



*International Civil Aviation Organization*

**FIRST MEETING OF THE TASK FORCE ON THE APIRG  
INTEGRATED REGIONAL TELECOMMUNICATION INFRASTRUCTURE  
(Pretoria, South Africa, 24-28 June 2013)**

**Agenda Item 4:      Development of a Regional Project on an Integrated Aeronautical  
Telecommunication Infrastructure**

**4.1 Technical issues**

**ALIGNMENT OF REGIONAL AIR NAVIGATION PLANS (ANPS) AND REGIONAL  
SUPPLEMENTARY PROCEDURES (SUPPS)**

*(Presented by the Secretariat)*

SUMMARY
<p>This working paper presents AN-Conf/12 Recommendation 6/11 on Alignment of Regional Air Navigation Plans and Regional Supplementary Procedures, and invites the Task Force to analyze and anticipate the potential impact of these changes on its assigned work.</p>
<p><b>References:</b></p> <ul style="list-style-type: none"> <li>• AN-Conf/12 Report</li> </ul>



**1.      INTRODUCTION**

1.1      The transfer of Algiers, Cairo, Canarias, Casablanca, Khartoum, Tripoli and Tunis FIR(s) from the AFI ANP to the EUR and MID ANPs will align the area of applicability of these ANPs and the Supplementary Procedures (SUPPS)(ICAO Doc 7030).

**2.      DISCUSSION**

2.1      At the global level, the performance framework is composed of the Global Air Navigation Plan (GANP, Doc 9750) and the associated procedures contained in the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168). Under the umbrella of the global performance framework, the regional performance frameworks are facilitated through formulation of regional air navigation plans (ANPs) and the associated regional supplementary procedures (SUPPS).

2.2 Currently, the areas of applicability of the SUPPs do not coincide with those of the ANPs. Based on a review undertaken by ICAO, a proposal to align these areas of applicability was presented at the 12th Air Navigation Conference (Montreal, 19-30 November 2012). The Conference positively considered the proposal and formulated *Recommendation 6/11 “Alignment of air navigation plans and regional supplementary procedures”* that will allow to proceed to formulate the corresponding proposals for amendments with this changes to ANPs/SUPPs that will benefit States, PIRGs and the ICAO Secretariat, in particular in support of the ASBU methodology. Without changing the accreditation of ICAO regional offices to States, the proposals will integrate within each of the PIRGs the responsibilities for development and upkeep of ANPs and SUPPs for their respective air navigation regions. Recommendation 6/11 reads as follows:

**Recommendation 6/11 – Regional performance framework – alignment of air navigation plans and regional supplementary procedures**

That ICAO initiate a formal amendment process in accordance with normal procedures to align the areas of applicability of the air navigation plans and the regional supplementary procedures, observing the following principles:

- a) there will be no change to the current accreditation of the ICAO regional offices to Contracting States;
- b) there will be no change to the obligation of individual States to provide services in accordance with ICAO Annex 11 — *Air Traffic Services*, 2.1;
- c) there will be no change to the governance responsibilities of the ICAO Council, including approval of amendments to air navigation plans and regional supplementary procedures;
- e) there will be no change to the principle that a planning and implementation regional group is composed of the Contracting States providing air navigation service in the air navigation region and that other Contracting States can participate in the activities with observer status;
- f) there will be no change to ICAO’s assistance to planning and implementation regional groups from the regional offices;
- g) the responsibilities of the performance framework management for an air navigation region will now be integrated and will rest with the planning and implementation regional group established for the region; and
- h) to the extent possible, the main traffic flows will be accommodated within homogeneous airspaces in order to minimize changes between different air navigation systems and different operational procedures during flight.

2.3 The **Appendix** to this working paper shows the proposed alignment and interfaces between the AFI Region and the EUR and MID Regions.

### **3. CONCLUSION**

3.1 The Task Force is invited to:

- a) Note of the information provided in this working paper;
- b) Analyze possible impact of the alignment of ANPs and SUPPs on its work; and
- c) Agree on the way forward for the development of an integrated regional telecommunication infrastructure for the Africa-Indian Ocean Region.

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## APPENDIX

### REGIONAL PERFORMANCE FRAMEWORK – ALIGNMENT OF AREAS OF APPLICABILITY OF AIR NAVIGATION PLANS (ANPs) AND REGIONAL SUPPLEMENTARY PROCEDURES (SUPPs)

#### PROPOSED ACTIONS

#### 1. INTRODUCTION

1.1 This appendix contains the results of the review conducted by ICAO and identifies the actions required to implement AN-Conf/12 Recommendation 6/11.

