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UNITING AVIATION

NO COUNTRY LEFT BEHIND



FALP

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From Global Plans to Work Programme Management

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Relationship between ICAO Strategic and business documents

- Global Plans define ICAO long term vision to meet ICAO Strategic Objectives
- ICAO Business Plan is ICAO rolling plan for the Upcoming triennium
- Air Navigation Work Programme is the collection of all ICAO activities in the Air Navigation Domain



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Global Plan Initiatives

Performance Improvement Areas

Block 0
(2013)

Block 1
(2018)

Block 2
(2023)

Block 3
(2028 & >)

System

Performance Based

Airport Operations



Globally Interoperable Systems and Data



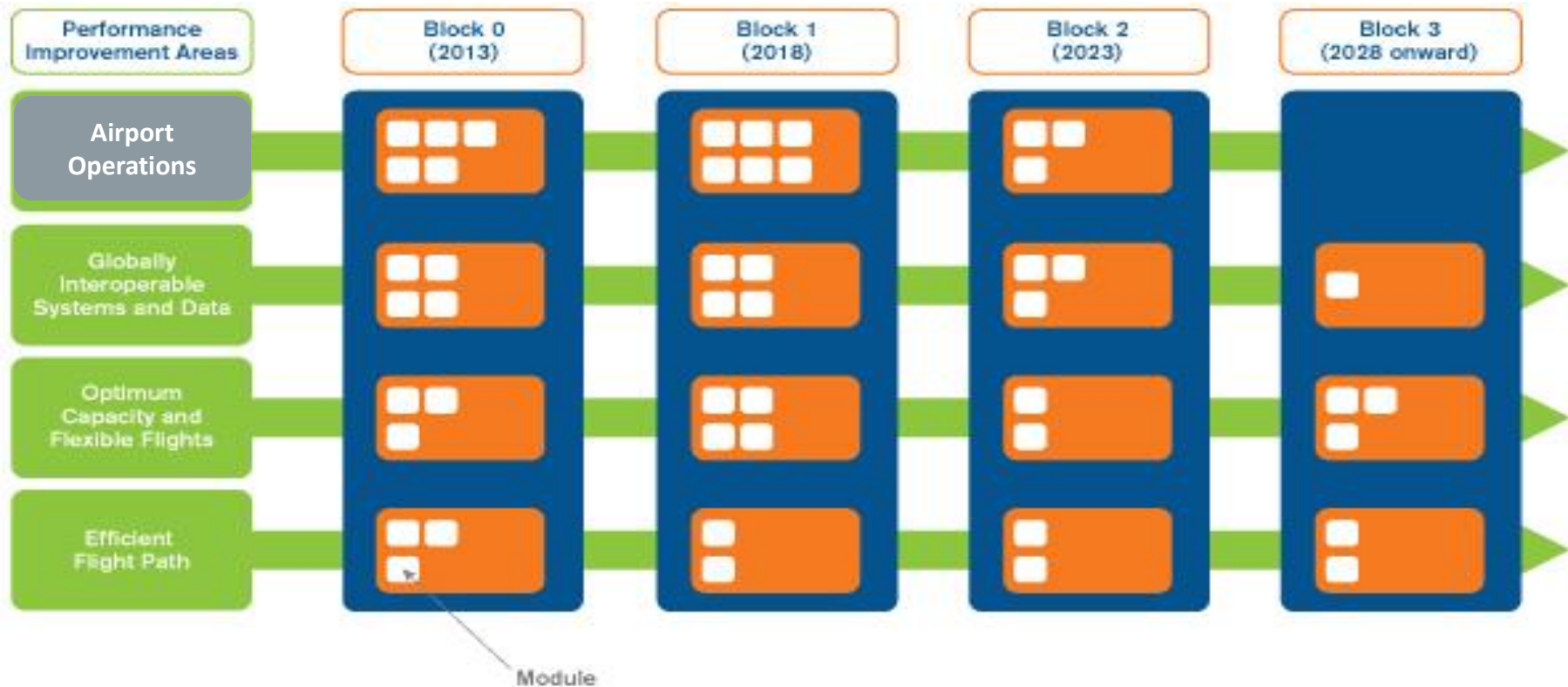
Optimum Capacity and Flexible Flights



Efficient Flight Path



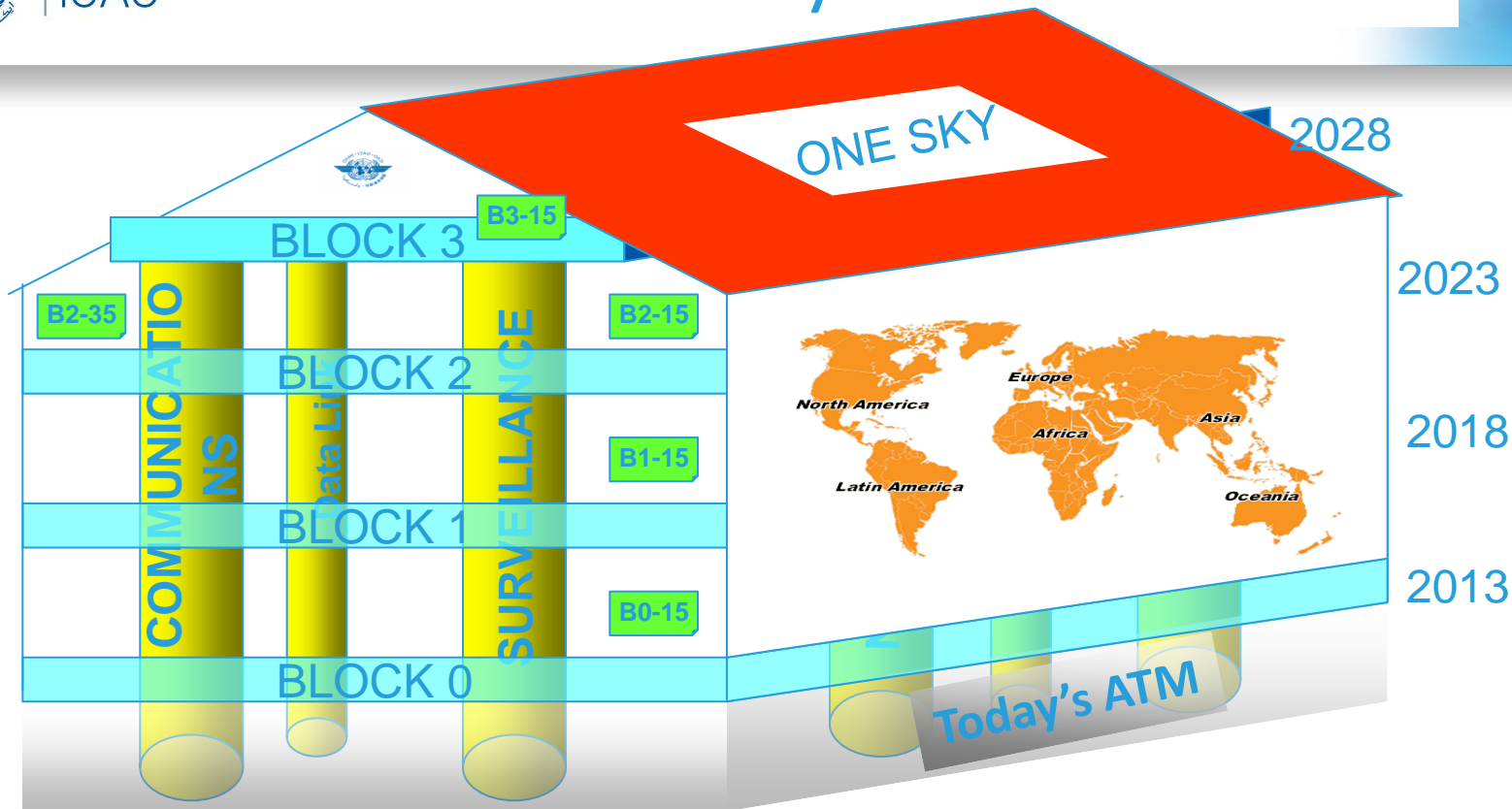
The Global Air Navigation Plan



