

FOURTH MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 February 2001)

Agenda Item 1: Review of follow-up actions on the ALLPIRG/3 Report

REVIEW OF FOLLOW-UP ACTIONS ON THE ALLPIRG/3 REPORT

(Presented by the Secretariat)

1. INTRODUCTION

1.1 The third meeting of the ALLPIRG/Advisory Group (ALLPIRG/3) was held in Montreal, Canada from 6 to 8 April 1999. Its report was circulated to the ALLPIRG membership and the members of ICAO's Air Navigation Commission (ANC) and Council on 20 April 1999.

2. ACTION BY THE ANC AND COUNCIL ON THE ALLPIRG/3 REPORT

2.1 The ANC reviewed the ALLPIRG/3 Report during the fourth and fifth meetings of its 151st Session, held on 6 and 25 May 1999, respectively.

2.2 The Council of ICAO, on 11 June 1999, during the sixth meeting of its 157th Session, considered the report in light of comments from the ANC on the nature of, and follow-up to, the third meeting of the ALLPIRG/Advisory Group. It was noted that the ALLPIRG/3 Meeting, while focussing its attention on interregional matters, developed fourteen conclusions enveloping a wide range of issues. 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/3 called for certain actions not only by ICAO, but also by other CNS/ATM partners from the ALLPIRG membership. Consequently, ICAO had already initiated a number of follow-up measures, as can be seen from the appendix to this paper; in many cases, action has been completed.

4. ACTION BY THE ALLPIRG

4.1 The ALLPIRG/4 Meeting is invited to note the follow-up actions taken by ICAO.

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APPENDIX

FOLLOW-UP ACTIONS ON THE CONCLUSIONS
DEVELOPED BY THE ALLPIRG/3 MEETING

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
Conclusion 3/1 – Framework for CNS/ATM planning That: <ul style="list-style-type: none"> a) the <i>Global Air Navigation Plan for CNS/ATM Systems</i> constitutes the basis for CNS/ATM planning; b) PIRGs and regional offices will be consulted during updates of the <i>Global Air Navigation Plan for CNS/ATM Systems</i>, particularly with regard to regional elements; c) ALLPIRG will reconcile any divergent proposals in respect of b) above in an expeditious manner; d) Regional Affairs Office will constitute the point of contact at ICAO Headquarters to support and coordinate interregional e) regional offices should be provided with the additional resources necessary for them to carry out their full roles in CNS/A 	Note Consult PIRGs and regional offices during the updates divergent Secretary General to make arrangements Secretary General to ensure resources are sufficient	— Coordination completed for Amendment No. 1 Part of ALLPIRG/4 Agreed Agreed	Noted Ongoing task Ongoing task
– Review of the Supplementary (Doc 7030) That ICAO develop an adequate format and subdivision of Doc 7030 conducive to CNS/ATM in accordance with the concept of homogeneous Areas and major international traffic	Develop, in coordination with regional offices, an adequate format and subdivision	Action in hand	June 2001

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 3/3 – Identification of matters needing action by ALLPIRG</p> <p>That PIRGs:</p> <p>a) undertake additional work items identified by Council as part of the follow-up to the World-wide CNS/ATM Systems Implementation Conference, such as those shown in Table 3-1 of the ALLPIRG/3 Report;</p> <p>b) organize and conduct their work in such a way that all such matters needing action by ALLPIRG (including those shown in Table 3-1) be identified, documented and communicated in the most expeditious manner; and</p> <p>c) take advantage of the ALLPIRG forum to resolve problems they have identified.</p>	<p>Undertake tasks as specified for action by the Council</p> <p>Identify, document and communicate any interregional issues</p> <p>Harmonize any interregional issues</p>	<p>PIRGs have included the tasks in their respective work programmes</p> <p>Included as part of PIRGs' work programmes</p> <p>Part of ALLPIRG/4 agenda</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
<p>Conclusion 3/4 – Regular review of the uniform methodology</p> <p>That the ICAO PIRGs keep the uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies under regular review and propose modifications thereto if needed in the light of experience gained.</p>	<p>Review the uniform methodology regularly and identify any modifications required</p>	<p>In response to a State filing a difference regarding the implementation of WGS-84, the methodology has been further clarified</p>	<p>ALLPIRG/4 will be presented with clarifications to the uniform methodology</p>

