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Thirteenth Air Navigation Conference (AN-Conf/13)

From Development to Implementation

Montréal, Canada, 9 to 19 October 2018

Presented by the Secretariat

Workshop for the preparation/update of national air navigation plans in accordance to the Aviation System Block Upgrade (ASBU), the CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and the Global Air Navigation Plan (GANP).

Barbados, from August 6 to 9, 2018





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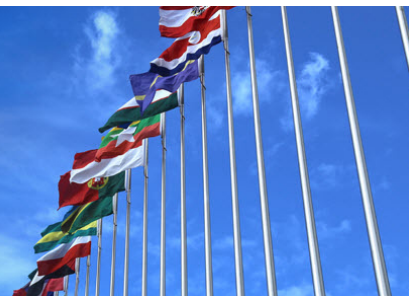


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Air Navigation Conference



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9-19 October 2018



The AN-Conf/13 Conference addressed a broad range of flight safety and air navigation capacity and efficiency issues



The Conference was opened to all Member States and attendance by senior officials in a decision-making capacity is desirable to achieve the stated outcomes of the Conference.



Two Committees:

- Air Navigation Committee (Committee A) considered draft report Agenda Items 1, 2, 3, 4, and 5
- Aviation Safety Committee (Committee B) considered draft report Agenda Items 6, 7, and 8.



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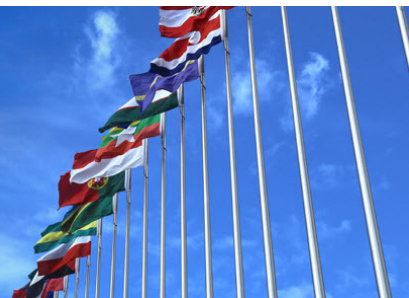


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Agenda Item 1: Air navigation global strategy

1.1: Vision and overview
of the sixth edition of the
GANP

1.2: Air navigation
performance
improvement and
measurement through
the aviation system block
upgrades (ASBUs) and
basic building blocks
(BBBs) framework

1.3: Air navigation
roadmaps

1.4: Air navigation
business cases



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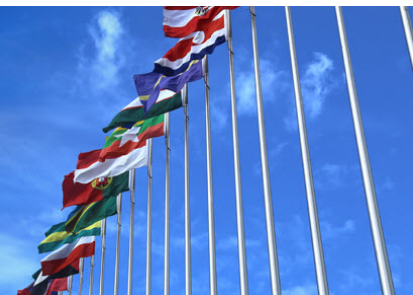


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Agenda Item 2: Enabling the global air navigation system

2.1: Aerodrome operations and capacity

Optimized airport planning and design and total airport management

2.2: Integrated CNS and spectrum strategy

Air navigation system as a whole /increase pressures on aeronautical frequency spectrum

2.3: Future provision of aeronautical meteorological service

Future MET services



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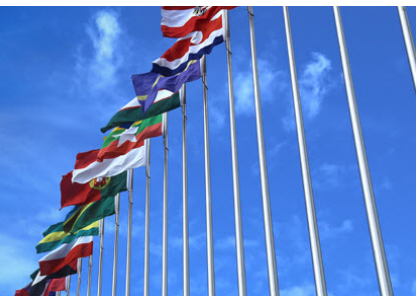
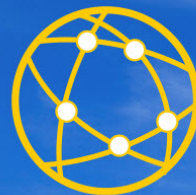
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✈ Importance of global, regional and national air navigations planning, alignment through four different levels:

- ✈ 1. Global Implementation
- ✈ 2. Technical level
- ✈ 3. Regional level
- ✈ 4. National Level

40th

TRIENNIAL ASSEMBLY

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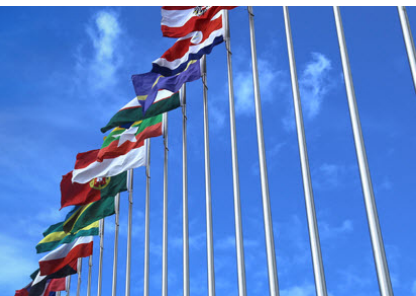
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✈ New characteristic of Aviation:

- ✈ New forms of demands
- ✈ Emerging technologies
- ✈ Innovation ways to do bussiness
- ✈ Human Factors



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- ✈ Incorporate emerging air navigation concepts such as unmanned aircraft systems (UAS), UAS traffic management (UTM), Global aeronautical distress and safety system (GADSS).
- ✈ Data and global aviation internet network, Regional Integration.
- ✈ Civil-military dimension would also include in the GANP.
- ✈ Importance of human factors role in Aviation.



