INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)
THIRTEENTH MEETING
(Sal, Cape Verde, 25 – 29 June 2001)

Agenda Item 7:   **Interregional coordination**

   7.1   ALLPIRG/4 conclusions

RESULTS OF THE ALLPIRG/4 MEETING –
FOLLOW-UP ACTION TO BE TAKEN BY APIRG/13

(Presented by the Secretariat)

SUMMARY

This paper reports on the outcome of and follow-up action taken by the Council of ICAO on the fourth meeting of the ALLPIRG/Advisory Group. The meeting agreed to a number of conclusions which call for further follow-up actions by the AFI Regional Planning and Implementation Group (APIRG). These proposed actions, which are analyzed in Appendix B to this paper, are presented with a view to seeking confirmation from APIRG/13 that it will make appropriate contributions to these tasks.

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1.   **INTRODUCTION**

1.1   The fourth meeting of the ALLPIRG/Advisory Group (ALLPIRG/4) was held at ICAO Headquarters in Montreal from 6 to 8 February 2001 and was attended by 76 participants, including 23 observers. The report of the meeting is attached hereto. The meeting, while focussing its attention on interregional matters, developed sixteen conclusions enveloping a wide range of issues. These conclusions are reproduced at Appendix A to this paper.

1.2   The Council of ICAO, on 8 June 2001 during the sixth meeting of its 163rd Session, considered, taking into account the comments of the Air Navigation Commission, and approved the report of ALLPIRG/4. The Council, in confirming ICAO's role in the follow-up to conclusions, called upon all planning and implementation regional groups (PIRGs) to initiate follow-up action on specific conclusions, as detailed in Appendix B hereto.

(10 pages)

2.   **PROPOSED FOLLOW-UP TO THE CONCLUSIONS OF THE ALLPIRG/4 MEETING**

2.1   The scope of the follow-up action by planning and implementation regional groups (PIRGs) on the conclusions, in some cases, extends to States and other CNS/ATM partners. This distinction becomes clear when the required follow-up to ALLPIRG/4's conclusions are examined in Appendix B. In those cases, it is clearly desirable that follow-up action be coordinated.

2.2   It is considered that one of the first coordination efforts required by APIRG/13 will be to establish the sub-tasks associated with each follow-up action, and evaluate the resources required. APIRG/13 will then need to confirm its role in the follow-up, as well as its commitment to providing the necessary resources.

3.   **ACTION BY THE MEETING**

3.1   In light of the above, the meeting, on the basis of its analysis of the appendices, is invited to:

   a) confirm the follow-up role, as necessary, of APIRG; and

   b) provide guidance, if any.

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APPENDIX A

CONCLUSIONS DEVELOPED BY ALLPIRG/4

Conclusion 4/1 – A general framework and terms of reference for interregional coordination meetings

That the Council agree to adopt a general framework and terms of reference for interregional coordination meetings (IRCMs) as set out in Appendices A and B to the report on Agenda Item 2.

Conclusion 4/2 – Interregional meetings specifically dedicated to interface areas

That ICAO convene interregional meetings, as and when required, to address the specifically focussed interface problems and other issues of neighbouring States and/or neighbouring regions as a whole.

Conclusion 4/3 – Increased emphasis on addressing interregional issues and missing elements

That, with a view to facilitating interregional planning and the harmonization of air navigation systems, ICAO and the CNS/ATM partners put more emphasis on the addressing of interregional issues and the missing elements as outlined in Appendix C to the report on Agenda Item 2.

Conclusion 4/4 – Publication and maintenance of ANP/FASID documents

That:

a) ICAO ensure that sufficient resources and priorities are accorded to the publication of ANP/FASID documents; and

b) the ANP/FASID be kept up-to-date through regular amendments thereto.

Conclusion 4/5 – Consistency in aeronautical information

That, on the basis of work being done in the European Region, ICAO:

a) make every effort to increase the awareness of all States of the need to ensure the consistency of aeronautical information, including the development of additional guidance material, if necessary; and

b) draw States' attention to the importance of implementation of the new ICAO standard aeronautical information publication format.

Conclusion 4/6 – RVSM certification process

That ICAO develop a suitable standard for use by States in certification of aircraft for RVSM operation and provide appropriate guidance to support the global harmonization of RVSM approval processes.

Conclusion 4/7 – Adoption of a uniform format for the reporting of WGS-84 implementation

That the table available at Appendix D to the report on Agenda Item 2 be adopted as a uniform format for the reporting of WGS-84 implementation by PIRGs and States.

Conclusion 4/8 – Environmental benefits of CNS/ATM systems

That:

a) ICAO Regional Offices and PIRGs support ICAO/CAEP efforts to expand the methodology for the quantification of CNS/ATM environmental benefits to each region by collecting data, as necessary;

b) ICAO/CAEP continue its work on the expansion of the methodology for the assessment of the environmental benefits associated with the implementation of CNS/ATM systems to the various regions; and

c) ICAO proceeds with the revision of the methodology for inclusion in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750) at the earliest opportunity.

