International Civil Aviation Organization

Fifth Meeting of the Communications, Navigation and Surveillance Sub-Group (CNS/SG/5)
(Nairobi, Kenya, 16 - 19 September 2013)

Agenda Item 9: Outcome of the Twelfth Air Navigation Conference

ALIGNMENT OF THE AFI, EUR AND MID REGIONAL AIRNAVIGATION PLANS (ANPs) AND REGIONAL SUPPLEMENTARY PROCEDURES (SUPPs)

(Presented by the Secretariat)

SUMMARY

This paper presents outcome of the 12th Air Navigation Conference with regard to Recommendation 6/11 of the conference relating to alignment of Regional Air Navigation Plans (ANPs) and Regional Supplementary Procedures (SUPPs), as well as expected action by States in response to consequential Proposals for amendment (PfAs) circulated by ICAO Regional Offices.

Action by the meeting is at **paragraph 3.**

REFERENCES

AN-Conf/12 Report (Rec 6/11)

Doc 7030, Regional Supplementary Procedures
Doc 8144, Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct
Doc 7474, Air Navigation Plan — Africa-Indian Ocean Region
Doc 7754, Air Navigation Plan — European Region
Doc 9708, Air Navigation Plan — Middle East Region

This Working Paper is related to Strategic Objectives: **A and C**

1. INTRODUCTION AND BACKGROUND

1.1 Under the umbrella of the Global Air Navigation Plan (GANP, Doc 9750), the regional air navigation plans (ANPs) detail the facilities and services required for international air navigation within a specified geographical area, defined as an ICAO air navigation region. The geographical boundaries of the current ICAO air navigation regions are defined in Appendix I to the Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct (Doc 8144). On the advice of the Air Navigation Commission, proposed amendments to the basic component of the ANPs are submitted to the President of the ICAO Council, who is authorized to approve the amendment on behalf of the Council.

1.2 Similarly, under the umbrella of 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), the Regional Supplementary Procedures (Doc 7030) detail the operational procedures for air traffic management and aircraft operations for the areas of applicability, specified according to groups of flight information regions (FIRs) as depicted in Doc 7030. SUPPs have a status similar to that of PANS in that they are approved by the Council on the advice of the Air Navigation Commission, but only for the respective areas of applicability described, rather than globally.

1.3 The development and maintenance of ANPs and SUPPs is undertaken by the six planning and implementation regional groups (PIRGs), supported by ICAO's regional offices and the Air Navigation Bureau. In accordance with the PIRG terms of reference approved by Council, each PIRG is composed of the Contracting States providing air navigation services to international aviation within an air navigation region. All other Contracting States have the right to participate with observer status in the activities of a PIRG.

1.4 For historical reasons as outlined in Doc 8144, the areas of applicability of the ANPs and the SUPPs do not presently coincide. The groups of FIRs in which specific sets of SUPPs apply have been chosen in reference to ICAO region designators, but the areas of application do not necessarily coincide with the areas of applicability of the ANPs. In consequence of the non-alignment, the formal responsibility for the regional performance framework management is in some cases shared between two PIRGs, leading to unnecessary complexity and considerable duplication of work, time delays due to coordination requirements, inefficiency and potential disharmony in PIRG decisions.

1.5 Currently, the areas of applicability of the SUPPs do not coincide with those of the ANPs. For example, air navigation services information relating to Egypt can be found (duplicated) in both the AFI and MID ANPs, and while the MID Regional Office is accredited to Libya and Sudan, these States are in AFI ANP.