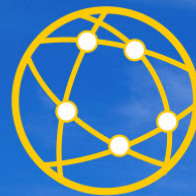
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- ✈ Quantitative benefits derived from the implementation of the operational improvements outlined in the ASBU framework and why substantial investments should be tied to their associated costs and benefits.
- ✈ Information management is a key enabler for the future of the air navigation system and, therefore, for important concepts within the ASBU framework such as trajectory-based operations (TBO), flight and flow information for a collaborative environment (FF-ICE) and airport collaborative decision-making (A-CDM).



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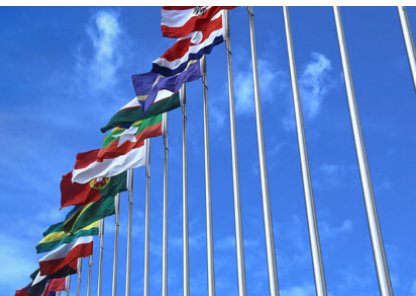


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✈ Lack of information exchange could limit the efficient use of capacity and capability within the system.



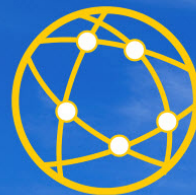
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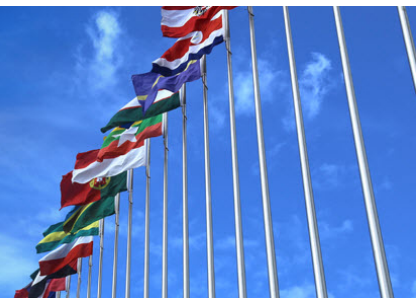


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- ✈ The importance of strengthening the relationship between the GANP and the *Global Aviation Safety Plan* (Doc 10004, GASP) and recognized that the GASP supports the implementation of the GANP by promoting the effective implementation of safety oversight and a safety management approach to oversight, including safety risk management, to permit the evolution of the air navigation system in a safety-managed way.



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 <https://www4.icao.int/ganpportal>



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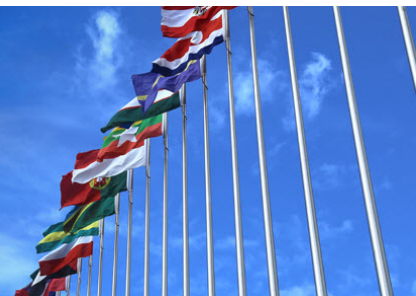


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- ✈ the relationship between ASBUs and BBBs and their impact on the regional plans
- ✈ BBB was aligned with Volumen I and II of Air Navigation Plans. Were the planning and implementation of the ASBUs were addressed in Volumen III.



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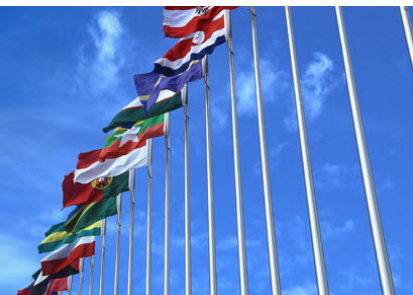


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**Agenda Item 3:
Enhancing the global air
navigation system**

**3.1: System-wide
information
management (SWIM)**

**3.2: Flight and flow
information for a
collaborative
environment (FF-ICE)
and trajectory-based
operations (TBO)**

**3.3: Air traffic flow
management (ATFM)**

**3.4: Civil/military
cooperation**

3.5: Other ATM issues



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Agenda Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)

4.1: The economic benefits brought by aviation

4.2: Implementing BBBs and minimum service Standards

4.3: Implementing ASBUs for performance improvement

4.4: Implementing search and rescue (SAR) processes and procedures



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Agenda Item 5: Emerging issues

5.1: Operations
above Flight Level
600

5.2: Operations
below 1000 feet

5.3: Remotely piloted
aircraft system
(RPAS)

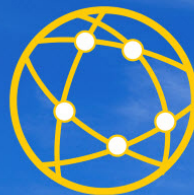
5.4 Cyber resilience

5.5: Other emerging
issues impacting the
global air navigation
system including
unmanned aircraft
systems (drones), and
supersonic and
commercial space
operations



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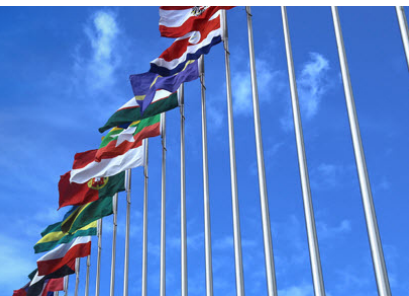


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Agenda Item 7: Operational safety risks

7.1: Facilitation of data-driven decision-making in support of safety intelligence to support safety risk management

7.2: Operational safety risks at the global, regional and national levels, and the role of RSOOs and RASGs in achieving the GASP goals

7.3: Other implementation issues



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Agenda Item 8: Emerging safety issues

8.1: Measures to proactively address emerging issues;

8.2: Emerging safety issues



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THANK YOU!