanced visual acquisition for see and avoid and enhanced successive visual approaches).

TASK FORCES WORK PROGRAMMES



TASK FORCES WORK PROGRAMMES



TASK FORCES WORK PROGRAMMES

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→

- Accelerate implementation of PBN through:
  - Promotion
  - Education (workshops, courses, guidance)
  - Assistance in direct implementation

TASK FORCES WORK PROGRAMMES

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→

- Develop a global safety risk management framework that will make it possible to determine the safe levels of operation in airspace contaminated by volcanic ash

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→

- Develop provisions to harmonize competencies of aviation professionals such as flight crew and air traffic management professionals
- Develop and implement a communication strategy to reach out to the next generation
- Develop proposals for the accreditation of university programmes related to aviation

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END