



WORKING PAPER

ASSEMBLY — 40TH SESSION

TECHNICAL COMMISSION

Agenda Item 28: Aviation safety and air navigation policy

**ENSURING FUTURE SERVICES BY ADHERENCE TO
KEY PRINCIPLES AND MUTUAL VALUES**

(Presented by the Civil Air Navigation Services Organisation (CANSO))

EXECUTIVE SUMMARY

The development of the *Global Air Navigation Plan* (GANP, Doc 9750) was a collaborative effort of many parties with a common goal to implement a global interoperable, seamless, harmonised air navigation system for all users which meets agreed levels of safety, provides for optimum operational efficiency, is environmentally sustainable, meets national security requirements and air traffic growth demands. It is essential that ICAO, States, air navigation service providers (ANSPs) and other service providers approach the implementation of the GANP with the same common objective.

The Civil Air Navigation Services Organisation (CANSO) and its members have established a comprehensive strategic framework and work programme to strengthen safety management systems (SMS) and leverage existing concepts to improve safety, predictability and operational efficiency, take a holistic approach to new technology and the integration of air traffic management (ATM) modernization initiatives into existing systems, while building cyber-resilience and ensuring robust performance measurement.

CANSO looks to its partners for shared acceptance of our common goals and mutual understanding and commitment to the steps necessary to achieve it.

Action: The Assembly is invited to:

- a) urge States to take a collaborative and concerted effort to provide for air navigation for the future in alignment with the GANP;
- b) endorse the fundamental principles set out in A35-15 and A38-12 as the bases for the implementation of the GANP;
- c) affirm the need to enhance ATM infrastructure while ensuring the interoperability and harmonization of ATM systems to avoid airspace fragmentation; and
- d) urge States to support and promote the enhancement of ATM infrastructure, as outlined in the GANP, to ensure the continued provision of safe and efficient service to growing traffic levels.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objectives on Air Navigation Capacity and Efficiency.
<i>Financial implications:</i>	
<i>References:</i>	

¹ English, Arabic, Chinese, French, Russian and Spanish versions provided by CANSO.

1. INTRODUCTION

1.1 Ensuring that ATM meets the future needs of the aviation industry will require States and ANSPs around the world to transition to new business and operational models which are fit for purpose for their regional needs.

1.2 Drivers for change within the industry include not just growth in demand but airline economics, fuel prices, environmental goals, available technologies, evolving aircraft types, conflict zones, and the linkages between aviation and other transport modes. There are numerous emerging issues to address including the implications of higher airspace operations, supersonics, commercial spaceflight, balloons, unmanned aircraft systems (UAS) integration and unmanned aircraft system traffic management (UTM). New entrants in lower airspace like e-commerce delivery platforms and telecommunications companies, need to continue to be engaged.

1.3 Action in all areas should be taken with appropriate urgency and with sensitivity to the broader political, social and economic environment so that airspace is managed in a manner that produces maximum benefit.

2. DISCUSSION

2.2 It is with an appreciation of the broader context in which the industry operates that States gathered to consider the new edition of the GANP at the 13th ICAO Air Navigation Conference (AN-Conf/13) last year to achieve a safe, efficient, seamless and sustainable global air navigation system of the future while meeting the demands of rapidly growing air traffic. States must work together under the guidance of the GANP to advance key ATM initiatives and ensure the effective use of technology to increase ATM capabilities. The rapid pace of change will require States to ensure effective performance-based regulation, so as to not allow regulations themselves to be a hindrance to needed progress. States should also continue prioritising cross-domain and cross-border initiatives to overcome today's airspace constraints. The end-goal is the interoperable, seamless, harmonised provision of air navigation services (ANS) for all users and at all phases of flight.

2.3 For its part, CANSO is committed to continue working with States and ANSPs and the broader aviation industry to support and facilitate the ATM transformation necessary to meet those end goals by:

- a) identifying best practices and the technologies that deliver tangible benefits and supporting their deployment in order to enhance ATM operations in all regions of the world;
- b) promoting the sharing of expertise among States, ANSPs as well as other ATM stakeholders to jointly address future challenges and opportunities; and
- c) continuously measuring performance through increasing use of ATM-related data for benchmarking, in order to support evidence-based decision-making and a performance culture.

2.4 CANSO and its members are committed to the key principles in the GANP and the fundamental principles and values endorsed by ICAO as the basis for the implementation of the GANP. This is consistent with our own objective of transforming global ATM performance and we will work to ensure continued alignment. Transformational change will require sustained focus of all partners in the

industry and necessitate a willingness to focus on longer range system objectives rather than near term issues in service of narrow interests. Our partners can expect that CANSO will:

- a) advocate strongly for changes in regulation, policy or practice that we believe are necessary for achievement of mutual goals or that impact ATM performance and service delivery;
- b) be practical in our focus on tangible regional solutions and strategies that deliver operational benefits;
- c) champion the development and implementation of enabling technologies and continuously assess emerging technologies for the potential to solve ATM issues; and
- d) continue to encourage and promote cooperation and collaboration between our members and with the broader industry.

2.5 To achieve these mutual aspirations and ensure the development of actionable policies, CANSO and its members will continue to work within ICAO and its panels and task forces, directly with States, and together as an ATM industry to advance progress in these areas. Together with our partners, we will continue to evolve and enhance our technology roadmaps, improve our procedures and enable us to meet our shared goals.

3. CONCLUSION

3.1 Progress on the GANP and the achievement of the benefits it envisages can only be realised when airspace and air traffic is managed based on technical, operational, safety and efficiency considerations. Fundamental principles underpinning the Chicago Convention and its Annexes, guidance material and Assembly Resolutions, in particular A35-15, *Consolidated statement of continuing ICAO policies and practices related to a global ATM system and CNS/ATM systems* and A38-12, *Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation*, should guide us in the implementation of the GANP.

3.2 As States seek to improve safety and efficiency and ensure interoperability while avoiding unnecessary fragmentation of airspace, they should collaborate to achieve the most efficient and economic delineation of airspaces, as well as robust coordination procedures and arrangements for cross-border provision of services. Broad agreement on a common goal to support the aviation industry to operate safely and efficiently and embracing ICAO's long-standing, fundamental principles provides certainty, clarity and assurance for all players in the aviation system. Such common understanding is essential for us to realise our joint aspirations.

3.3 The Assembly is invited to agree to the actions in the Executive Summary.

— END —