Air safety, Sustainable development of the industry and the environment remain ICAO priorities. Amongst the key issues addressed during the past 12 months:

**ONE SKY Conference Nov 2012**
ICAO is in the process of preparing for a flagship Conference next year. (The last one was held in 2003). *Vision – To achieve an integrated global ATM system in a progressive, cost-effective and cooperative manner:* As the air navigation system gains maturity, ICAO continues to address the challenge of the integration, interoperability and harmonization of the systems leading to the concept of “One Sky” for international civil aviation. The One Sky concept revolves around conceiving the notion globally, developing the implementation plans regionally, and implementing the infrastructure locally. It addresses international traffic flows from end to end with the purpose of increasing overall capacity, efficiency and improving safety, while also reducing the impact on the environment. The One Sky high-level global architecture should enable the digital environment, integrate aerodromes with a block-to-block strategy, facilitate trajectory-based ATM and support performance-based technologies.

**PANS ATM Doc 444 Proposed amendment**
A proposed amendment contains provisions to be incorporated into the PANS-ATM which will allow controllers to separate by 5.6 km (3.0 NM) aircraft whose position is being determined by automatic dependent surveillance — broadcast (ADS-B) and/or multilateration. It contains no mandatory equipage or procedural compliance requirements demanding immediate investments. Aircraft equipage will evolve as older aircraft are replaced.

**Safety Management Panel**

**Safety Tools User Group**
Formation of a new working group. ICAO embarked on a new imitative to simplify State access to required safety data in order to implement regional and global aviation strategies. The new initiative is focused on safety requirements, provides improved access to safety data and modernizes the workflow in respect of the collection and sharing of data through the use of
Electronic Safety Tools including the ICAO aircraft information system, an international register of Air Operator Certificates, a State Letter system and the Electronic Filing of Differences (EFOD) System.

**ITU WRC**
In preparation for the ITU World Radio Conference (Jan 23-Feb 17 2012) ICAO circulated member states to support its positions in the crucial fields of aeronautical communications (Safety of Life). Positions include clarification of the spectrum requirement for unmanned aircraft systems to be able to accommodate UAS in civil airspace. ITU-R studies have been successfully concluded in support of the new allocations made to the aeronautical mobile (route) service (AM(R)S) and a potential new allocation for aeronautical surface applications at airport; studies confirm that long-term aeronautical mobile-satellite (route) service (AMS(R)S) spectrum requirements up to the year 2025 can be accommodated within existing frequency bands available for this service. Provisions, however, are needed in the ITU Radio Regulations to improve transparency in the coordination process. The aerospace industry has indicated that they are currently not considering the frequency band 37 - 38 GHz to support a wireless network within aircraft to provide or enhance intra-aircraft safety communications, but the aerospace industry has indicated the need to consider frequency spectrum requirements. ITU-R studies identified a number of candidate frequency bands for expansion of the mobile satellite service (MSS). This includes three potential allocations in bands used by aeronautical radionavigation systems. Operation of aeronautical safety systems must be protected.

**Preparation for 6th World Wide Air Transport Conference (March 2013)**
Objective to assess the current situation of international air transport since the previous (2003) ATC and recommend global coordinated measures for sustainable development of air transport.

**Continuous Monitoring Approach to Air Safety**
The 37th Session of the Assembly of ICAO (2010) expressed appreciation for the successful implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) comprehensive systems approach (CSA). The CSA six-year cycle of audits began on 1 January 2005 ending 2010. The objective has been to promote global aviation safety by auditing the safety oversight capabilities of Member States on a regular basis. While the USOAP CSA cycle of audits has been completed, the USOAP is transitioning to a **Continuous Monitoring Approach (CMA)**. More information about the CMA can be found by visiting the USOAP CMA Forum website at www.icao.int/cma.

**English Language Proficiency: New Tool**
To further improve aviation safety worldwide a new test service was launched to help Member States more accurately assess the speaking and listening ability in English of pilots and air traffic controllers. Test service providers around the world can now apply for, and receive, an endorsement for tests that rate proficiency in English used in aviation according to ICAO requirements.

**IAIN Representative to ICAO**
A search is on to find a replacement representative to ICAO

27th November 2011
John F White, FRIN