



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI PLANNING AND IMPLEMENTATION GROUP  
EXTRAORDINARY MEETING (APIRG/EO)  
(Lusaka, Zambia, 10 to 11 July 2014)**

**Agenda Item 6: Any other business**

**INFORMATION ON THE REVISION OF THE  
REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**

*(Presented by the Secretariat)*

**EXECUTIVE SUMMARY**

This information paper presents the progress made by the Secretariat to implement the Recommendation 6/11 — Alignment of air navigation plans and regional supplementary procedures, formulated by the *Twelfth Air Navigation Conference (AN-Conf/12)* (October 2012), to align of the areas of applicability of the *Regional Supplementary Procedures (SUPPs)* (Doc 7030) with those of the Air Navigation Plan (ANP) regions in order to simplify the procedures for regional performance framework management for the Planning and Implementation Regional Groups (PIRGs) and also support more efficient planning and implementation of the aviation system block upgrades (ASBUs).

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| <b>References:</b>           | AN-Conf/12-WP/24<br>Doc 7030, <i>Regional Supplementary Procedures</i><br>Doc 8144, <i>Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct</i><br>Doc 10007, <i>Report of the Twelfth Air Navigation Conference (2012)</i> |
| <b>Strategic objectives:</b> | This working paper relates to the <i>Safety and Air Navigation Capacity and Efficiency</i> Strategic Objectives.   |

**1. INTRODUCTION**

1.1 The 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). Similarly, Doc 7030 details the operating procedures for the areas of applicability, specified according to groups of flight information regions (FIRs) shown in the chart of Doc 7030. The SUPPs have a similar status to that of the Procedures for Air Navigation Services (PANS) in that they are approved by the Council on the advice of the Air Navigation Commission (ANC).

1.2 During the AN-Conf/12, Rec. 6/11 (attached as Appendix A) based on the information submitted in AN-Conf/12-WP/24 (attached as Appendix B), agreed to align the areas of applicability of the ANPs and the SUPPs that did not coincide. In consequence of this non-alignment, the formal responsibility for the regional performance framework management was shared between PIRGs, resulting in unnecessary complexity and considerable duplication of work, time delays due to coordination requirements, inefficiency and potential disharmony in PIRG decisions.

1.3 The implementation process of Rec. 6/11 was initiated in April 2013 by ICAO Headquarters with the relevant Regional Offices and the alignment of the areas of applicability of the ANPs has been almost completed to date with the approval of several amendments to the ANPs.

1.4 The following table provides updated information related to the approval of amendments to ANPs mentioned in paragraph 1.3 above:

| <i>ANP Interface</i> | <i>FIR</i>                                | <i>Status</i>                   |
|----------------------|---|---------------------------------|
| AFI-EUR              | Canarias and Casablanca                   | Approved by the Council         |
|                      | Algeria and Tunisia                       | Pending approval by the Council |
| AFI-ASIA/PAC-EUR-MID | Tripoli and Khartoum                      | Approved by the Council         |
|                      | Cairo                                     | Approved by the Council         |
| ASIA/PAC-NAM         | Anchorage Artic and Anchorage Continental | Pending                         |
| EUR-NAT              | Bodo Oceanic                              | Approved by the Council         |
| ASIA/PAC-CAR/SAM     | Easter Island/Isla de Pascua              | Approved by the Council         |

## 2. DISCUSSION

2.1 On 2 May 2014, ICAO Headquarters declared a moratorium on proposals for amendments (PfAs) to Doc 7030 for six months (May-October 2014) to allow the revision of Doc 7030 by the Secretariat aligning the areas of applicability of the SUPPs with the areas of applicability of the ANPs. A revised Doc 7030 will be submitted to the ANC and the President of the Council for approval in the last quarter of 2014, that will include the changes recommended in Rec. 6/11 mentioned in paragraph 1.2 above. The details of the alignment's changes are indicated in the attached AN-Conf/12-WP/24.

2.2 The Secretariat at HQ in coordination with all regional offices implemented an action plan to revise/approve/publish Doc 7030 that is taking place from May 2014 to July 2015.

2.3 It is highlighted that this revision to Doc 7030 will create new areas of applicability of SUPPs as follows: **AFI, ASIA/PAC, CAR/SAM, EUR, MID, NAM, and NAT**; that will replace the current areas of applicability: AFI, CAR, EUR, MID/ASIA, NAM, NAT, PAC and SAM making coincident the areas of applicability of the SUPPs with the areas of applicability of the ANPs.

2.4 This implies that current CAR and SAM areas of applicability for SUPPs will be merged into only one area of applicability: **CAR/SAM**. The MID/ASIA area of applicability will be split into MID and ASIA areas of applicability and the latter will be then merged with the PAC area to become

**ASIA/PAC** area of applicability. The SUPPs procedures for each area of applicability are not changing except for editorial adjustments due to the transfer to other areas/new areas of applicability.

2.5 It is expected that after this revision to Doc 7030 is approved by the Council, a new edition of Doc 7030 will be published next year and the PIRGs will have the opportunity to review the SUPPs procedures applicable to their area of responsibility for any necessary further amendment.

3. **CONCLUSION**

3.1 The meeting is invited to take note of the information provided related to the revision of Doc 7030 as a result of AN-Conf/12, Rec. 6/11.

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