

ASSEMBLY – 35TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Enhancement of ICAO Standards
Agenda Item 20: Increasing the effectiveness of ICAO

**HARMONIZATION AND EFFICIENCY GUIDING THE
STANDARD MAKING PROCESS**

[Presented by the International Air Transport Association (IATA)]

EXECUTIVE SUMMARY

Traditionally, the processes involved moving forward from the establishment of a technical Work Program task to a promulgated standard, recommended practice, procedure or guidance material can take several years. Implementation of those provisions can also take significant time. This sometimes extensive period often results in a loss of benefits to both safety and economics. Furthermore, technologies move on and regional initiatives often overtake the standards.

Prioritization and specification of solutions taking into account their interaction and long-term effect, can lead to a more harmonized, safer and cost-effective solution.

Recognizing the benefits technology can provide to regional and local initiatives, it is important that the global vision of the ATM Operational Concept and the Global Air Navigation Plan are retained as the high level guidance and that SARPs are developed, in a manner that is aligned with these visions. All SARPs must be part of a seamless and harmonized global solution, meeting a common goal of global harmonization

This paper invites the Assembly to recognize the need to harmonize, prioritize and accelerate the adoption of ICAO SARPs in a manner that ensures that key programs, such as the Global Plan and the ATM Operational Concept, can be implemented without delay or conflicting system standards, commensurate with the need to maintain appropriate levels of safety.

¹ All language versions provided by IATA.

1. INTRODUCTION

1.1 The preamble to the Chicago Convention contains the following words: "...THEREFORE, the undersigned governments having agreed on certain principles and arrangements in order that international civil aviation may be developed in a safe and orderly manner and that international air transport services may be established on the basis of equality of opportunity and operated soundly and economically...".

1.2 Traditionally, the processes involved moving forward from a Technical Work Programme item to a promulgated standard, recommended practice, procedure or guidance material can take several years and significant resources from ICAO and also states and International Organizations. Appropriate planning which takes into account the final configuration envisaged, and the proper transition phase, is essential, in order to achieve an acceptable cost to the air transport industry both in terms of capacity and efficiency.

1.3 Following COM/OPS/95, duplicate standards for the future communication system have evolved, causing States and the industry to spend in the order of billions of US dollars on system concepts and developments which have not proved to be global or efficient solutions, or the best path to a safe and effective ATM system for the future. Such technology has the potential to provide improvement over the current analogue voice and data communications, however fragmented development hampers the fundamental requirement of providing a global, harmonized and seamless system. This results in duplication and unnecessary cost.

1.4 If all standardized competing systems were to be implemented, the result, for international airlines, would be increased certification, training, maintenance cost and a potential reduction in safety through unnecessary multiplicity of onboard systems. The need for carriage of duplicate systems represents a failure to standardize.

1.5 IATA recommends a process be established, to ensure that potential fragmentation is not encouraged by duplicate system standards. The goals of the Operational Concept, the Global Air Navigation Plan, and an appropriate ATM implementation Roadmap must be the basic guiding principles. They should constitute the boundaries for the development of standards and implementation of systems. The cost impact and needs of the airspace user community should be considered a priority.

1.6 The following guiding principles should be established with a view to ensuring that ATM standards and supporting communications, navigation, surveillance and information management infrastructure are implemented in an efficient manner.

- (a) SARPs should be based on objective and transparent criteria, such as global seamlessness, harmonization and the ability to supply the required services;
- (b) SARPs should not be more burdensome than necessary to ensure the level of performance and quality of the service;
- (c) In the case of technology implementation, SARPs should not overly restrict operational alternatives or choice of applications or equipment suppliers.

1.7 IATA recognizes that certain processes must be adopted to ensure that standards and procedures are robust, and will meet the needs of global applicability but action must be taken to manage and streamline these processes if we are to see the promised benefits offered by the ATM Operational Concept.

1.8 Prioritization, or specification of solutions need to be set with a complete understanding of their interactions and impact on the global user community, in order to avoid dis-harmonization, multiplicity of onboard equipment, added complexity, inefficiency and unnecessary cost. Prioritization of the future work program of ICAO, and resulting Regional Air Navigation Plans should be derived from, and directly linked to – the ATM Operational Concept and the Global Plan.

1.9 Having realized good progress in the regulatory aspect of standard making, there is a need now for ICAO to focus on prioritization of tasks based on the Operational Concept, the Global Plan and the timely and cost beneficial implementation of these standards.

2. **RECOMMENDATIONS**

2.1 **The Assembly** is invited to recommend that:

- a) Prioritization of tasks in the TWP and resulting SARPs be harmonized, and driven by the ATM Operational Concept and the Global Plan, commensurate with the need to maintain appropriate levels of safety.
- b) ICAO adopt, as guiding principles for future development, the following criteria:
 - i) SARPs should be based on objective and transparent criteria, such as global seamlessness, harmonization and the ability to supply the required services;
 - ii) SARPs should not be more burdensome than necessary to ensure the level of performance and quality of the service;
 - iii) In the case of technology implementation, SARPs should not overly restrict operational alternatives or choice of applications or equipment suppliers.

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