

Aviation Data and Analysis Panel (ADAP)

TERMS OF REFERENCE

The Terms of Reference for the Statistics Panel (STAP) were originally presented in Assembly Resolution A16-34, which directed the Council “to maintain a panel of statistical and accounting experts of States whom the Secretariat may consult at any time”. This Resolution was replaced by Resolution A38-14, Consolidated Statement of continuing ICAO policies in the air transport field. In light of the work programme endorsed by the 38th Session of the Assembly, and the work to be undertaken thereon, the Panel was renamed the *Aviation Data and Analysis Panel (ADAP)* and the following new Terms of Reference were approved:

“The Aviation Data and Analysis Panel (ADAP) will undertake the following tasks to assist the Secretariat in work required in the areas of statistics and aviation data:

1. review the Statistics Programme and propose changes with a view to meeting more effectively the needs of the Organization, Member States, and other users;
2. establish the necessary metrics to monitor the performance of the Organization in meeting its Strategic Objectives;
3. improve the uniformity of the format and content of ICAO statistics and related analysis, as well as the timeliness and completeness of reporting by Member States;
4. develop a process by which to enable harmonization of aviation data emanating from sources other than ICAO including means by which to ensure cooperation with other international organizations active in the collection and distribution of aviation data;
5. create, host, and manage a platform where the aviation community can share and promote its data and electronic tools;
6. develop and maintain a single set of long-term traffic forecast from which customized and/or detailed forecasts can be produced for purposes such as, inter alia, air navigation systems planning and environmental analysis;
7. ensure that the Planning and Implementation Groups (PIRGs), through their respective Traffic Forecasting Groups (TFGs), provide input related to their regional forecasting needs;
8. develop methodologies for the assessment and analysis of the economic impact of new measures to meet the needs of the Organization, the regional air navigation planning groups, environmental planning bodies and other activities of the Organization; and
9. support other tasks as may be assigned by the Air Transport Committee.

The Panel will take into account the interests of all stakeholders, as well as the importance to States of effective and sustained participation in the Statistics Programme; in addition, its work will reflect the Strategic Objectives of ICAO”.

Air Transport Regulation Panel (ATRP)

TERMS OF REFERENCE

The Air Transport Regulation Panel (ATRP) will undertake the following tasks to assist the Secretariat in the ATConf/6 follow-up work:

1. develop a long-term vision for international air transport liberalization;
2. examine and develop an international agreement for State use in the liberalization of market access;
3. develop a compendium of current, national and/or regional competition policies and practices;
4. develop an international agreement for State use in the liberalization of air carrier ownership and control;
5. develop a set of core principles on consumer protection;
6. develop an international agreement to facilitate further liberalization of air cargo services;
7. update ICAO's policy and guidance material on the regulation of international air transport, including that related to fair competition, with a view to ensuring that it is current and responsive to changes and to the needs of ICAO Member States;
8. develop further guidance, where required, to facilitate liberalization, including on important issues that may arise as the liberalization process progresses;
9. provide input to assist the monitoring of developments in international air transport regulation and liberalization, such as in areas of market access, competition, air carrier ownership and control, consumer protection, and safeguards;
10. assess the means by which to study the impact of the proliferation of taxes and levies;
11. explore the establishment of new mechanisms to ensure the sustainable funding of the oversight functions at the State and regional levels;
12. explore additional ways and means by which to enhance the status of ICAO policies for the sustainable economic development of the air transport system, including assessing the value of a possible new Annex and/or other acceptable solutions; and
13. other tasks as may be assigned by the Air Transport Committee.

The panel will take into account the interests of all stakeholders and the importance to States of effective and sustained participation in international air transport, as well as the ICAO Strategic Objectives for 2014-2016.

Airport Economics Panel

TERMS OF REFERENCE

Actively assist the Secretariat in the work required as follow-up to the Conference on the Economics of Airports and Air Navigation Services (CEANS) as follows:

- a) development or amendment, as required, of guidance material for the Airport Economics Manual (Doc 9562) on economic oversight; economic performance and minimum reporting requirements; consultation with users; governance, ownership and control of airports (including the issues of non-viable airports and airport concession processes); aggregation of costs bases for setting charges; methodologies on rate of return; and differential charges; and
- b) revision of ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) in order to improve the structure and readability of this document.

Air Navigation Services Economics Panel

TERMS OF REFERENCE

Actively assist the Secretariat in the work required as follow-up to the Conference on the Economics of Airports and Air Navigation Services (CEANS) as follows:

- a) development or amendment, as required, of guidance material for the Manual on Air Navigation Services Economics (Doc 9161) on economic oversight; economic performance and minimum reporting requirements; consultation with users; governance, ownership and control of air navigation services providers (ANSPs); methodologies on rate of return; categorization of services for cost allocation and charging purposes; and role of aircraft weight in charging formulae;
 - b) monitoring developments on economic and organizational aspects related to the implementation of the global air traffic management (ATM) operational concept;
 - c) provision of input regarding the transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM);
 - d) development of a case study on the provision of certain services by private thirdparty providers and development of a draft service level agreement between ANSPs and private third-party providers;
 - e) assistance to the Secretariat in the continuing work on cost allocation aspects of the global air navigation satellite system (GNSS); and
 - f) revision of ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082) in order to improve the structure and readability of this document.
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Multi-disciplinary Working Group linked to the implementation of the Aviation System Block Upgrades (MDWG-ASBUs)

TERMS OF REFERENCE

The working group will be composed of experts from States, international organizations and industry, more specifically, those involved in air traffic management (ATM) modernization programmes in which the notion of incentives is applied.

The working group will actively assist the Secretariat in the work required as follow-up to the *Sixth Worldwide Air Transport Conference* (AT/Conf/6), Conference Recommendation 2.7/1 b) refers, and report on its progress to the Council during the first quarter of 2015, as follows:

- a) develop a benchmark of current best practices for similar approaches in the aviation system block upgrade implementation and/or others ATM modernization programmes;
- b) consider the definition and applicability of economic and operational incentives as well as mandates. In doing so, consider the aspects of equipage, training, certification and operational approval, etc.;
- c) determine the parameters and definitions of access, equity and service priority and financial incentives policies;
- d) consider how the policies might be applied in practice at a State level or regional level;
- e) evaluate to the extent possible the effectiveness of these policies;
- f) consider how they could be reflected in existing ICAO policies and other guidance material; and
- g) present the economic and financial findings to the Airport Economics Panel and the Air Navigation Services Economics Panel (AEP-ANSEP/5, Montréal, 24 to 28 November 2014) to determine if and how the existing guidance could be amended to incorporate the findings. It is noted that, determining whether such practices are consistent with ICAO's policy on non-discrimination, is necessary.

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