#### 2. AFI – EUR INTERFACE

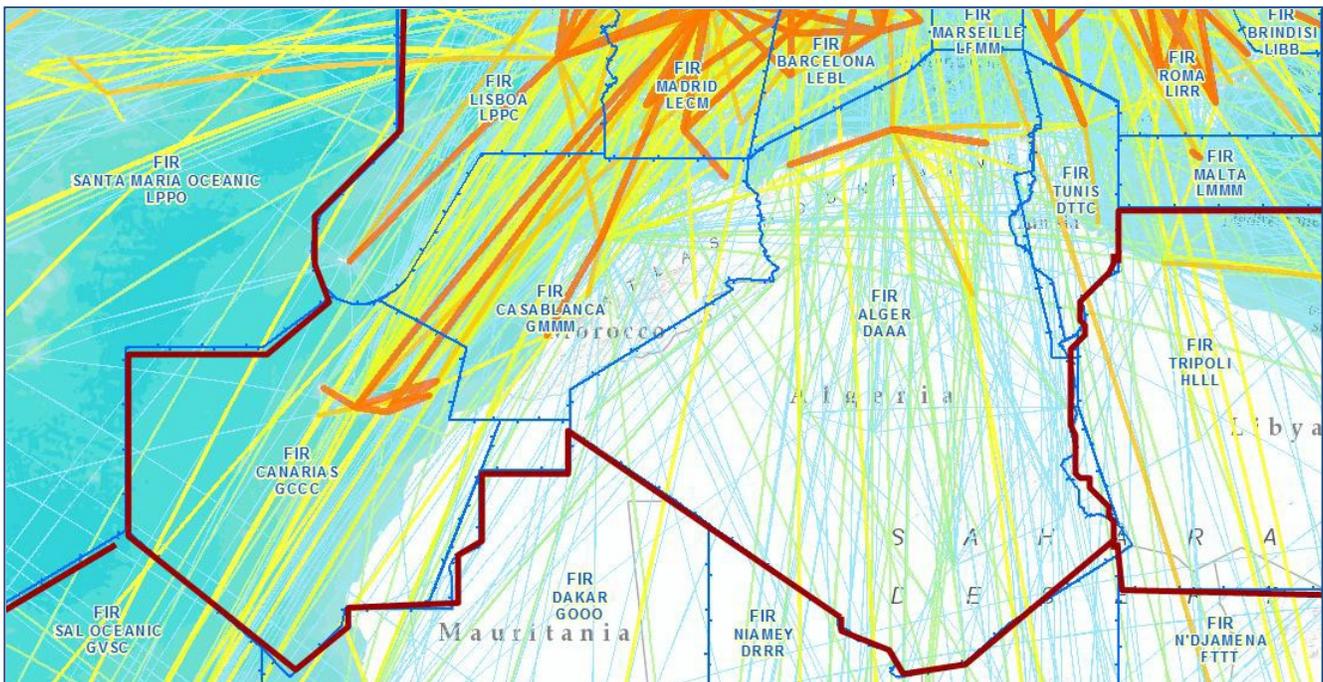


Figure A-1. Proposed AFI –  
EUR interface

2.1 Transfer from the AFI ANP to the EUR ANP of the current requirements for air navigation services and facilities in the following FIRs:

- a) FIR Alger (DAAA – Algeria);
- b) FIR Casablanca (GMMM – Morocco);
- c) FIR Tunis (DTCC – Tunisia); and d) FIR Canarias (GCCC – Spain).



3.2 Merge the requirements for air navigation services and facilities in the FIR Cairo (HECC – Egypt) into the MID ANP only since the requirements are currently split between the AFI ANP and the MID ANP.

3.3 The MID Office of ICAO in Cairo is accredited to Libya, Sudan and Egypt.

3.4 Establishment of a new MID section in ICAO Doc 7030 through:

3.4.1 Transfer from the AFI Section to the new MID Section of Doc 7030 of the regional supplementary procedures for Sana’a FIR (OYSC – Yemen), and Khartoum FIR (HSSS – Sudan).

3.4.2 Transfer from the MID/ASIA Section to the new MID Section of Doc 7030 of the regional supplementary procedures for the following FIRs:

- a) FIR Baghdad (ORBB – Iraq);
- b) FIR Bahrain (OBBB – Bahrain/Qatar);
- c) FIR Emirates (OMAE – United Arab Emirates);
- d) FIR Jeddah (OEJD – Saudi Arabia);
- e) FIR Kuwait (OKAC – Kuwait); and
- f) FIR Muscat (OOMM – Oman).

3.4.3 Transfer from the EUR Section to the new MID Section of Doc 7030 of the regional supplementary procedures for the following FIRs:

- a) FIR Amman (OJAC – Jordan);
- b) FIR Beirut (OLBA – Lebanon);
- c) FIR Cairo (HECC – Egypt);
- d) FIR Damascus (OSDI – Syria); and
- e) FIR Tripoli (HLLL – Libya).

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