



International Civil Aviation Organization

GUIDANCE FROM AN-CONF12 AND A38

3-5 March 2014

- **Global picture - 2013: some 3.1 Billion PAX**
5 % Increase than 2012
2030: 6.4 billion.
- **Current 33 million departure with 1 million departure increased in 2012.**





CHALLENGES

International Civil Aviation Organization



Cope with Challenges



- New technologies can serve to decrease number of accidents;
- Need to explore capacities (airspace, terminal etc.)
 - **If introduced in a globally harmonized and consistent manner**
 - Over US\$ 12 billion is expected to be spent on new technology/systems over the 10 ten years worldwide
- The need for the aviation system evolve is identified
 - harmonization of the aviation system worldwide is necessary



ICAO 12th Air Navigation Conference



- Montréal, 19-30 November 2012
- Formalize future of infrastructure & equipage
- Strategies for longer-term requirements
- Agreement of first series of block upgrades
- Revised GANP
 - Operational capabilities to manage ATM system requirements
- The report was reviewed by ANC on 28 January and approved by the ICAO Council on 29 May 2013.
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Strategic issues –AN CONF/12

OUTCOME



- **1/1- the draft 4th Edition of the GANP**
- States, agree in principle that high-level policy principles and other improvements be included in the GANP, final comments be considered at the Assembly in 2013:
- ICAO, include the key policy principles in the GANP, develop financial policies, SARPS development plan, define a stable and efficient process to update the GANP
- **1 /2 - Implementation**
- ICAO through Regional Offices provide guidance and assistance on ASBUs implementation, establish a group and mechanism for inter-regional cooperation.



Strategic issues

- **1/6 – Data communications issues**

ICAO organize a multidisciplinary review of ATC comm requirements/issues and promote the use of regional digital networks;

- **States, use multimodal solutions to overcome transition issues**



Strategic issues

- **1/11 – Automation roadmap**
- **ICAO develop a global roadmap for the evolution of ground automation systems and develop performance based requirements.**



ATN and Cyber Security

- **2/3 – Security of air navigation system**
- ICAO complete the work in developing a robust and secure ATN; evaluate the extent of the cyber security issues and develop a global ATM architecture taking care of cyber issues



Interoperable data and systems -SWIM

- Recommendation 3/4 – State and industry and industry support of system-wide information management
- **Industry support** by providing systems to operate in a globally harmonized manner
- Recommendation 3/5 – Operational performance through flight and flow – information for a collaborative environment
- Conference endorse the FF-ICE related modules of Block 1 and ICAO use it as a basis of the work programme. Conference agree in principle to the modules in Block 2 and 3 , as the strategic direction.
- States and industry support this work and implement Block 0



Future direction

- **Recommendation 6/4 – Human performance**
- ICAO integrate human performance as an essential element of ASBUs implementation, develop guiding principles, guidance material and provisions on ATM personnel, licensing and on the use of synthetic training devices, provisions for fatigue risk management.



Future direction

- **Recommendation 6/12 – Prioritization and categorization of block upgrade modules**
- **States and PIRGs continue a coordinated approach to encourage effective investment into ground and airborne equipment, in particular when considering mandates. ICAO guidance material on prioritization and provide guidance on implementation, identify Block 1 modules considered to be essential**



38TH ASSEMBLY RESOLUTION

ICAO 38TH ASSEMBLY held in September 2013

adopted following RESOLUTIONS

- **A38-2** - ICAO global planning for safety and air navigation supersedes A37/4 and A37/12:
- - Recognizing the importance of effective implementation of regional and national plans and initiatives based on global framework;
- - Recognizing that the further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved through a cooperative, collaborative and coordinated approach with partnership with all stakeholders under the leadership of ICAO;



38TH ASSEMBLY RESOLUTION

A38-2 - (Continues) Endorse 1st Edition of GASP and 4th Edition of GANP. ...

Resolves that these global plans shall be implemented and kept current **in close cooperation and coordination with all the concerned stakeholders.**

Resolves these global plans which should provide framework in which regional, sub-regional and national plans will be developed and implemented thus ensuring harmonization and coordination of efforts aimed at improving intl. civil aviation safety, capacity and efficiency.



38TH ASSEMBLY RESOLUTION

A38-2 - ICAO global planning for safety and air Nav.

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- Calls upon States and other stakeholders to cooperate and development and implementation of regional, sub-regional and national plans based on the framework of GASP and GANP.
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- **A38-18 – Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change - welcoming adoption of ASBU**



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Uniting Aviation on

Safety | Security | Environment

