

THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 April 1999)

Agenda Item 1: Review of follow-up actions on the ALLPIRG/2 Report

REVIEW OF FOLLOW-UP ACTIONS ON THE ALLPIRG/2 REPORT

(Presented by the Secretariat)

1. INTRODUCTION

1.1 The second meeting of the ALLPIRG/Advisory Group (ALLPIRG/2) was held in Montreal, Canada from 16 to 18 February 1998. Its report was circulated to the members of ICAO's Air Navigation Commission (ANC) and Council on 11 March 1998 and to ALLPIRG membership on 18 March 1998.

2. ACTION BY THE ANC AND COUNCIL ON THE ALLPIRG/2 REPORT

2.1 The ANC reviewed the ALLPIRG/2 Report during the twelfth and thirteenth meetings of its 147th Session, held on 17 and 19 March 1998, respectively.

2.2 The Council of ICAO, during the first, fifth and nineteenth meetings of its 154th Session, held on 1 and 29 May and 23 June 1998, respectively, considered the report in light of comments from ANC, on the nature of, and follow-up to, the second meeting of the ALLPIRG/Advisory Group. It was noted that, ALLPIRG/2 Meeting had devoted considerable time in preparing for Worldwide CNS/ATM Systems Implementation Conference (Rio de Janeiro, 11 to 15 May 1998). As a result, the conclusions of ALLPIRG/2 Meeting were supportive and complementary to the recommendations adopted later by the Worldwide CNS/ATM Systems Implementation Conference. The Council in noting the report confirmed ICAO's role in the follow-up to conclusions.

3. FOLLOW-UP ACTIONS BY THE ICAO SECRETARIAT

3.1 The conclusions of ALLPIRG/2 called for certain actions not only by ICAO, but also by other CNS/ATM partners from the ALLPIRG membership. Consequently, ICAO has already initiated a number of follow-up measure, as can be seen from the appendix to this paper in conjunction with follow-up to the Worldwide CNS/ATM Systems Implementation Conference.

4. ACTION BY THE ALLPIRG

4.1 The ALLPIRG/3 Meeting is invited to note the follow-up actions taken by ICAO.

APPENDIX

FOLLOW-UP ACTIONS ON THE CONCLUSIONS
DEVELOPED BY THE ALLPIRG/2 MEETING

ALLPIRG/2 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 2/1 – Global Plan Executive Summary</p> <p>That:</p> <p>a) the Secretariat develop a high level Global Plan Executive Summary, focussing on crucial planning and implementation issues, including safety, which would serve the purpose of gaining the political commitment necessary for implementation of CNS/ATM systems; and</p> <p>b) the Executive Summary be completed in time for the CNS/ATM World-wide Implementation Conference.</p>	Structuring a high level Executive Summary	Completed and presented to the Rio Conference	Being distributed to States
<p>Conclusion 2/2 – Identification of homogeneous ATM areas and major international traffic flows at the global and regional levels</p> <p>That ICAO's regional planning groups identify homogeneous ATM areas and major international traffic flows at the global and regional levels, with the support of CNS/ATM implementation partners, to ensure the co-ordinated implementation of CNS/ATM systems resulting in a seamless environment for airspace users.</p>	Coordination with PIRGs	All regional planning groups have identified homogeneous ATM areas and major international traffic flows	Ongoing task
<p>Conclusion 2/3 – Planning and implementation of CNS/ATM systems by States</p> <p>That States, at the global and regional levels, adopt planning and implementation of CNS/ATM systems on the basis of homogeneous ATM areas and major international traffic flows.</p>	Coordination with States in adopting the planning methodology	Initial coordination completed (State letter)	Ongoing task
<p>Conclusion 2/4 – Planning and implementation of CNS/ATM systems by service providers and airspace users</p> <p>That service providers and airspace users, at the global and regional levels, participate in planning and implementation of CNS/ATM systems on the basis of homogeneous ATM areas and major international traffic flows.</p>	Coordination with service providers and airspace users in adopting the planning methodology	Initial coordination completed (letter to CNS/ATM partners)	Ongoing task

