



A38-WP/401
TE/178
30/9/13

ASSEMBLY — 38TH SESSION
TECHNICAL COMMISSION

DRAFT TEXT FOR THE REPORT
ON
AGENDA ITEM 38

The attached material on Agenda Item 38 is submitted for consideration by the Technical Commission.

Agenda Item 38: Other issues to be considered by the Technical Commission

38.1 The Commission considered A38-WP/38, presented by the Council, which provided a summary of work undertaken since the 37th Assembly in the area of non-chemical disinsection of the aircraft cabin and flight deck for international flights and noted that the use of non-chemical disinsection methods remained under development. The Commission agreed that any developments should be shared with ICAO and, where relevant, the World Health Organization (WHO). The Commission supported further work on non-chemical disinsection, but also noted that chemical disinsectants, when used in accordance with instructions and WHO guidance, were generally regarded as both safe and effective and would continue to be used. Nevertheless, concerns existed regarding the effect on passengers and crew health. The Commission was informed that the air curtain, which remained a potential alternative, was intended for use only at passenger entry doors and that netting was proposed for other doors. Promising research into the use of both the air curtain and netting was ongoing. The Commission also agreed that ICAO should request WHO to include the subject of non-chemical disinsection methods in its recently established Vector Control Advisory Group.

38.2 In reviewing A38-WP/225, presented by Indonesia which addressed capacity building activities for Aviation Human Resources Development in the aviation field conducted by the Air Transportation Human Resources Development Centre (ATHRDC) of the Ministry of Transportation in Indonesia, the Commission noted the progress made by Indonesia in this area. In relation to the prioritization of capacity-building activities on human resource development and the facilitation and coordination of these activities, the Commission noted that these responsibilities lay more with the regions and individual States.

38.3 Information papers were provided by Nepal (WP/139) and the Interstate Aviation Committee (WP/224).

38.4 The Commission considered working papers A38-WP/156, 256 and 257, presented by Venezuela (Bolivarian Republic of), proposing the development of an e-learning environment for ICAO online courses with the aim of improving safety as well as developing guidelines for safety management system (SMS) training programmes in the form of a standardized training packages (STPs). Acknowledging the importance and advantages of the distance learning delivery methodology, the Commission noted Venezuela's progress in this field. The Commission also noted that ICAO was currently developing a blended, online classroom safety management course which would be launched during the second quarter of 2014.

38.5 The Commission also reviewed A38-WP/174, presented by Indonesia, proposing that ICAO introduce training courses for Members States on ICAO Annexes. The Secretary informed the Technical Commission that, while ICAO did not provide specific training on individual Annexes, computer-based training related to the Universal Safety Oversight Audit Programme was available and addressed all of the Critical Elements (CEs) in addition to offering some guidelines for the implementation of various Annexes.

38.6 The Commission discussed A38-WP/148, presented by Dominican Republic, proposing post-training evaluation, including on job performance levels, to allow assessment of trainees in their operational environment. Also proposed was the establishment of a mechanism using the TRAINAIR

PLUS methodology to collect information on how participants apply the competencies acquired during training and how to measure the effective transfer of knowledge, skills and attitudes and their on-the-job application. The Commission recognized the importance of measuring training effectiveness and supported recommendations in A38-WP/148. It was agreed that the Secretariat would coordinate these recommendations with the TRAINAIR *PLUS* Steering Committee

38.7 An information paper was provided by COCESNA (A38-WP/221 and Corrigendum No. 1).

38.8 The Commission considered A38-WP/143, presented by India, that requested the Council to consider reviewing obstacle limitation surface (OLS) criteria contained in Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations*, taking into consideration current aircraft navigational and performance capability. The Commission agreed that the Council should initiate work on this subject, taking into account resource implications.

38.9 Also presented was A38-WP/153 which related to India's successful experience in near parallel runway operations and their work on a preliminary mathematical model developed for future use. The Commission requested the Council to consider developing amended guidelines to be included in the *Manual on Simultaneous Operations on Parallel or Near-Parallel Instrument Runways* (Doc 9643), with the understanding that there would have to be a proper consideration of risk.

38.10 The Commission considered A38-WP/298, presented by Republic of Korea, that requested ICAO to continue to work on Standards for runway end safety areas (RESA) through the examination of accident data and cost-benefit analysis. The Commission emphasized that the focus should be on, not only RESA, but on a comprehensive approach for addressing runway safety, as reflected in the current ICAO work programme, which included other means such as arresting systems and runway surface condition assessment and reporting. It was also noted that at certain airports around the world, it would be difficult to expand the RESA due to urban constraints. Noting that the subject of RESA was included in the ICAO work programme for the next triennium, the Commission recommended that the proposals by the Republic of Korea be taken into account as necessary.

38.11 A38-WP/302, also presented by the Republic of Korea, on measures for preventing runway excursions caused by unstable approaches, suggested that provisions on flight operational quality assurance (FOQA) and additional training measures for flight crews be included in the *Manual on the Approval of Flight Crew Training Organizations* (Doc 9841). The Commission noted the information presented and concluded that Annex 19, the *Safety Management Manual* (SMM) (Doc 9859) and the newly published *Flight Data Analysis Programme Manual* (Doc 10000) offered adequate provisions and guidance to address data-driven development of training programmes taking into account a formal hazard identification and risk mitigation process.

