



The need for Global Standards

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**AIXM /WXXM Conference 2010
Washington, DC, USA**

OVERVIEW

- ⇒ **About ICAO**
- ⇒ **Role of International Standards**
- ⇒ **Challenges and Issues**
- ⇒ **Making an ICAO Standard**
- ⇒ **Conclusion**

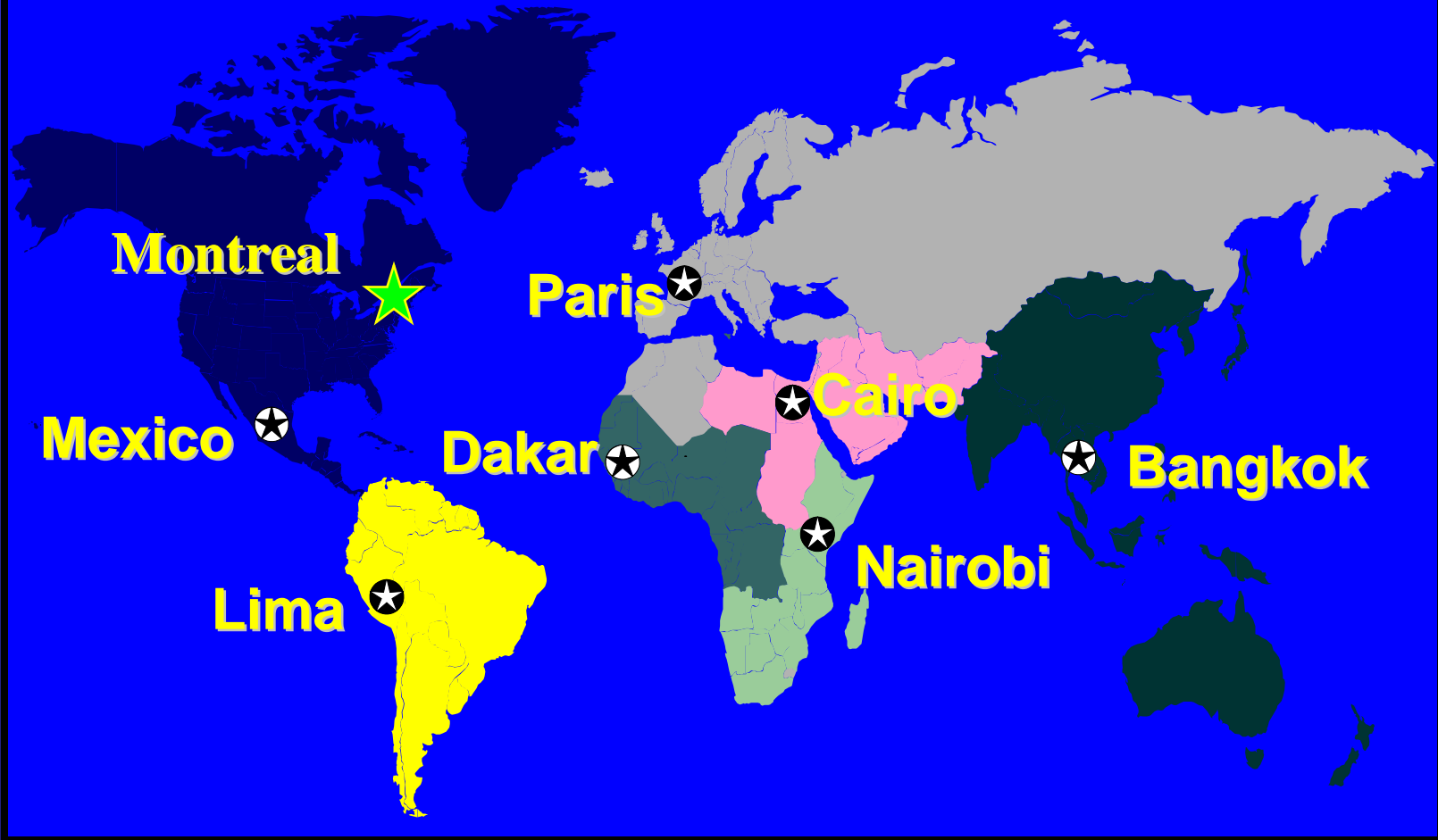


ICAO

- ⇒ **Convention (Chicago, 1944) and Annexes**
- ⇒ **UN Specialized Agency**
- ⇒ **190 Contracting States**
- ⇒ **Assembly (ordinarily every 3 years)**
- ⇒ **Council – 36 States**
- ⇒ **Air Navigation Commission – 19 members**
- ⇒ **Air Navigation Bureau**
- ⇒ **Standards, Recommended Practices**

ICAO Regional Support

ICAO HQ and Regional Offices



Global Standards

- ⇒ **Provide the means for globally interoperable systems**
- ⇒ **Establish a harmonised operating environment**
- ⇒ **Define acceptable levels of safety and performance**
- ⇒ **“Performance” based vs. “prescriptive”**

ICAO Provisions

ICAO standards and other provisions are developed in the following forms:

- ⇒ Standards and Recommended Practices - collectively referred to as SARPs;**
- ⇒ Procedures for Air Navigation Services - called PANS;**
- ⇒ Regional Supplementary Procedures - referred to as SUPPs; and**
- ⇒ Guidance Material in several formats.**

Need for a Global Standard

- ⇒ **ATM Global Operational Concept**
- ⇒ **AN-Conf/11 endorsed the OCD and recognised the need for high-quality and reliable electronic aeronautical, meteorological, airspace and flow management information**
- ⇒ **The 36th Session of the Assembly recognized the recommendations of the 2006 Global AIS Congress and called for further coordination with States and international organizations**

Operational Issues

- ⇒ **Data-dependant present and future navigation and ATM systems**
- ⇒ **Require access to global broad-based aeronautical information of higher quality and timeliness than now available.**
- ⇒ **Product centric AIS will not meet new requirements arising from the ICAO ATM Concept**
- ⇒ **Essential to transition to data centric AIM**

Challenges for a Global Standard

- ⇒ **Global and transparent process**
- ⇒ **Allow for regional needs**
- ⇒ **Allow for levels of participation to meet operational needs**
- ⇒ **Ongoing and timely amendments**
- ⇒ **Supportive guidance material**
- ⇒ **A plan and follow-up assistance for implementation**