Conclusion 4/9 – Support for the ICAO position at WRC-2003

That regional planning groups and regional offices address matters concerning the allocation and protection of radio frequency spectrum, in coordination with national civil aviation authorities, ICAO Headquarters and regional telecommunication organizations.

Conclusion 4/10 – Reporting of shortcomings and deficiencies

That where a State, by virtue of Article 38, has notified ICAO of a difference to Standards and Recommended Practices governing the actual provision of facilities and services listed in an air navigation plan, the non-implementation of a facility or service, in the context of the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies, should not be reported as either a shortcoming or a deficiency when it has no negative impact on safety, regularity and/or efficiency.

Conclusion 4/11 – Single definition

That ICAO be invited to refine the following single definition of a shortcoming/deficiency with a view to its incorporation into the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies:

"A *deficiency* is a situation where a facility, service or a procedure is not provided in accordance with ICAO Standards and Recommended Practices which has a negative impact on the safety, regularity and/or efficiency of international civil aviation".

Conclusion 4/12 – EUROCONTROL planning and implementation methods

That, with a view to benefitting from EUROCONTROL's experience and expertise in the field of performance-driven planning and implementation methods, particularly with regard to the collaborative links that the agency maintained with its CNS/ATM partners, PIRGs:

a) study the approach to planning and implementation taken by EUROCONTROL, with a view to the possible application of its elements in their respective regions of responsibility; and

b) take steps to issue appropriate invitations for EUROCONTROL's attendance at PIRG meetings.

Conclusion 4/13 – Database developments

That ICAO:

a) post promptly all tabular material from all regional air navigation plans relating to facilities and services to an ICAO-controlled web site in a simple PDF format;

b) invite CNS/ATM partners to post their relevant planning material on the web site referred to in a) above;

c) provide appropriate free access to relevant ICAO Headquarters' Sections, Regional Offices, PIRGs and participating CNS/ATM partners;

d) maintain the currency of this database, *inter alia*, to take account of amendments made to hard copy ANPs;

e) with the assistance of PIRGs and interested CNS/ATM partners, refine and develop the database, as a matter of urgency, to provide access and functionality commensurate with its use as a planning tool and in line with ICAO sale of publications practices.

Conclusion 4/14 – Expansion of the Universal Safety Oversight Audit Programme

That the Universal Safety Oversight Audit Programme be expanded to include Annexes 11 and 14 and the necessary resources be made available.

Conclusion 4/15 – Remedial action

That, in following up the audits carried out in the context of the Universal Safety Oversight Audit Programme, the necessary remedial actions be taken as a matter of urgency.

Conclusion 4/16 – Databases for CNS/ATM systems planning activities

That ICAO set up a mechanism to collect and update the relevant data to be used by regions, sub-regions and States for their CNS/ATM systems planning activities.

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APPENDIX B

ALLPIRG/4 CONCLUSIONS REQUIRING ACTION BY PIRGS

Conclusion/Follow-up	Action by PIRG	Q3, 2001			Q4, 2001			Q1, 2002			Q2, 2002			Q3, 2002		
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
A general framework and terms of reference for interregional coordination meetings (Conclusion 4/1)																
The Council approves a general framework and terms of reference for interregional coordination meetings (IRCMs) as set out in Appendices A and B to the report on Agenda Item 2.	Adopt the general framework and terms of reference for IRCMs – one-time task															
Interregional meetings specifically dedicated to interface areas (Conclusion 4/2)																
ICAO will convene interregional meetings, as and when required, to address the specifically focussed interface problems and other issues of neighbouring States and/or neighbouring regions as a whole.	Convene interregional meetings – ongoing task															
Increased emphasis on addressing interregional issues and missing elements (Conclusion 4/3)																
With a view to facilitating interregional planning and the harmonization of air navigation systems, ICAO and the CNS/ATM partners to put more emphasis on the addressing of interregional issues and the missing elements as outlined in Appendix C to the report on Agenda Item 2.	Address relevant issues – ongoing task															
Publication and maintenance of ANP/FASID documents (Conclusion 4/4)																
ICAO to ensure that sufficient resources and priorities are accorded to the publication of ANP/FASID documents	Note that ICAO is progressing the task															
The ANP/FASID to be kept up-to-date through regular amendments thereto.	Note – ongoing task															
Consistency in aeronautical information (Conclusion 4/5)																
On the basis of work being done in the European Region, ICAO to make every effort to increase the awareness of all States of the need to ensure the consistency of aeronautical information, including the development of additional guidance material, if necessary	Note that ICAO is progressing the task															