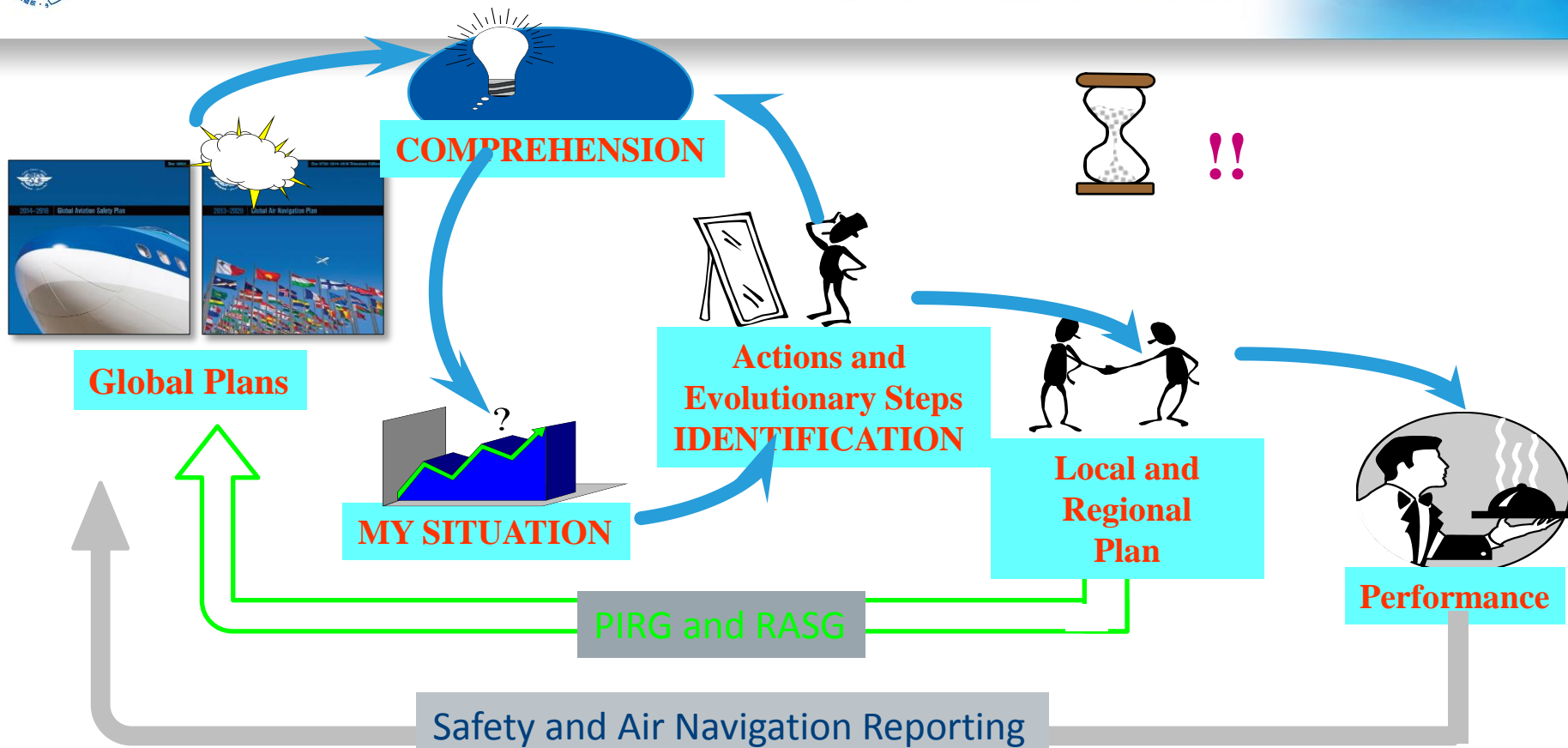


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Another way to look at it

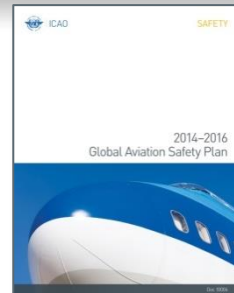
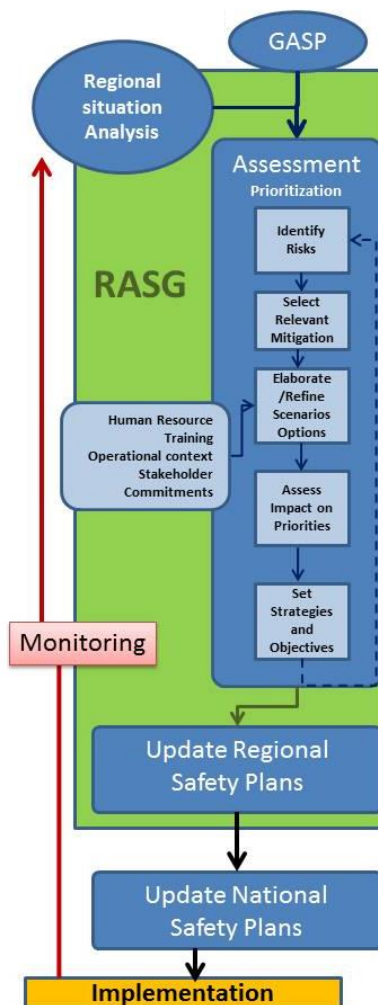
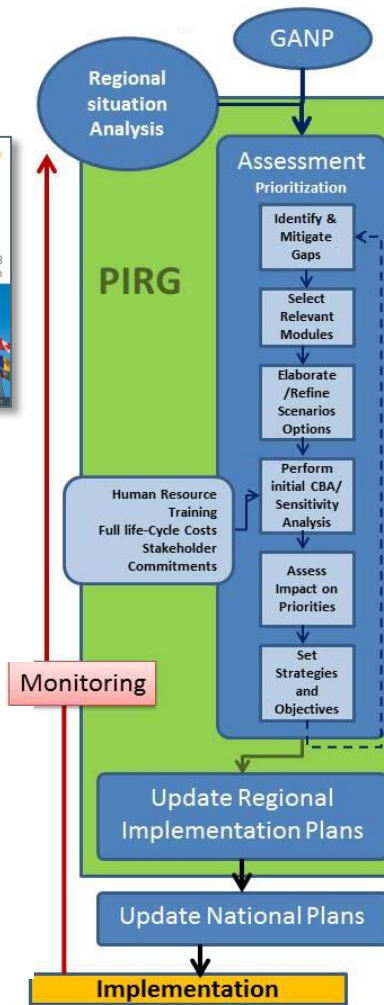
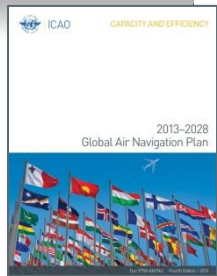


What is for me in the ICAO Global Plan?