Key Elements

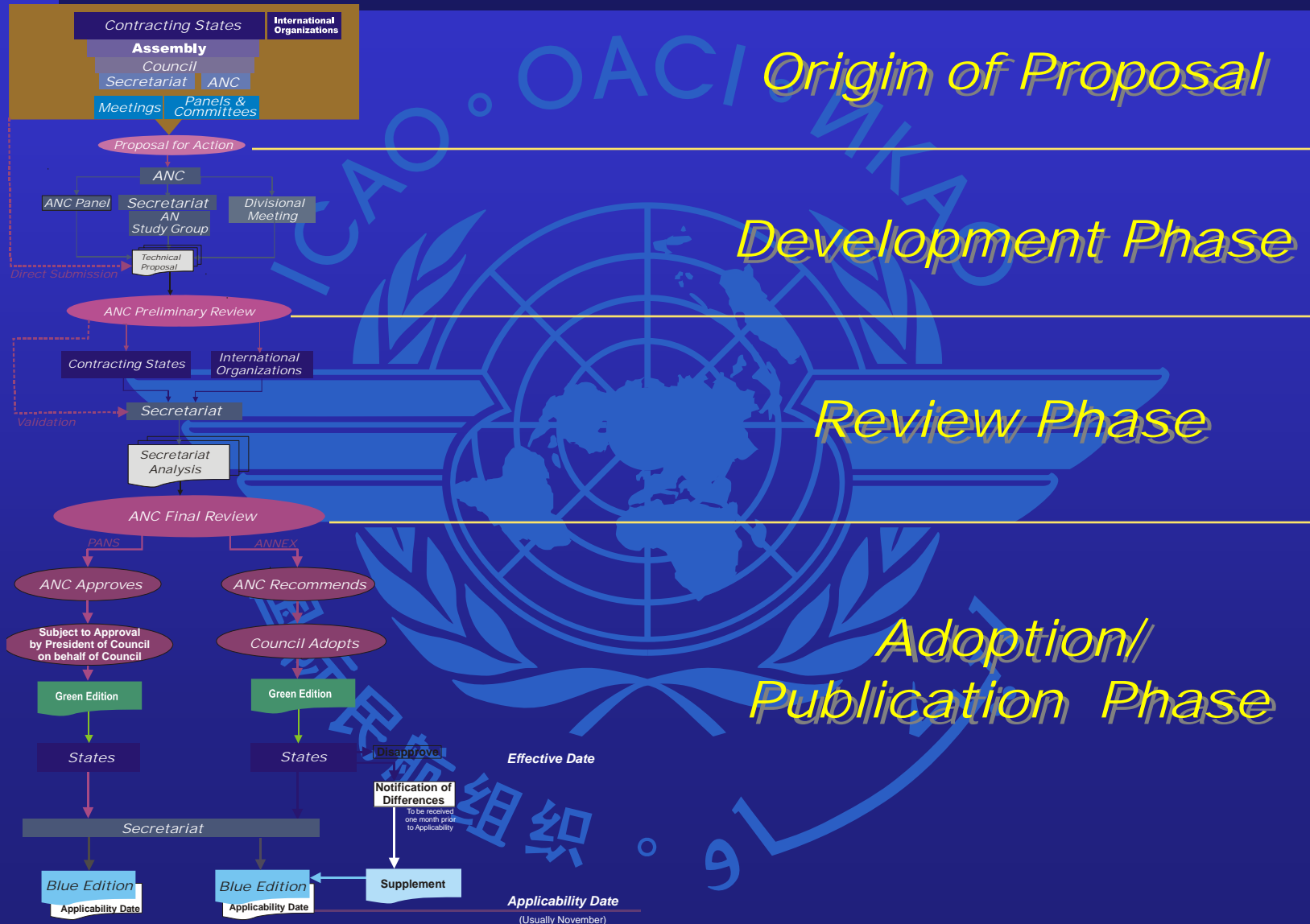
- ⇒ **Global Strategy/road map document**
- ⇒ **Provide and promote standard aeronautical information conceptual and exchange models**
- ⇒ **Other Annex amendments to support digital requirements**
 - **eAIP, electronic charts, use of GIS**

Key Elements

- ⇒ **Implementation of existing Annex 15 provisions**
 - **quality management and automation**
- ⇒ **Definition of human resource requirements**
- ⇒ **Legal and institutional issues**