Conclusion/Follow-up	Action by PIRG	Q3, 2001			Q4, 2001			Q1, 2002			Q2, 2002			Q3, 2002		
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
On the basis of work being done in the European Region, ICAO to draw States' attention to the importance of implementation of the new ICAO standard aeronautical information publication format.	Note that ICAO is addressing a State letter	▒														
RVSM certification process (Conclusion 4/6)																
ICAO to develop a suitable standard for use by States in certification of aircraft for RVSM operation and provide appropriate guidance to support the global harmonization of RVSM approval processes.	Note that ICAO is progressing the task															
Adoption of a uniform format for the reporting of WGS-84 implementation (Conclusion 4/7)																
The table available at Appendix D to the report on Agenda Item 2 to be adopted as a uniform format for the reporting of WGS-84 implementation by PIRGs and States.	Adopt the uniform format for reporting of WGS-84 implementation	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒
Environmental benefits of CNS/ATM systems (Conclusion 4/8)																
ICAO Regional Offices and PIRGs to support ICAO/CAEP efforts to expand the methodology for the quantification of CNS/ATM environmental benefits to each region by collecting data, as necessary;	Support the ICAO/CAEP efforts	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒
ICAO/CAEP to continue its work on the expansion of the methodology for the assessment of the environmental benefits associated with the implementation of CNS/ATM systems to the various regions	Note that ICAO is progressing the task	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒
ICAO to proceed with the revision of the methodology for inclusion in the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750) at the earliest opportunity	Note that ICAO is progressing the task	▒	▒	▒												
Support for the ICAO position at WRC-2003 (Conclusion 4/9)																
Regional planning groups and regional offices address matters concerning the allocation and protection of radio frequency spectrum, in coordination with national civil aviation authorities, ICAO Headquarters and regional telecommunication organizations	Address and support ICAO's position at WRC-2003	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒	▒

Conclusion/Follow-up	Action by PIRG	Q3, 2001			Q4, 2001			Q1, 2002			Q2, 2002			Q3, 2002		
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Reporting of shortcomings and deficiencies (Conclusion 4/10)																
That, where a State, by virtue of Article 38, has notified ICAO of a difference to Standards and Recommended Practices governing the actual provision of facilities and services listed in an air navigation plan, the non-implementation of a facility or service, in the context of the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies, should not be reported as either a shortcoming or a deficiency when it has no negative impact on safety, regularity and/or efficiency.	Note and implement in addressing shortcomings and deficiencies in air navigation services – ongoing task	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓	▓
Single definition (Conclusion 4/11)																
That ICAO be invited to refine the following single definition of a shortcoming/deficiency with a view to its incorporation into the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies: "A deficiency is a situation where a facility, service or a procedure is not provided in accordance with ICAO Standards and Recommended Practices which has a negative impact on the safety, regularity and/or efficiency of international civil aviation".	Note that further refinement of the definition is on hand by the ANC/Council	▓	▓	▓	▓	▓	▓									
EUROCONTROL planning and implementation methods (Conclusion 4/12)																
That, with a view to benefitting from EUROCONTROL's experience and expertise in the field of performance-driven planning and implementation methods, particularly with regard to the collaborative links that the agency maintained with its CNS/ATM partners, PIRGs:																
study the approach to planning and implementation taken by EUROCONTROL, with a view to the possible application of its elements in their respective regions of responsibility; and	Note															
take steps to issue appropriate invitations for EUROCONTROL's attendance at PIRG meetings.	Note															

Conclusion/Follow-up	Action by PIRG	Q3, 2001			Q4, 2001			Q1, 2002			Q2, 2002			Q3, 2002		
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Database developments (Conclusion 4/13)																
ICAO to post promptly all tabular material from all regional air navigation plans relating to facilities and services to an ICAO-controlled web site in a simple PDF format	Note that ICAO has already implemented this task for the AFI and MID Regions – ongoing task															
ICAO to invite CNS/ATM partners to post their relevant planning material on the web site referred to above	Note that ICAO is progressing the task															
ICAO to provide appropriate free access to relevant ICAO Headquarters' Sections, Regional Offices, PIRGs and participating CNS/ATM partners	Note															
ICAO to maintain the currency of this database, inter alia, to take account of amendments made to hard copy ANPs	Note – ongoing task															
ICAO, with the assistance of PIRGs and interested CNS/ATM partners, to refine and develop the database, as a matter of urgency, to provide access and functionality commensurate with its use as a planning tool and in line with ICAO sale of publications practices	Support ICAO in the implementation of this task															
Expansion of the Universal Safety Oversight Audit Programme (Conclusion 4/14)																
The Universal Safety Oversight Audit Programme to be expanded to include Annexes 11 and 14 and the necessary resources made available	Note that ICAO is progressing the task															
Remedial action (Conclusion 4/15)																
In following up the audits carried out in the context of the Universal Safety Oversight Audit Programme, the necessary remedial actions to be taken as a matter of urgency.	Invite States and regional offices to initiate remedial action as a follow-up to the audits															
Databases for CNS/ATM systems planning activities (Conclusion 4/16)																
ICAO to set up a mechanism to collect and update the relevant data to be used by regions, sub-regions and States for their CNS/ATM systems planning activities.	Note that ICAO is progressing the task															

– END –