Roadmaps can assist States in their implementation of the Global Plans

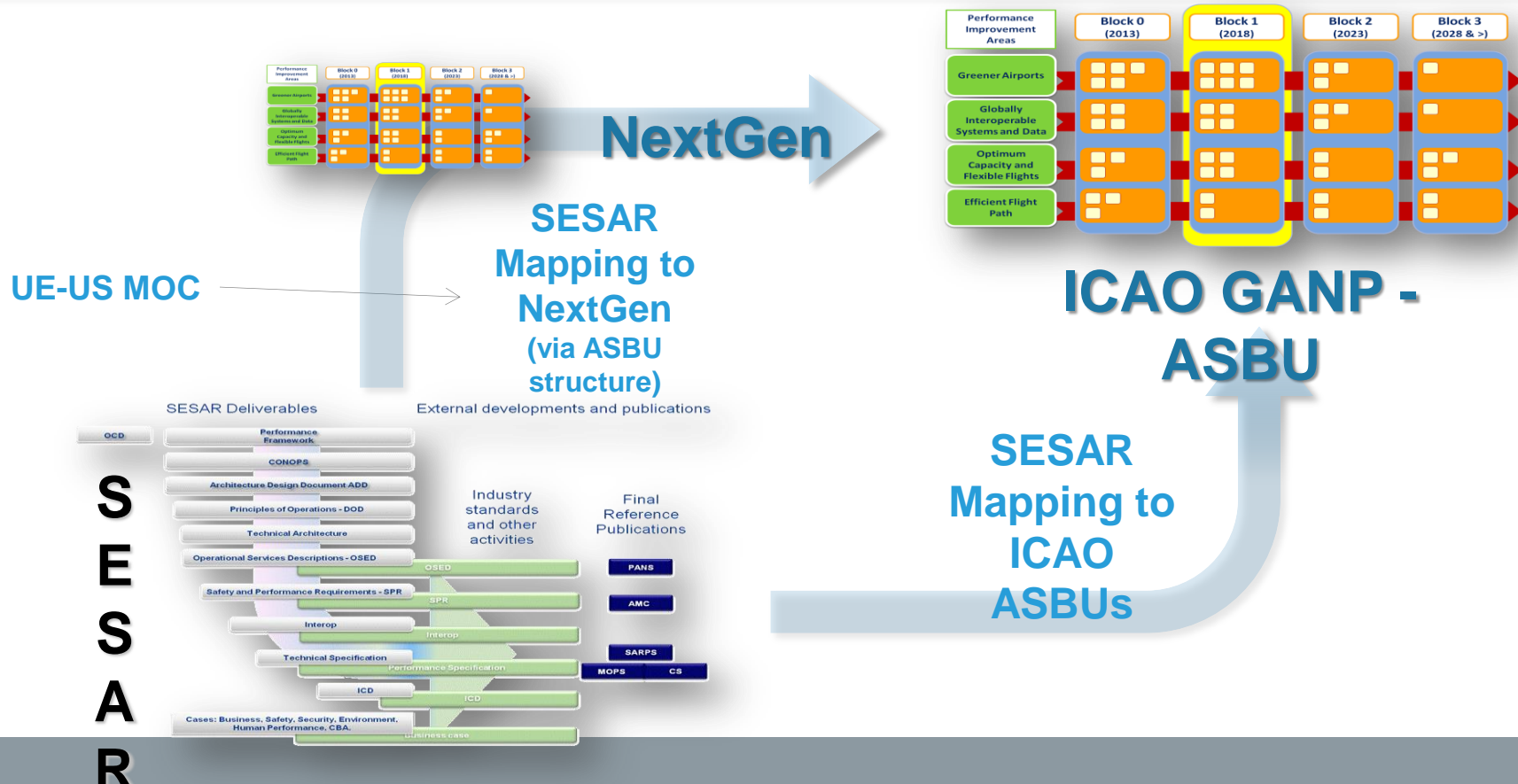
From Global Plan to Regional Planning





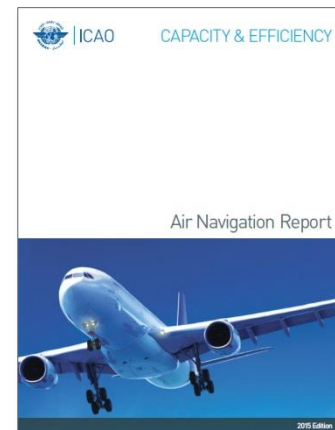
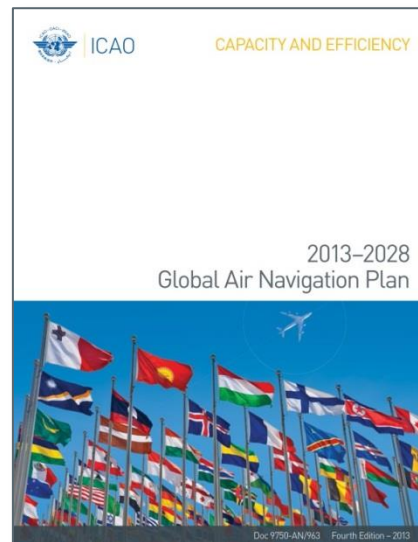
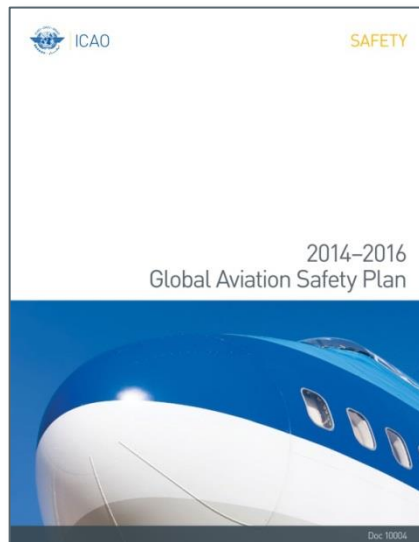
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Regional Plans in Line with ICAO ASBU Methodology