1.6 The Twelfth Air Navigation Conference (AN-Conf/12) in Montreal, 19 to 30 November 2012 considered positively and welcomed a proposal from Secretariat, to align the areas of applicability of the air navigation plans (ANPs) and the regional supplementary procedures (SUPPs) and the associated benefits to States, to PIRGs and to the ICAO Secretariat, in particular in support of the ASBU methodology. The Conference also noted that proposals for amendments of the appropriate documentation (ANPs and SUPPs) would be developed by ICAO Secretariat and circulated to States and international organizations in accordance with existing procedures, and comments by States and international organizations would be taken into account by the Council of ICAO when deciding on the amendments. In this regard, the Conference agreed on the following Recommendation:

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, Section 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;

d) there will be no change to the current requirements for services and facilities and or to the current supplementary procedures for a given airspace as listed in current 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. DISCUSSION

2.1 The EUR/NAT (Paris), ESAF (Nairobi) and MID (Cairo) Regional Office have collated all the relevant ANP information, developed and circulated PfAs relating Algeria (FIR Alger), Egypt (FIR Cairo), Libya (FIR Tripoli), Morocco (FIR Casablanca), Spain (Canarias FIR), Sudan and South Sudan (FIR Khartoum), and Tunisia (FIR Tunis). The effect of the amendment aligning the ANP and SUPPs areas as envisaged by the AN-Conf/12 is as follows:

Table 1. Current ANPs pertaining to AFI States affected by the alignment

FIR	Current ANP	ANP After Alignment
Alger	AFI	EUR
Casablanca	AFI	EUR
Canarias	AFI	EUR
Tunis	AFI	EUR
Cairo	AFI & MID	MID
Khartoum	AFI	MID
Tripoli	AFI	MID