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<p>Conclusion 2/5 – Need for political commitment for implementation of CNS/ATM systems</p> <p>That ICAO, in coordination with States, regional and subregional organizations make arrangements to generate the necessary political will at the highest level possible needed to sustain the implementation of CNS/ATM systems.</p>	Co-ordination with States, regional and subregional organizations	Initial coordination completed (State letter)	Ongoing task
<p>Conclusion 2/6 – Establishment and management of CNS/ATM systems</p> <p>That States and groups of States:</p> <p>a) consider the various institutional arrangements, covering regulatory aspects and service provisions, that are available for the establishment and management of CNS/ATM systems at the national, regional and global levels;</p> <p>b) adopt a co-operative, multinational approach in order to ensure seamlessness and interoperable systems at the regional and global levels; and</p> <p>c) avoid proliferation of system elements in order to reduce costs, enhance safety and increase operational efficiency.</p>	Coordination with States	Brought to the attention of States through a State letter, seminars, meetings and workshops	Ongoing task
<p>Conclusion 2/7 – Regular updates to show the regional picture of WGS 84 implementation</p> <p>That ICAO Regional Offices present to each meeting of the PIRG concerned the regional situations, State by State, of implementation of WGS-84 and the reasons for non-implementation. Each PIRG should assess the implications on the CNS/ATM regional plan and possible solutions for improvement.</p>	Regular updates on WGS 84 implementation for each PIRG meeting	Regular updates are being provided to PIRGs, ALLPIRG and the ANC	Ongoing task
<p>Conclusion 2/8 – Further assistance to States for WGS 84 implementation</p> <p>That ICAO provide more assistance to States in the form of WGS 84 seminars, workshops and SIPs on the basis of the results of regular updates resulting from Conclusion 2/7 above. In doing so ICAO should seek assistance from States, international/regional organizations and other CNS/ATM systems implementation partners as appropriate.</p>	Assistance to States	Assistance was provided in 1998 to States of the AFI, CAR/SAM and Eastern European Regions	Ongoing task

ALLPIRG/2 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 2/9 – More business-like planning</p> <p>That the ICAO regional planning process include:</p> <ul style="list-style-type: none"> a) greater emphasis on sharing/co-operative arrangements at the planning level, particularly with regard to those areas that involve more than one ICAO planning region; b) the development of a standardized approach to planning for these areas; and c) increased interaction between planning partners including groups of States within the region to avoid duplication of work. 	Adoption of business-like planning by PIRGs	<p>PIRGs being encouraged.</p> <p>A pilot project for the CAR/SAM Region is in progress.</p>	Ongoing task
<p>Conclusion 2/10 – Expanded role for PIRGS</p> <p>That, using a system approach, the role of PIRGs be expanded to include:</p> <ul style="list-style-type: none"> a) intensified efforts to assist with implementation; b) the preparation of cost/benefit analyses for implementation options; and c) the development of comprehensive business cases for “competing” implementation options for homogeneous ATM areas and major international traffic flows; <p>and, to that end, ICAO, with the support of providers and users of the system:</p> <ul style="list-style-type: none"> d) would give PIRGs greater access to economics and financial expertise; e) facilitate contacts between PIRGs and financial institutions; and f) make available guidance material for cost/benefit analysis and business case development. 	<p>To expand the role of PIRGs</p> <p>Additional support to PIRGs for the development of business cases/guidance for cost/benefit analyses</p>	<p>PIRGs being encouraged</p> <p>Included in programme of implementation actions on Rio Conference; proposals to be considered by ALLPIRG/3 (see ALLPIRG/3–WP/7)</p>	<p>Ongoing task</p> <p>Council to act on the ALLPIRG/3 Report during its 157th Session</p>
<p>Conclusion 2/11 – Business cases to facilitate financing</p> <p>That the Rio Conference is availed of to persuade financial institutions, on submission of the business cases developed for implementation of CNS/ATM systems for homogeneous ATM areas and/or traffic flows, to consider favourably financing the transition (loans/debt financing) in the States requesting it.</p>	Persuade financial institutions to finance the transition to CNS/ATM systems	Included in programme of implementation actions on the Rio Conference	Ongoing task

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<p>Conclusion 2/12 – More business-like assistance with implementation</p> <p>That the ICAO regional planning process provide:</p> <ul style="list-style-type: none"> a) greater emphasis on sharing/co-operative arrangements at the financing and implementation levels; b) for the development of a standardized approach to the development of business cases in support of sets of planned facilities and services; and c) for participation of financial institutions as CNS/ATM partners when required. 	<ul style="list-style-type: none"> a) Standardized approach to the development of business cases b) Facilitate financial institutions' participation in PIRG meetings 	<p>Included in programme of implementation actions on Rio Conference; proposals to be considered by ALLPIRG/3 (see ALLPIRG/3-WP/7)</p> <p>ALLPIRG/3 meeting will consider draft TOR</p>	<p>Council to act on the ALLPIRG/3 Report during its 157th Session</p> <p>The Council (C 157) will be presented with revised TOR for approval</p>
<p>Conclusion 2/13 – Core co-ordinating team on CNS/ATM</p> <p>That ICAO:</p> <ul style="list-style-type: none"> a) create a core co-ordinating team on CNS/ATM by appropriately enhancing the existing Secretariat team devoted to preparations for the forthcoming worldwide conference on CNS/ATM; and b) entrust this team with the tasks of co-ordinating and assisting PIRGs during and after the implementation of the changes to their role and scope as envisaged above, as well as providing general support of the ALLPIRG group and its terms of reference. <p>Para. 5.2 of the report) ICAO to enhance the role and responsibilities of this core co-ordinating team by extending the membership to CNS/ATM systems implementation partners.</p>	<ul style="list-style-type: none"> a) Creation of core co-ordinating team b) Assignment of task to the core co-ordinating team c) Extending the membership of the core co-ordinating team to the CNS/ATM implementation partners 	<p>Council encouraged multidisciplinary approach</p> <p>Mixed reaction to the questionnaire on the merits of creating a core coordinating team</p> <p>Instead, the coordination function is in place at the regional level, with further plans for coordination at HQ</p> <p>Rio Conference endorsed regional and subregional approach</p>	<p>General support for coordination function with regional emphasis</p> <p>HQ resources available as required</p> <p>Ongoing task</p>