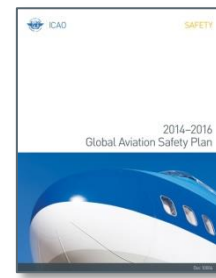
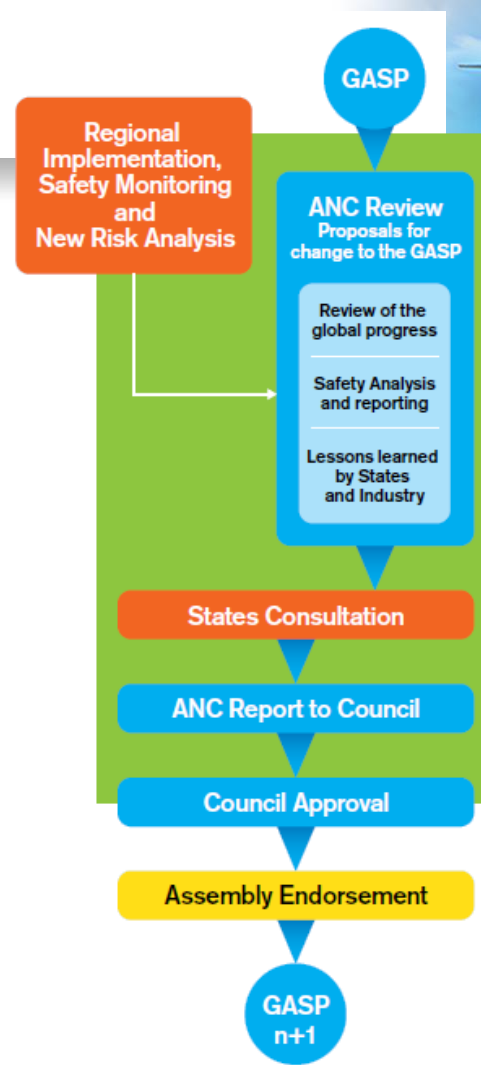
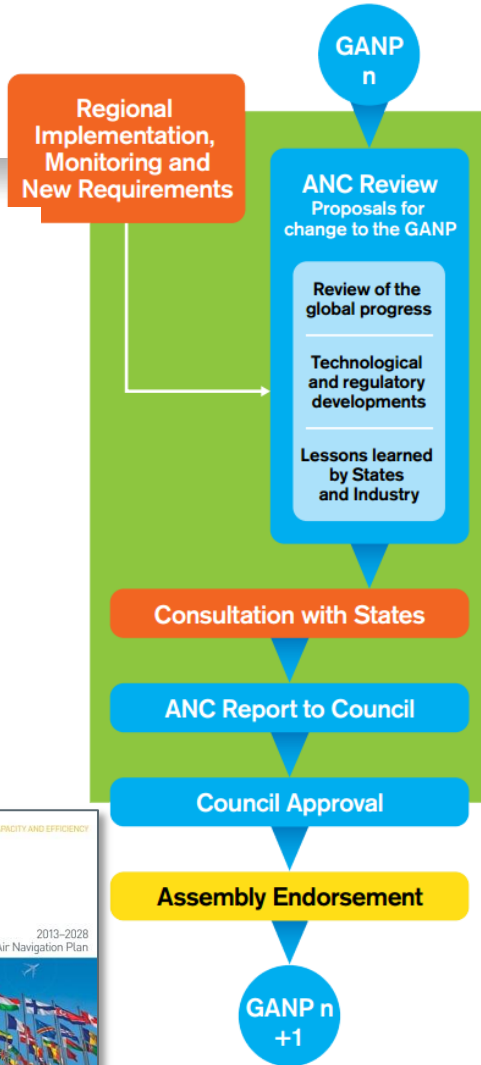
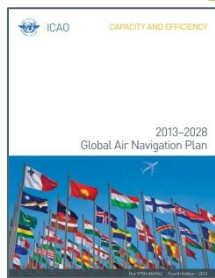
Reporting against the Current Global Plans