Figure 1. Current areas of applicability of ANP and the responsible PIRGs

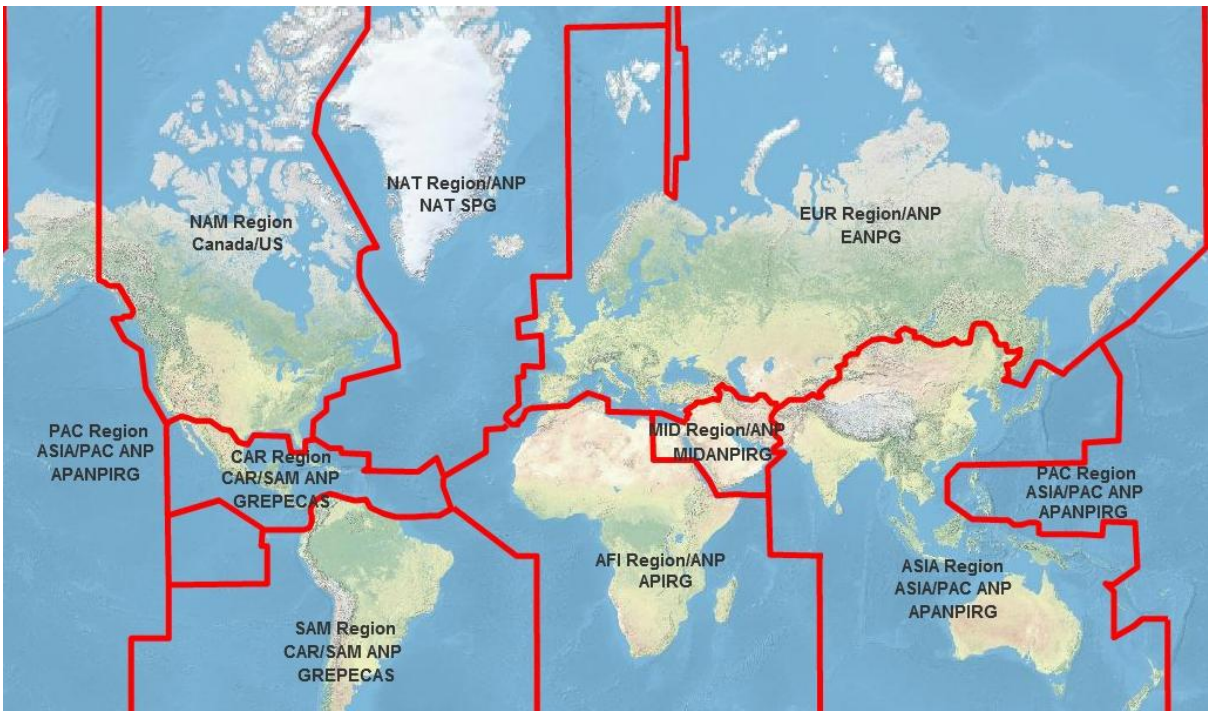


Figure 2. Current areas of applicability of SUPPs and the responsible PIRGs

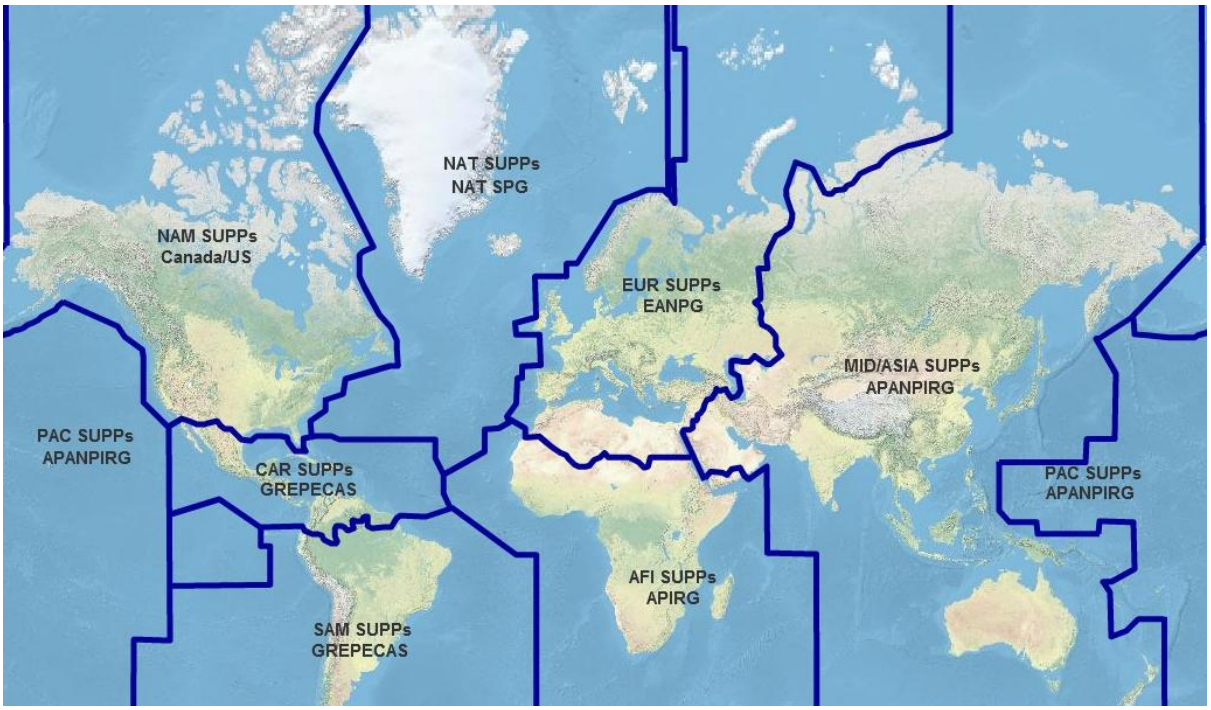
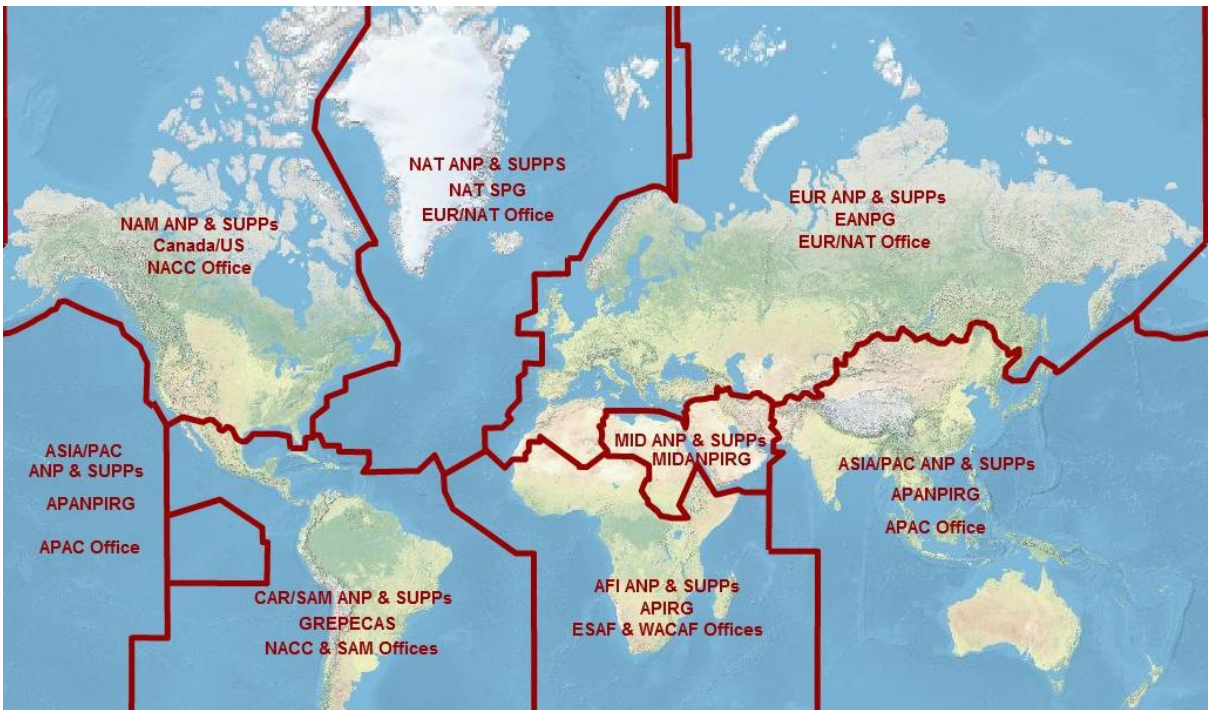