Making an ICAO Standard



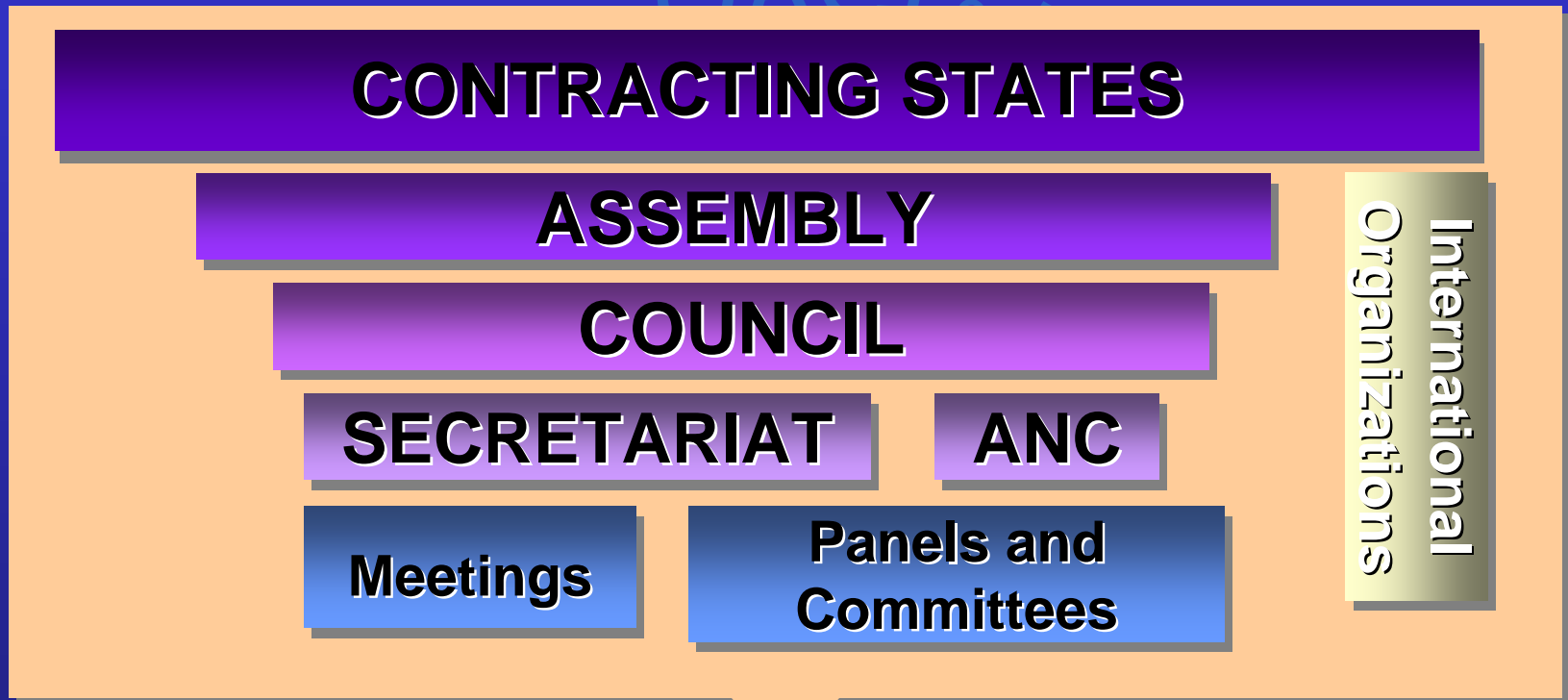
Origin of Proposal

Development Phase

Review Phase

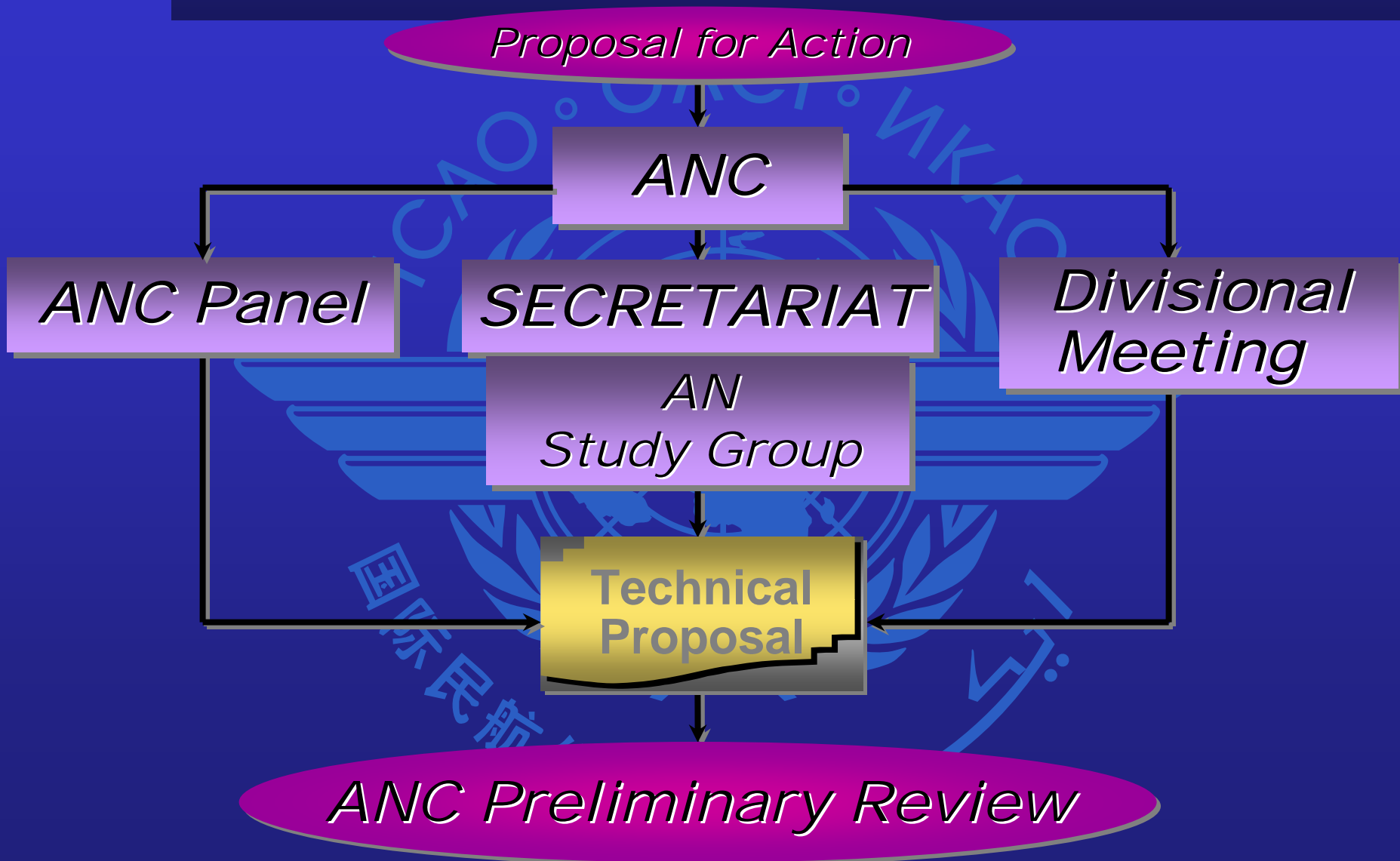