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GANP and GASP Update





An essential tool to drive the work : the Job Card



Title	<i>[Brief title of the Problem/Task to be solved]</i>			Reference:	<i>[PANEL.XXX.yy] (xxx:Serial No. yy:Version No)</i>	
Source	<i>[Provide source of the Job-card, e.g. reference to a specific meeting of a Panel]</i>					
Problem Statement	<i>[Define the Problem/Task in a concise and accurate way]</i>					
Specific Details (including impact statements)	<i>[Further details as necessary to describe the context of the Problem/Task, relevant background information, main challenges and impact]</i>					
Expected Benefit	<i>[Describe in brief the expected benefit]</i>					
Reference Documents	<i>[Provide a reference to the main Document(s) relating to the Problem/Task Statement and actions]</i>					Attachments <small><i>[Attach if relevant]</i></small>
Primary Expert Group:	<i>[Specify the Primary Group assigned for the Job-card, in most cases a Panel]</i>					
WPE No.	Document affected	Description of Amendment proposal or Action	Supporting Expert Group	Expected dates:		
				Expert Group	Effective	Applicability
	<i>[Provide Doc reference]</i>	<i>[Specify specific action(s) to be taken to approach the Problem]</i>	<i>[Complete if relevant]</i>	<i>[Date]</i>	<i>[Date]</i>	<i>[Date]</i>
Initial Issue Date: <i>[Date: To be completed by the ANC]</i>		Date approved by ANC: <i>[Date: To be completed by the ANC]</i>		Session/Meeting: <i>[To be completed by the ANC]</i>		



Problem Statement

[illegible][illegible]

Understanding how to comply with amended provisions, a number of initiatives have been taken to ensure that the industry is up to date with the latest amendments. These include the following:

- The introduction of the new ATMP (Amendment to the ATMP) in 2012 – refer ANM/Annex 191.5. However, the ATMP amendments are one component of the overall regulatory framework.
- Annex 6 – Operation of Aircraft – the introduction of Visual and Instrument Flight Rules (VFR and IFR) respectively.

Modified

Category	Whom/Resources
ATMP	ATMPSP
ATMP	ATMPSP

Partial provisions

Final provisions

Ikit

İkit

- Provisions
- Supporting Guidance
- Outreach actions
- Potential roll-out plan

Analysing Air Navigation Work Program



Working Group on Strategic Review and Planning – ANWP Amendment Input Form (Job-card)

PART I

Category	Safety	Sustainability	Implementation	Reference
Title	SEVST AR providers			
Proposed by	Air Navigation Commission (19110 and 11)			
Problem Statement	States use different procedures and philosophies to manage the vertical profile in association with RERs and ET ops. Amendment 1 to PANS-ATM Annex 6-10 (19110) and 11 (11) provides for standardised procedures for vertical profile management. Some States, air navigation service providers, aircraft operators and pilots encountered difficulties with the procedures, stating that the new procedures had increased radio frequency interference in some instances and in some cases conflicted with established procedures. This resulted in complete global implementation, which further exacerbated air navigation procedures to comply with amended SEVST AR without additional clarification or resources. As described in the attachments, a number of States have been able to address the issues reported, contributing to the implementation of the ANWP. On 4 October 2012, after AN 19110, however, too many components remained unresolved to allow moving forward with global solutions. Previous PANS-ATM amendments are not complete. Fully proposed SEVST ARs are another component. There are also links to Annex 6 – Aerodromes, Charts, Annex 8 – Operation of Aircraft, Annex 10 – Radio Navigation, Annex 11 – Telecommunications, Annex 12 – Manual of Radiotelephony and PANS-CFR Vol. II – Coordination of Visual and Instrument Flight Procedures.			
Impact	High	Medium	Low	
Rating				
Strategic for acceptance/production				
Action already in progress	AN 19110/11 & AN 19110/11, Annex 6, 5, 10, Doc 6644 PANS-ATM, Doc 6166 PANS-CFR, Doc 6162 Manual of Radiotelephony, AN 19110/11 on SEVST AR documentation			
Required Action	No other resources			
1. Identify new term measures to mitigate risks associated with the problem statement, taking into account the recommended implementation of SEVST AR providers globally	ATMOPSP	Identification of areas of risk and proposals for mitigation	Q2 2014	
2. Review of the components described above with the objective of developing harmonised procedures that address the identified risks whilst having a high probability of implementation globally	ATMOPSP	Amendment proposals to ICAO provisions as necessary	Q2 2014	
Issue Date: 12 October 2012	Date Re-assessed by GRP: 31 October 2012	Date Approved by ANC: 13 June 2013	Next Review Date: November 2013	Completed Date:
Version 2.1 (31 May 2012)				