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<p>Conclusion 2/14 – Pilot project</p> <p>That ICAO develop a 1998 special implementation project (SIP) that would comprise implementation, on a trial basis and in the context of the work of the GREPECAS group in the CAR/SAM Regions, of all the enhancements to the role and scope of PIRGs envisaged above.</p>	Establish a SIP in the form of a pilot project for the CAR/SAM Region	SIP in progress	A summary report of the SIP will be available for the meeting
<p>Conclusion 2/15 – Uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies</p> <p>That the methodology in Appendix C is endorsed by ALLPIRG, noting that serious cases of shortcomings and deficiencies will be brought to the attention of the ICAO Air Navigation Commission in the most expeditious manner.</p>	Brief for ANC on serious cases of shortcomings and deficiencies	<p>Uniform methodology has been approved by the ICAO Council on 23 June 1998 (C 154/19)</p> <p>ANC is being presented with reports on shortcomings & deficiencies as part of PIRG reports</p>	Ongoing task

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<p>Conclusion 2/16 – Assistance by PIRGs for the preparation of basic ANP and FASID documents</p> <p>That PIRGs which have not already done so establish, as a matter of high priority, a FASID task force to assist regional offices in the preparation of the basic ANP and FASID documents. These documents should contain the conventional planning and implementation regional material as well as material related to the new ICAO CNS/ATM systems.</p>	<p>Establishment of FASID task force by PIRGs and preparation of basic ANP and FASID</p>	<p>All PIRGs have established the task force</p> <ul style="list-style-type: none"> - APANPIRG and MIDANPIRG have developed draft documents through task force and the assistance of Secretariat - CAR/SAM is expected to be complete before RAN Meeting (10/99) - EANPG scheduled to develop by December 1999 	<p>Ongoing</p>
<p>Conclusion 2/17 – Priority by ICAO to maintain basic ANP and FASID documents</p> <p>That ICAO should give higher priority to the timely development, printing and dissemination of regional basic ANP and FASID documents since they are important planning tools for States and PIRGs.</p>	<p>Printing and dissemination of regional basic ANP and FASID documents</p>	<p>No final ANP and FASID have yet been printed or disseminated</p>	<p>Once the PIRGs' task forces complete the work on the separation of the ANP and FASID, priorities will be established</p>

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<p>Conclusion 2/18 – Creation and maintenance of an air navigation planning database</p> <p>That:</p> <ul style="list-style-type: none"> a) the “strawman” CNS/ATM database exercise envisaged by ALLPIRG/1 (Conclusion 1/13) should be incorporated into a more general exercise of an air navigation planning database to be developed from the information contained in the regional air navigation plans (including implementation dates) and linked to users’ and manufacturers’ selected databases; b) this ANP database be used to support ICAO work in the areas of: <ul style="list-style-type: none"> i) development of new regional ANPs; ii) integration of regional CNS/ATM plans into the new ANPs; iii) CNS/ATM planning and implementation; iv) elimination of air navigation shortcomings and deficiencies; v) planning homogeneous ATM areas; and vi) the development of business cases in the context of the work of PIRGs. c) the ANP database should be linked to: <ul style="list-style-type: none"> i) internal and external air traffic forecast and timetable databases; ii) the Volume II of the ICAO Global Plan; iii) national plans to the extent possible; and iv) databases of regional organizations. 	<p>Creation and maintenance of air navigation planning database</p>	<p>In progress</p> <p>Several ICAO offices/sections are collaborating on this task by pooling the resources of their automation experts.</p> <p>Priority is being given to b) in light of the priority items it contains</p>	<p>Ongoing task</p> <ul style="list-style-type: none"> a) 4Q 2000 b) 1Q 2000 c) 4Q 2000