Adoption/
Publication Phase

Origin of Proposal

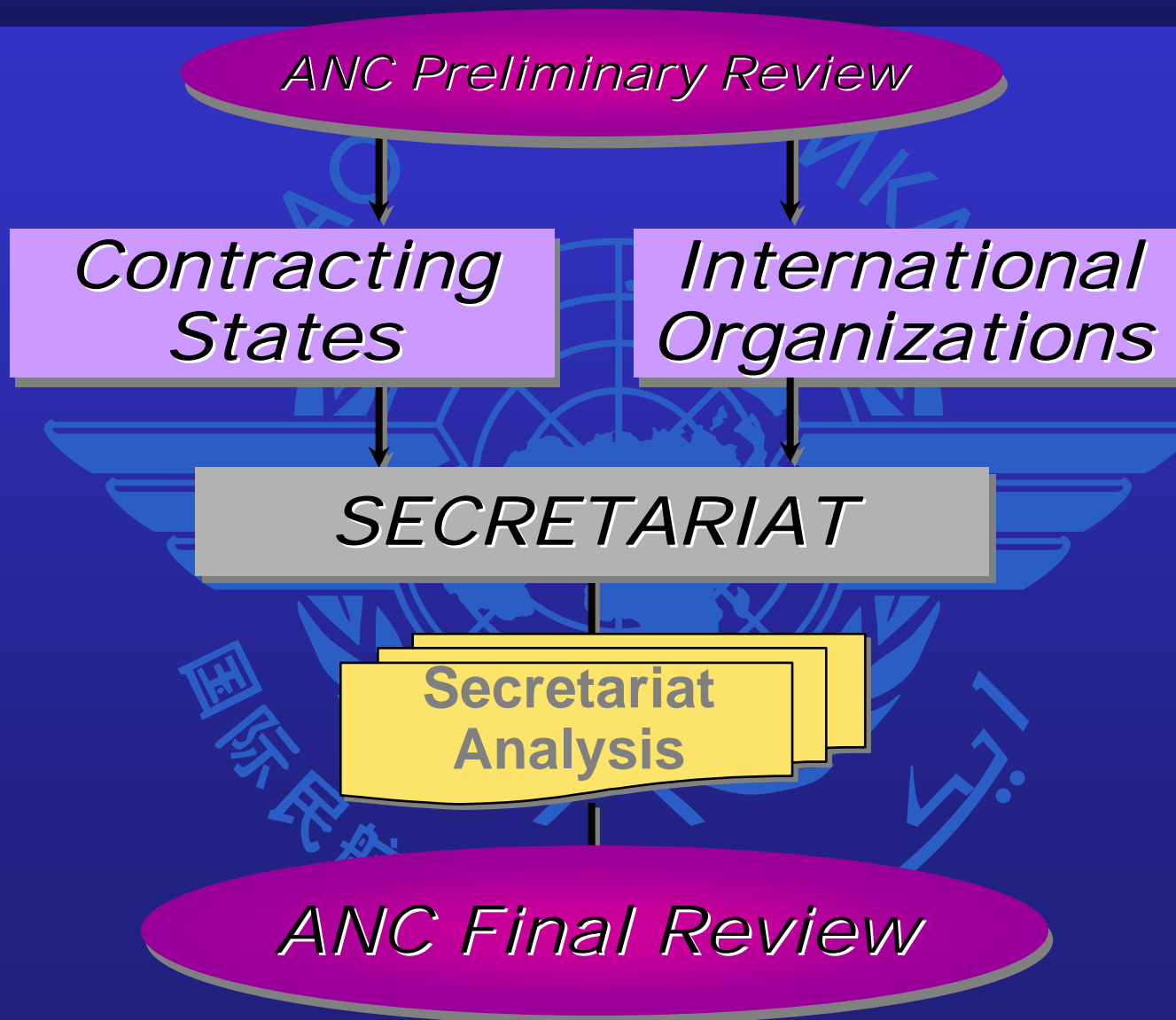


Proposal for Action

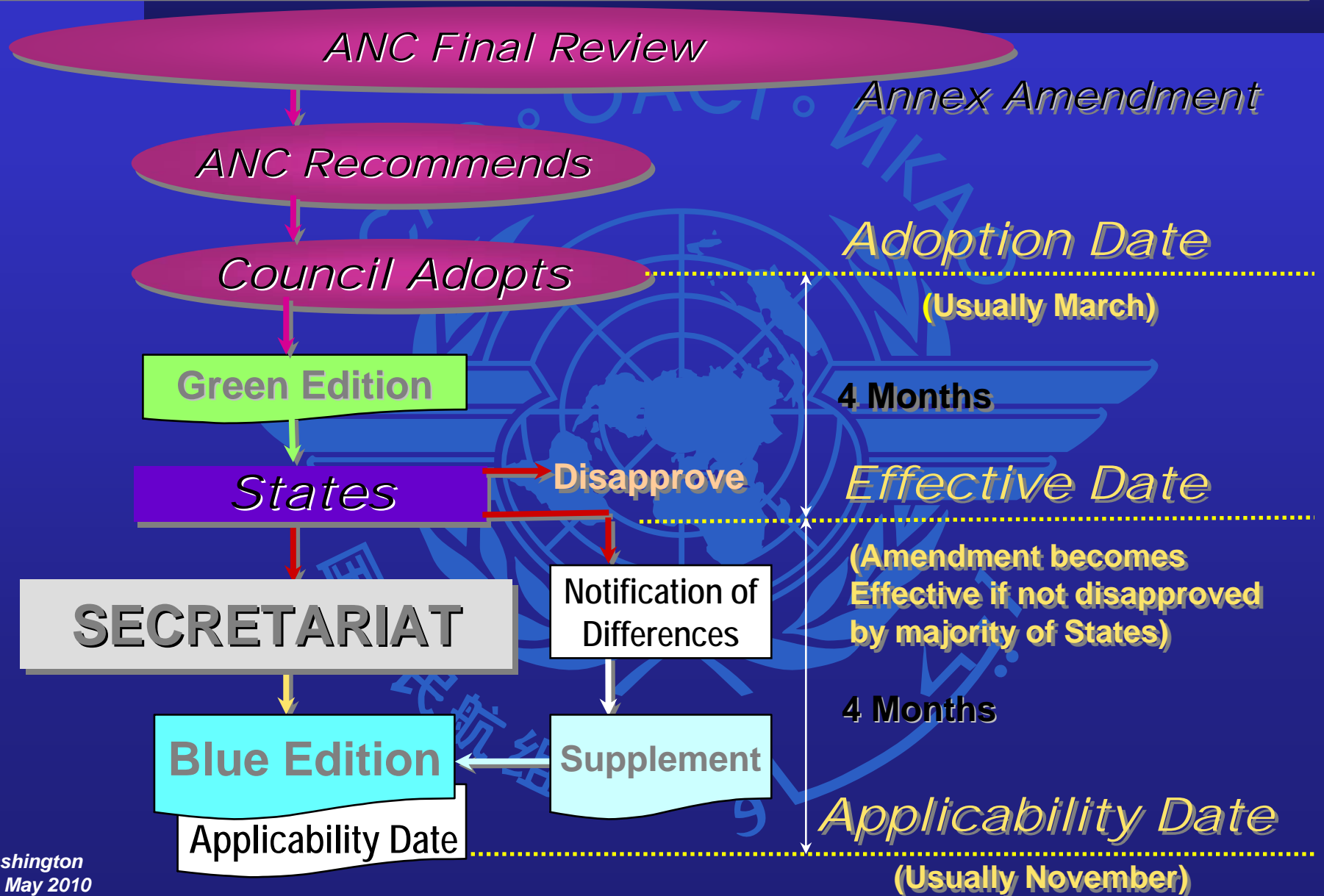
