ASSEMBLY — 38TH SESSION

TECHNICAL COMMISSION

Agenda Item 27: Aviation Safety — Policy
Agenda Item 32: Air Navigation — Policy

GLOBALLY HARMONIZED STRATEGIC PLANNING

(Presented by the Dominican Republic)

EXECUTIVE SUMMARY

The advancement of aviation as a basis for economic exchange and socio-cultural growth of nations means that common methods of integration need to be sought with a view to harmonization and the sustainable development of the industry. The logical approach leads us to look for ways to increase the capacity of our spaces and facilities and the efficiency of our operations, without losing sight of the fact that our main asset is the level of operational safety that we offer.

Having identified the common goals, translated them into the corresponding plans and identified suitable tools for achieving them, we must focus on setting the pace for implementation, giving it the necessary priority so that the goal can be reached in a harmonized manner, in accordance with the specific and regional needs of globalized aviation.

Action: The Assembly is invited to:

a) endorse the fourth edition of the *Global Air Navigation Plan* (Doc 9750) as strategic guidance for global air navigation;

b) endorse the first edition of the revised version of the *Global Aviation Safety Plan (GASP),* Doc 10004) so that it can serve as a global strategic guide for operational safety; and

c) establish the need for a minimum regional prioritization framework of Essential (E) for the implementation of Block Upgrades.

Strategic Objectives:	This working paper relates to the Safety and Environmental Protection and Sustainable Development of Air Transport Strategic Objectives.
Financial implications:	No additional funds are required.
References:	*Report of the Twelfth Air Navigation Conference* 2012 (Doc 10007) *Assembly Resolutions in Force (as of 8 October 2010)* (Doc 9958) *Global Air Navigation Plan* (Doc 9750) (Fourth edition) *Global Aviation Safety Plan* (Doc 10004)

---

1.   **INTRODUCTION**

1.1   Global civil aviation has experienced a sustained growth that has defied cycles of recession over the past four decades. The initial development of airport infrastructure and the subsequent expansion of air navigation services have generated direct jobs, new business opportunities and access to distant markets.

1.2   It is important to emphasize that international civil aviation plays a key role in the sustainable development of peoples, and has gone from being an activity that serves as a means of connection between two points to being a catalyst for economic growth, a key component of world trade and an enabling factor in various profitable activities.

1.3   Considering the knock-on effect that civil aviation has on the States' economies, the management initiatives of civil aviation authorities must be well designed in order to maximize their contribution to the efficiency of aeronautical operations. For this reason, efforts in the field of civil aviation merit consideration that transcends national borders. In the globalized environment in which we live, in order to maximize business opportunities, it is necessary to adopt integrated planning initiatives within the framework of the regional and global institutions that promote civil aviation. The civil aviation authority must become the axis of national aviation planning, promoting initiatives that will make it possible to achieve national goals against the international backdrop in which aviation activities take place.

2.   **ICAO GLOBAL SAFETY AND AIR NAVIGATION PLANNING**

2.1   When carrying out their strategic planning, civil aviation authorities and air navigation service providers must draw their strategic lines taking into consideration the opportunities and threats presented by their environment. Given that civil aviation activities have a component that transcends national borders, the International Civil Aviation Organization (ICAO) is the authority that has the leadership role to draw up the guidelines for ensuring that the synergy between so many systems and subsystems associated with aviation means that they can serve their respective purposes in a harmonious manner.

2.2   Likewise, so that advances proposed at State level can be comprehensively adapted to the development and expectations of each region, States must proactively support the regional planning that is carried out within Planning and Implementation Regional Groups (PIRGs), contributing their ideas for the completion of various regional civil aviation plans, and feeding back their state initiatives alongside those of the PIRGs and the decisions of the Regional Aviation Safety Groups (RASGs).

2.3   To ensure that traffic growth, operational safety and the modernization of air navigation infrastructure go hand in hand, ICAO has developed a systemic strategy called Block Upgrades, which links progress in the different areas with structures that complement each other. This will enable States and stakeholders to guarantee the sustainable growth of operations in a safe, efficient and responsible environment, as demanded by societies. The Block Upgrades and their various modules represent a pragmatic and flexible approach to defining the development of civil aviation systems in the States. This is a tool that provides certainty in planning and coordination in investment for strategic decision making.

