International Civil Aviation Organization

WORKING PAPER

ASSEMBLY — 36TH SESSION

TECHNICAL COMMISSION

Agenda Item 32: **Development of an up-to-date consolidated statement of continuing ICAO policies and practices related to a global ATM system and communications, navigation and surveillance/air traffic management (CNS/ATM) systems**

(Presented by the Kingdom of Saudi Arabia and
Member States of the Arab Civil Aviation Commission (ACAC))

EXECUTIVE SUMMARY

Given the ICAO 35th Assembly Resolutions, especially A35-14 and A35-15 concerning the ICAO continuing policies and practices in the field of air navigation, in general, and CNS/ATM systems, in particular, and considering ICAO's shift towards the implementation of the existing SARPs, rather than developing new ones at all levels, according to the attachments of the above resolutions, it has been observed that such trend has not yielded the desired results in reality, especially in the field of air traffic and CNS/ATM systems in the Middle East and Africa regions.

Action: The Assembly is invited to:
a) reiterate the need to adhere to ICAO Assembly Resolutions A35-14 and A35-15 concerning the implementation of the established SARPs;
b) develop a clear policy regarding ICAO's role in this regard, through a call to reconsider the work of the PIRGs, so as to develop applicable plans, with the effective participation of experts from the ICAO HQ and Regional Offices; and
c) invite the ICAO Council to monitor progress on implementation of the above resolutions.

Strategic Objectives:	This working paper relates to Strategic Objectives A and D through increasing the focus of ICAO and its Regional Offices on the implementation of the existing SARPs by developing applicable plans, with the effective participation of the ICAO HQ and Regional Offices.
Financial implications:	Not applicable.
References:	Doc 9848, *Assembly Resolutions in Force (as of 8 October 2004)*

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[1] Arabic version provided by presenters.

1.   **INTRODUCTION**

1.1   ICAO Assembly Resolutions A35-15 and A35-14 set forth ICAO's policies and practices in the field of air navigation and CNS/ATM systems in particular.

1.2   Given the new trend in ICAO, which focuses on shifting the use of the available resources toward the implementation and application of the existing SARPs, such a trend has not yielded concrete results in reality, especially in the context of the CNS/ATM systems in the developing countries.

2.   **ICAO EFFORTS**

2.1   The implementation of the ICAO SARPs certainly requires the united efforts, capabilities and powers of Contracting States, the ICAO Council and its specialized subordinate bodies, experts of the Secretariat and Regional Offices, PIRGs, and the appropriate International and Regional Organizations. In addition, it needs a more comprehensive consideration of the application at the regional level, in light of a global implementation plan.

2.2   While we appreciate the efforts of the ICAO Secretariat and Regional Offices to implement the above-mentioned Assembly Resolutions and to support Contracting States through courses, seminars and workshops in this respect, as well as the development of initiatives and their adoption by Contracting States, International and Regional Organizations and the Industrial States, we believe that such efforts have not yielded the desired results in correcting the identified shortcomings to enhance safety and airspace in light of air traffic growth.

3.   **DISCUSSION**

3.1   ICAO has demonstrated ability to adopt initiatives and resolutions that would be fully supported and implemented by Contracting States. In addition, the ICAO Secretariat has the ability to consider the special circumstances of each region in the world when developing plans or planning mechanisms for air navigation systems.

3.2   On the other hand, the elements of efficiency, effectiveness and quality have been included in the ICAO Business Plan and so was the improvement of the performance of ICAO Bureaux, Offices and Regional Offices.

3.3   ICAO has also demonstrated its ability to relay on modern approaches of management, control and use of resources to achieve the desired and established objectives, as well as updating references and Regional Plans related to the implementation and planning of air navigation systems through the adoption of new technologies.

3.4   With reference to certain resolutions and recommendations adopted by the previous sessions of the Assembly and the Eleventh Air Navigation Conference, it is noticed that work is moving slowly towards the development and implementation of the necessary mechanisms to improve the level of application of the components and scenarios of air navigation.

3.5   Therefore, we believe that ICAO is capable of changing and reviewing the existing methodology of planning and implementation of CNS/ATM systems. Such a view would definitely improve levels of civil aviation safety and increase air space capacity in the regions which is among the basic objectives of the Chicago Convention.

4.   **CONCLUSION**

4.1   Development and growth of air traffic at the international level require the adoption of modern methodologies, mechanisms and approaches in planning and implementing all elements relating to air navigation. One of the most significant references in the development of the air navigation systems at the international level is the policies adopted by the ICAO Assembly and the recommendations of international conferences, in particular, the Eleventh Air Navigation Conference and the Performance Based Navigation Conference, which can be used as a fundamental reference in planning and implementation processes.

4.2   The new change in ICAO's focus in supporting Contracting States in the implementation of Standards and recommended practices will enable the achievement of the desired objectives, such as the improvement of safety levels and increasing the capacity while reducing operational costs of international flights. Such objectives and goals are included in the ICAO Business Plan.

4.3   In order to achieve those objectives, it is believed that there is a need for the activation of Assembly Resolutions A35-14 and A35-15 concerning the implementation of the established SARPs and the development of a clear policy on ICAO's role in that respect through calls to reconsider the works of Regional Planning and Implementation Commissions towards the development of applicable plans with the effective participation of ICAO experts in both the HQ and the Regional Offices.

4.4   The Kingdom of Saudi Arabia and the Member States of ACAC support inviting the ICAO Council and the Air Navigation Commission to adopt the following scenarios that should effectively contribute to the implementation of all SARPs adopted by the Assembly in relation to the planning and implementation of future air navigation systems:

- The development of an intensive educational programme at the Regional level to assist specialists in developing States to be familiar with future navigation systems in a way that would effectively contribute to the planning and implementation works.

- Provision of technical consultation at the Regional level in order to assist and support Contracting States in need of the development of an implementation plan or the adoption of new navigational services that would contribute to the implementation of Regional Plans funded through a cost recovery programme.

- The development of funding mechanisms for the States in need of the implementation of the future navigation systems related to the Regional Plan through the cost recovery plan established in ICAO.

- Providing Regional Offices with specialized human expertise while spreading the culture of air navigation in order to assist them in the development and implementation of Regional Plans.

- Identifying strategic objectives for the Regional Offices that can be monitored and evaluated by the appropriate bureau of ICAO.

- Developing Regional project studies to improve navigation services and systems and to overcome shortcomings.

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