Development Phase



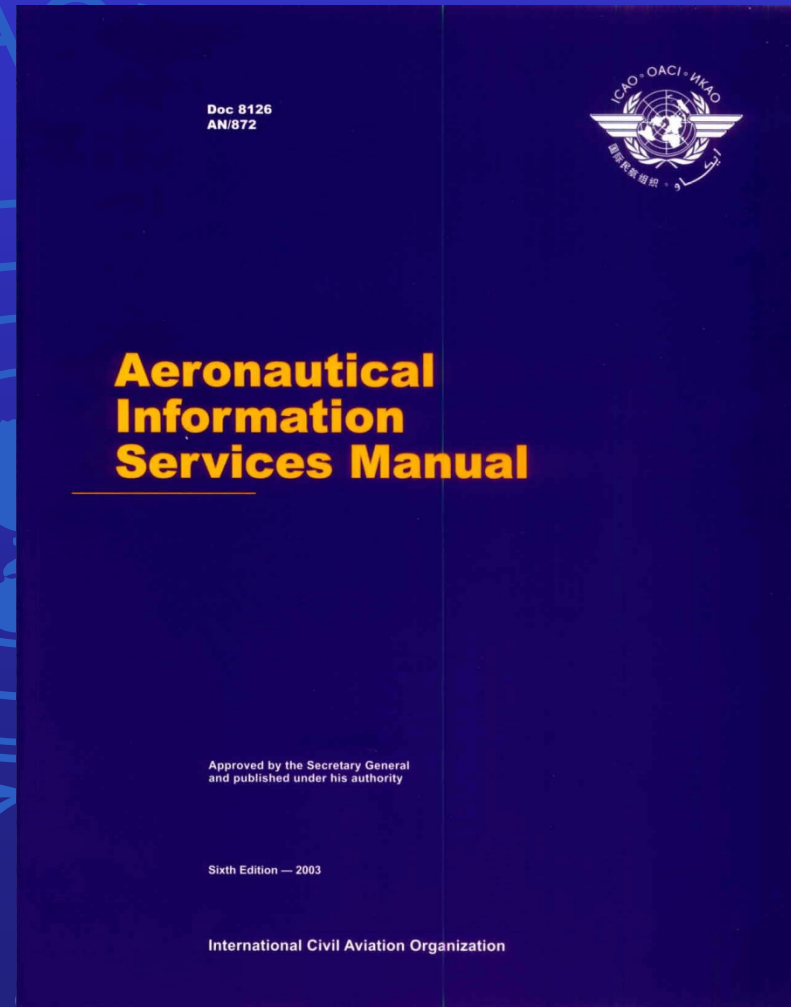
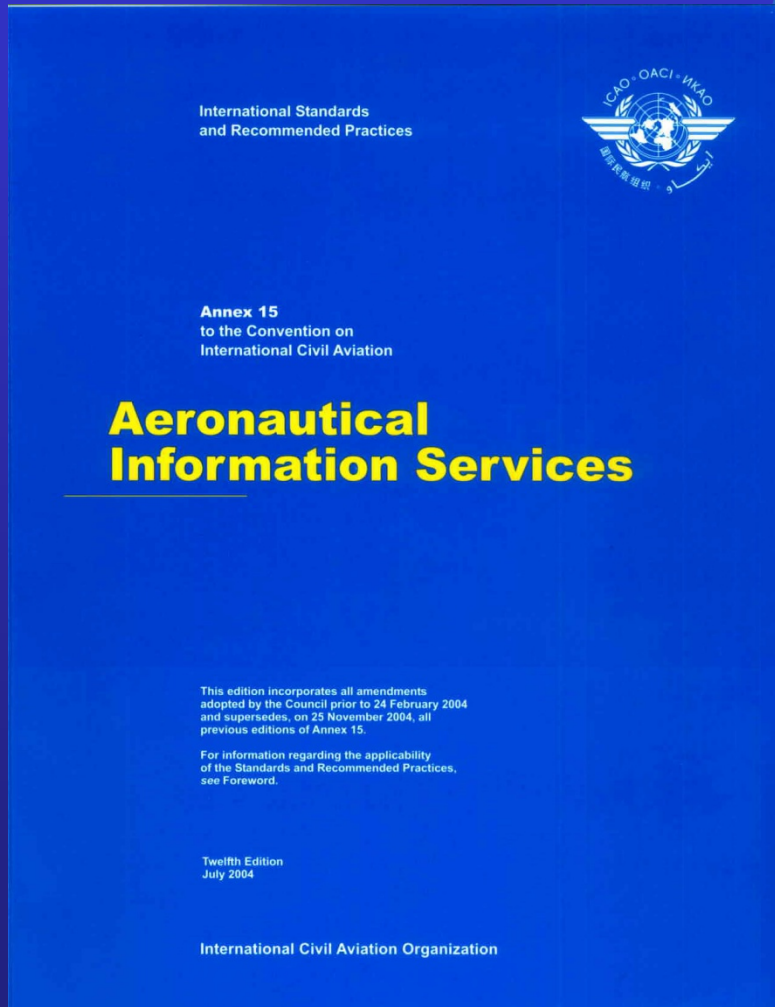
Review Phase



Adoption/Publication Phase



Annex 15 and AIS Manual



Conclusion

Consequences of an ICAO standard :

- ⇒ Global acceptance
- ⇒ Global acceptance involves global review and elements from this review can be expected to be integrated into the models
- ⇒ Positioning of AIM as a core element of the ATM operational concept





Thank You