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<p>Conclusion 2/19 – Year 2000 date change problem</p> <p>That:</p> <p>a) ICAO, IATA and States, while looking into the assistance required, to assess, to the extent possible, the potential impact of the year 2000 problem on international aviation;</p> <p>b) ICAO, States, service providers and users as a matter of urgency, to develop contingency plans to mitigate potential year 2000 problems to aviation systems;</p> <p>c) ICAO collect from States, data relating to the year 2000 problem and disseminate the information emphasizing the role and responsibilities of States, certification authorities and provide assistance as may be necessary; and</p> <p>d) the year 2000 problem be included in the work programmes of planning and implementation regional groups (PIRG) and that work on the subject be commenced urgently in order to provide assistance to States.</p>	<p>a) To assess the potential impact of the Y2K problem</p> <p>b) To develop contingency plans</p> <p>c) Data collection by ICAO</p> <p>d) Year 2000 problem to be included as part of PIRGs' work programmes</p>	<p>a) In progress</p> <p>b) In progress</p> <p>c) In progress</p> <p>d) All PIRGs have included Y2K in their work programmes</p>	<p>a) Critical assessment report to be finalized by August 1999</p> <p>b) As soon as possible but not later than 1 Dec. '99</p> <p>c) States to publish appropriate aeronautical information by 1 July '99; assistance to be provided to selected States by the "tiger team"</p> <p>d) Y2K Task Force has been established in each PIRG</p>

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<p>Conclusion 2/20 – Support for the ICAO position at future ITU Conferences</p> <p>a) regional planning groups should address matters concerning the protection of radio frequency spectrum directly in co-ordination with national CAAs and ICAO Headquarters with States and regional telecommunication organizations;</p> <p>b) the ICAO Assembly should emphasize the need for an adequate mechanism to ensure protection of the aeronautical radio frequency spectrum;</p> <p>c) the Secretary General should consider addressing future ITU WRCs;</p> <p>d) the States should be informed at the Worldwide CNS/ATM Systems Implementation Conference (Rio de Janeiro, 11 to 15 May 1998) on the importance of securing adequate radio frequency allocations for CNS/ATM system implementation;</p> <p>e) regional meetings with director generals of civil aviation should review the progress of States' preparations for ITU WRC's on a regular basis;</p> <p style="text-align: right;">(Continued overleaf)</p>	<p>a) To address matters concerning protection of radio frequencies</p> <p>b) Development of a mechanism to ensure protection of the aeronautical radio frequency spectrum</p> <p>c) Addressing future ITU WRCs by SG</p> <p>d) Address the issue at the Rio Conference</p> <p>e) Review of States' preparations for ITU WRCs at DGCA regional meetings</p>	<p>a) The ICAO position has been presented at a number of meetings</p> <p>b) The 32nd Session of the ICAO Assembly adopted Resolution A32-13 supporting the ICAO policy</p> <p>c) A statement by the Secretary General of ICAO has been delivered to the ITU Plenipotentiary conference</p> <p>d) Rio Conference was informed to secure the support</p> <p>e) In progress</p>	<p>a) Ongoing</p> <p>b) States and international organizations have been invited to implement Resolution A32-13</p> <p>c) A statement by ICAO's Secretary General to WRC-2000 is also planned</p> <p>d) Task completed</p> <p>e) ALLPIRG/3 is invited to reaffirm the urgency of the task (ALLPIRG/3-WP/11)</p>

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Conclusion 2/20 – Support for the ICAO position at future ITU Conferences (continued) f) participation of aeronautical experts in national delegations to ITU conferences need to be increased; and g) co-ordination between ICAO and IMO should be intensified.	f) Participation of aeronautical experts in national delegations to ITU Conferences	f) States are being urged to have aeronautical experts participate in national delegations at ITU conferences	f) ALLPIRG/3 is invited to reaffirm the urgency of the task (ALLPIRG/3-WP/11)
	g) Enhance coordination with IMO and other interested international organizations	g) coordination between ICAO and IMO has been intensified	g) ALLPIRG/3 is invited to reaffirm the urgency of the task (ALLPIRG/3-WP/11)
Para 2.1.7 of the ALLPIRG/2 Report: Information concerning the environmental benefits associated with implementation of CNS/ATM systems should be included in the Global Plan at the earliest opportunity.	Coordination with the activities of ICAO/CAEP	In progress	CAEP/5 (Jan. 2000)
Para. 5.1 of the ALLPIRG/2 report: ICAO to organize a coordination meeting of Chairmen of all the CNS/ATM IC subgroups during the ALLPIRG meetings.	Coordination meeting of all the CNS/ATM IC sub-groups during ALLPIRG meetings	There are mixed opinions on the merits of holding such a coordination meeting	ALLPIRG/3 will discuss the format of the proposed coordination meeting under Agenda Item 2