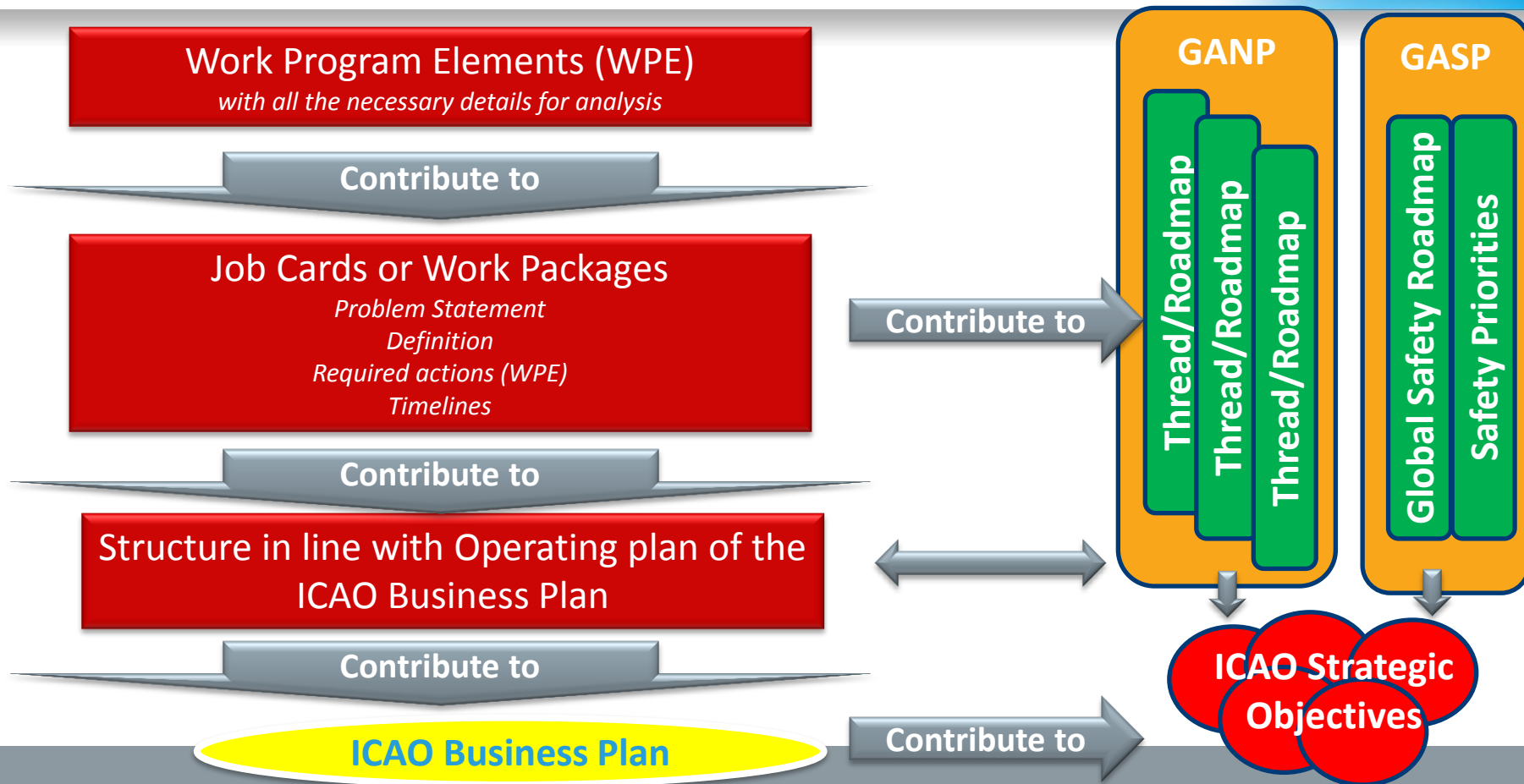


- Safety & GASP Analysis
- GANP Analysis
- Implementation Analysis
- Expert Groups
- ...

Analysis of the Work Programme:

- Identification of expected achievements, resources and timelines
- Measuring contribution to the Business Plan Expected Results and ICAO Objectives?
- Monitoring progress of work
- Identifying related potential challenges

The Proposed Structure





Work Program Management Process



On the basis of last approved Programme