3.   **ANALYSIS**

3.1   *Global Air Navigation Plan* **(GANP, Doc 9750)**

3.1.1   On May 29, 2013, the Council (C-DEC 199/5) approved the fourth edition of the GANP, which, as well as marking the strategic direction of the ICAO's technical work programme in the area of global air navigation, also serves as guidance for States, Planning and Implementation Regional Groups (PIRGs), service providers, airspace users and industry stakeholders.

3.1.2   The Dominican Republic welcomes the implementation of the GANP, as proposed, given that it brings certainty in investment and a harmonized approach so that States, commensurate with their level of development, can incorporate improvements that integrate different air navigation systems in a sustainable manner.

3.1.3   In this regard, it should be taken into consideration that States will always have the power to decide autonomously on their own investments, and that any transition to new systems must be properly analyzed in order to ensure that the implementation of new technology can be exploited by the various air operators. That is why regional weighting is so important, so that investments can be made that are relevant in the sense that the improvement to air navigation systems will not only bring economic benefits for each of the stakeholders in the deal, but will also provide a significant contribution to improving operational safety levels.

3.1.3   However, as Block Upgrades are the tool for implementing the GANP, it is important to combine forces in order to prevent the planned flexibility from becoming an obstacle to the desired harmonization, if a minimum common framework, classified as essential according to the proposed prioritization scale, is not established. It is also important for this minimum to have a relevant regional implementation pace.

3.2   *Global Aviation Safety Plan* **(GASP, Doc 1004)**

3.2.1   On July 30, 2013, the Council approved the first edition of the GASP. This Plan, in addition to constituting strategic guidance for the ICAO's technical work programme in the area of operational safety, serves as a guide for the planning and implementation activities of the Regional Aviation Safety Groups (RASGs), States and the industry.

3.2.2   The Dominican Republic favors the implementation of the GASP, with the understanding that this Plan will serve as a basic guide for the transition to oversight systems based on operational safety performance. It is important that this approach takes into account the capacity of each State to implement each stage of development, ensuring appropriate oversight of aeronautical operations in line with their individual circumstances. The transition to new models should take into consideration the need for many States to maintain their prescriptive oversight systems, and/or how easy it will be for them to do so, to ensure that current operational safety levels are maintained, working to improve them, and under no circumstances compromising them.

3.3   The Dominican Republic aims to harmonize its strategic planning in the field of civil aviation with the Block Upgrade initiatives introduced in the GANP and GASP, taking as reference the expected contribution of the activity to the achievement of the Long-Term Vision of the Nation, as described in Law No. 1-12, which sets out the National Development Strategy through 2030. In order to achieve this, the Dominican Civil Aviation Institute (*Instituto Dominicano de Aviación Civil* — IDAC), the Civil Aviation Authority of the Dominican Republic, is developing one element of its strategic planning that will result in State Plans for the development of air navigation and operational safety. Endorsed by the work of the regional groups, these plans can make the global expectations of ICAO a reality.

4.   **CONCLUSION**

4.1   The support provided by States in each region for the proposals set out by the ICAO are testament to the hard work carried out in the name of harmonizing the industry and achieving the desired sustainable development. Similar results are therefore expected from the implementation of the GASP and GANP, through Block Upgrades.

4.2   It is our responsibility to harmonize on a regional level, under a common framework of priorities appropriate to our particular needs and circumstances. Therefore, the Assembly is invited to:

a) endorse the fourth edition of the *Global Air Navigation Plan* (Doc 9750) as strategic guidance for global air navigation;
b) endorse the first edition of the revised version of the *Global Aviation Safety Plan* (GASP, Doc 10004) so that it can serve as a global strategic guide for operational safety; and
c) establish the need for a minimum regional prioritization framework of Essential (E) for the implementation of Block Upgrades.

— END —