ASSEMBLY — 37TH SESSION

PLENARY

Agenda Item 2: Statements by delegations of Contracting States and of Observers

GLOBALLY IMPLEMENTED STANDARDS

(Presented by the International Federation of Air Traffic Controllers'
Associations (IFATCA))

EXECUTIVE SUMMARY
It is readily acknowledged that an appropriate set of global standards is essential to safe and efficient civil aviation. Of increasing concern to IFATCA is the lack of global implementation of important standards – either not implemented at all or implemented with a variation. Much work is being done by ICAO to improve recording and sharing of variations and to ensure that the development of new standards take due account of implementation needs – but some very difficult challenges are yet to be fully addressed. IFATCA wishes to take the opportunity at the start of the Assembly to remind and encourage all members of the ATM Community, and especially member States, to keep in mind the need for global standards to be globally implemented to achieve full effectiveness. Each member of the ATM community should consider what each can contribute to ensure that ICAO is successful in achieving the vision of an integrated, harmonized and globally interoperable air navigation system. IFATCA reiterates our readiness and commitment to work with all States and all organisations to improve the air traffic management system.

Strategic Objectives:	This working paper relates to Strategic Objective A – *Safety* and D – *Efficiency* and the Supporting Implementation Strategies.
Financial implications:	Adequate financial support is essential to guarantee the vision of a seamless air traffic management system.
References:	

1.   **INTRODUCTION**

1.1   At the last Assembly, IFATCA stated that cooperation and commitment are more important for successful improvements to ATM than the technology or procedures that will be implemented.

1.2   IFATCA is concerned that with major changes occurring with Air Traffic Management (ATM) that ICAO is increasingly challenged with a shortage of resources to achieve its goals. This means that the need for cooperation and commitment by members of the ATM Community to support ICAO is even higher.

1.3   The support is not just assistance in the development of standards but in ensuring the global implementation of the standards.

2.   **DISCUSSION**

2.1   IFATCA is aware that some States agree to support an ICAO Standard – but for various reasons are unable to progress the implementation of the Standard. Although various forms of assistance are available, the objective of implementation of the Standard is still not achieved.

2.2   An example of the need for global implementation is English Language Proficiency (ELP). There remain States that did not meet the original deadline and some have still not even posted implementation plans on the ICAO web site – and the extended deadline will soon be passed with a number of States still not compliant. IFATCA considers that it is essential for safety that ELP is globally implemented – and that a means must be found to quickly achieve this.

2.3   States have equal responsibilities to meet ICAO Standards – but States do not have equal resources – financial, expertise, staff, etc. – to be able to respond equally. Perhaps some lessons can be learnt from Accident Investigation – where resources are involved not just from the State concerned. Perhaps ways of a State assisting another State need to be examined – for example it could be considered an ATM Community responsibility to work together to ensure implementation. IFATCA is also encouraged by initiatives for regional resources to be utilised for accident investigation, addressing safety concerns, etc. Without compromising the sovereignty of States, a way must be found to assist States achieve implementation.

2.4   It is also important to consider that some Standards are more important than others in improving safety and efficiency, and so prioritise the Standards that will have most effect on improving safety and efficiency. The Performance-Based Approach to ATM changes should assist in identifying which Standards should be given priority for implementation.

2.5   Another way to prioritise is to acknowledge that the greatest variation in operational practices and requirements occurs in the lower levels of airspace. Consideration should therefore be given to early implementation of a global Upper Flight Information Region – where all operational procedures are standardised, as this is the easier first step.

2.6   IFATCA is encouraged at responses to implementation issues like the amendments to the Flight Plan (FPL) effective in 2012. The change is a relatively small change – but it is posing significant implementation issues that are being addressed at global, regional and State levels. This is the cooperation that is needed for other changes too.

2.7   It should not be under-estimated how big the proposed changes to ATM are. For example consider the busiest oceanic air routes between advanced ATM systems – that is the North Atlantic – and we find that there are three distinct sets of operating procedures – North American, North Atlantic and European. We are working towards a future of Management by Trajectory but today we cannot even agree the flight planned route from departure to destination. We are working towards advanced data-link applications – but have regional solutions that are incompatible. These changes will make the FPL 2012 changes seem insignificant by comparison.

2.8   IFATCA is concerned that some attempts at finding regional harmonisation and regional implementation are considering effectively a "regional difference" to global ICAO provisions. Regional provisions should supplement but not contradict or replace global provisions.

2.9   IFATCA notes that some States use the need to apply ICAO provisions as a reason for not consulting others affected by the change.   This ignores the ICAO provisions encouraging Collaborative Decision Making. IFATCA wishes to stress that all changes to ATM should be done in a collaborative and cooperative manner.

2.10   IFATCA wishes to record our support for the work being done by ICAO. With the various regions of the world at different stages of aviation development, the achievement of a safe, efficient and seamless air traffic management system requires creativity and flexibility along with a strict adherence to accepted standards. IFATCA believes that only where States resolutely commit to and cooperate with the work of ICAO will this achievement be realised.

3.   **CONCLUSION**

3.1   IFATCA reminds and encourages all members of the ATM Community to keep in mind the need for global standards to be globally implemented to achieve full effectiveness.

3.2   Each member of the ATM community should consider what each can contribute to ensure that ICAO is successful in achieving the vision of an integrated, harmonized and globally interoperable air navigation system.

3.3   IFATCA reiterates our readiness and commitment to work with all States and all organisations to improve the air traffic management system.

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