Figure 3. Proposed aligned areas of applicability of ANPs and SUPPs, responsible PIRGs and regional offices providing assistance



2.2 The meeting may wish to note that ICAO had planned that the PfAs relating to the alignment should be completed and circulated by August 2013, and that this has been accomplished. Accordingly, States and concerned international organizations that wish to comment will be expected to respond timely, as indicated in the PfAs related to the alignment of AFI, EUR and MID ANPs and SUPPs in order that the processing of the PfAs could take

such comments into consideration.

2.3 The meeting may also wish to note that, following the decision to be made by the Council of ICAO on the proposed amendments to the basic elements of the ANPs, the elements related to facilities and services implementation documents (FASIDs) will be aligned accordingly.

2.4 For example, as a result of the alignment of AFI, EUR and MID ANPs and associated SUPPs, and subsequent amendments to FASIDs, the following effect is anticipated in the rationalized Aeronautical Fixed Telecommunications Network:

Table 2. Current AFTN Main Centres pertaining to AFI States affected by the alignment

Terminal	Current ANP	ANP After Alignment
Alger	AFI	EUR
Casablanca	AFI	EUR
Tunis	AFI	EUR
Cairo	AFI & MID	MID

2.5 The meeting's attention is drawn on the fact that Khartoum FIR overlays two Contracting States, Sudan to which the MID Regional Office is accredited, and South Sudan to which the ESAF Regional Office is accredited. Therefore, that South Sudan being a member of APIRG, the meeting may wish to recommend an appropriate action to be taken in order to include the requirements for air navigation services and facilities related to South Sudan/Juba International Airport in the AFI ANP.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information provided in this working paper;

b) request States and international organizations concerned to support the proposal for alignment of the AFI, EUR and MID ANPs and associated SUPPs; and

c) request the Secretariat to initiate an amendment process as per established procedure to include the requirements for air navigation services and facilities concerning South Sudan/Juba International Airport in the AFI ANP and SUPPs.

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