38.12 The Commission considered A38-WP/151, presented by Indonesia, which outlined the need for Member States to ensure they have well-trained air navigation services (ANS) personnel. The paper also contained a proposal for developing licensing requirements for aeronautical information systems (AIS) personnel, air traffic safety electronics personnel (ATSEP) and flight procedure designer personnel in Annex 1 — *Personnel Licensing*. The Commission recalled that ICAO had developed, in cooperation with International Federation of Air Traffic Safety Electronics Associations (IFATSEA), competency frameworks for ATSEPs as a means to foster high quality and globally uniform training. The

Commission did not come to consensus on whether a sufficient safety case was available to justify the development of international licensing provisions for personnel outside of the scope of the existing disciplines covered under Annex 1. The Commission noted that the absence of international licensing provisions would not preclude States or regions from establishing their own national certification or licensing requirements. The Commission agreed that, resources permitting, the ICAO Council be requested to identify the safety case for the development of international licensing provisions beyond the current scope of disciplines covered under Annex 1.

38.13 The Commission considered A38-WP/252, presented by United Arab Emirates, which highlighted the significant threat posed by laser emitters to civil aviation safety and security. The paper noted the growth of laser occurrences required a global response to mitigate the risk associated with the unregulated use of laser emitters. The Commission noted that a number of States were taking action to mitigate the risks posed by laser emitters, and that much more could be achieved, particularly in the area of taking appropriate legal action against offenders under applicable criminal law. Nevertheless, should additional matters need to be addressed by ICAO, the Commission agreed that the task should be referred to the Council for further consideration, subject to budgetary considerations.

38.14 The Commission considered A38-WP/359, presented by Japan, that described the use of a crisis management system and emergency equipment for air traffic control in preparing for natural disasters such as the recent tsunami caused by the earthquake in Japan in 2011. The paper invited the Assembly to encourage States to share their best practices for crisis management; to note the importance and the necessity of proactive measures against events, including natural disasters; and to consider their emergency response framework and prepare their emergency equipment for ATC.

38.15 A38-WP/325, presented by Republic of Korea, focused on emergency or contingency plan provisions contained in several ICAO Annexes. The paper invited ICAO to consider developing comprehensive guidance material for the proper establishment of State emergency response planning (ERP) connecting all of the relevant Annexes, as distinct from separate emergency response provisions of service providers.

38.16 The Commission considered A38-WP/149, presented by Indonesia which provided information on improving State capability to manage evacuations and incoming relief in the aftermath of a disaster in hazard-prone areas. The paper highlighted the use of disaster-focused airports in the Get Airport Ready for Disaster (GARD) programme and requested that ICAO develop guidance material for operational procedures for airports in hazard-prone areas.

38.17 Regarding A38-WP/359, A38-WP/325 and A38-WP/149, and in view of the considerable support from States on the need to progress work on different aspects of emergency response, the Commission agreed that the Council should initiate work to further examine these issues, taking into account resource requirements.

38.18 The Commission considered A38-WP/132 and A38-WP/364, presented by Canada, which provided a concept of space-based ADS-B that leveraged two established technologies (satellites and ADS-B) to allow for global air traffic services (ATS) surveillance coverage. The concept had the potential to enhance safety and significantly contribute to more efficient airspace management, optimum altitude aircraft operations, preferred routings and reduced fuel burn in remote regions where ground-based surveillance was not feasible or practical. The Commission noted that space-based ADS-B had

been the subject of AN-Conf/12 Recommendation 1/9 and that subject to validation, the concept would be included in the GANP although, as noted, there was a mention of space-based ADS-B in the fourth edition of the GANP. The Commission agreed that consideration of the development of ICAO provisions and guidance material should be referred to the Council, subject to budgetary considerations, and noted that such work should be, to the extent possible, performance-based.

38.19 The Commission reviewed A38-WP/326, presented by the Republic of Korea, concerning civil/military cooperation. The paper invited ICAO to consider supporting conferences at which examples of civil/military cooperation could be introduced, discussed and shared amongst Member States. It was recalled that, as covered in AN-Conf/12 recommendations and the Consolidated statement of continuing ICAO policies and associated practices related to air navigation, ICAO had already taken action in the regions to encourage States to improve civil/military cooperation. The Commission agreed that the Council should consider further the need to develop guidance material on flexible use of airspace (FUA), airspace design and interoperability and to take into consideration the principles of Collaborative Decision Making (CDM) in the sharing of the information among civil and military partners and the use of air traffic flow management (ATFM) to increase efficiency in the utilization of the airspace. In their consideration, the Council would need to take into account budgetary implications.

38.20 Information papers were provided by Nepal (A38-WP/117), India (A38-WP/346 Revision 1), Republic of Korea (A38-WP/308) and Mongolia (A38-WP/324).