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<p>Conclusion 3/5 – Need for complete use of the uniform methodology</p> <p>That States and international organizations be urged to apply the uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies completely and effectively so that the objectives of the methodology are fully achieved.</p>	Bring the intent of this conclusion to the attention of States and international organizations through a State letter/PIRG meetings	The attention of States was drawn to the conclusion through letter M 7/1 – 99/78, dated 9 July 1999	Completed
<p>Conclusion 3/6 – Shortcomings and deficiencies affecting neighbouring region(s)</p> <p>That air navigation shortcomings and deficiencies which affect neighbouring region(s) should receive urgent attention by the ICAO Regional Office(s) concerned similar to serious cases mentioned in paragraph 6.2 of the uniform methodology.</p>	ICAO Regional Offices, in coordination with PIRGs, to review and take action on shortcomings and deficiencies that affect interface areas between regions — ongoing task	Identification of shortcomings and deficiencies is part of the work programme of each PIRG	Ongoing task

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<p>Conclusion 3/7 – Addition to terms of reference of PIRGs</p> <p>That the Council agree to the explicit inclusion of economic matters in the terms of reference of PIRGs by the introduction of text along the following lines (to be adapted for each PIRG to fit in with its current terms of reference at appropriate place or places):</p> <p>“In facilitating implementation of facilities and services identified in the regional air navigation plan and with due regard to the primacy of safety, the [PIRG concerned] should take into account the costs and benefits of implementation options and the need to facilitate financing of preferred options With regard to multinational facilities and cooperative activities the [PIRG concerned] may wish to use an appropriate mechanism to prepare cost/benefit analyses and business cases, and to provide related guidance material in support of “prototype” sets of planned facilities and services At its discretion, the [PIRG concerned] may invite financial institutions, as required on a consultative basis and at a time it considers appropriate in the planning process, to participate in this work.”</p>	<p>Revise the terms of reference of PIRGs to explicitly include economic matters</p>	<p>The PIRGs revised their respective work programmes/ terms of reference to include economic matters</p>	<p>Completed</p>

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 3/8 – States assist other States for implementation of WGS-84</p> <p>That ICAO and those States in a position to do so be urged to provide assistance to other States which need assistance in the implementation of WGS-84.</p>	<p>ICAO to provide assistance to States through TC projects and SIPs</p>	<p>1) During the year 2000, a SIP was implemented for Eastern European States for the transition to WGS-84</p> <p>2) During the year 2001, technical assistance is planned to be provided to the States of the CAR/SAM Regions as part of a TC Project</p>	<p>Ongoing task</p>
<p>Conclusion 3/9 – Advice to States on technical difficulties in implementation of WGS-84</p> <p>That ICAO Regional Offices obtain information from States which have not implemented WGS-84 as to what technical difficulties they are facing and provide advice to those States as a matter of priority.</p>	<p>ICAO Regional Offices to ascertain from States any difficulties with implementation of WGS-84 and provide advice</p>	<p>ICAO Regional Offices coordinated and provided assistance to States to resolve the difficulties in implementation of WGS-84</p>	<p>Ongoing</p>

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 3/10 – Increasing emphasis on interregional and subregional planning for CNS/ATM</p> <p>That, with a view to increasing emphasis on interregional and subregional planning for CNS/ATM, ICAO:</p> <p>a) develop methodologies for subregional and interregional planning of CNS/ATM systems as guidance material for PIRGs;</p> <p>b) in completing a) above, account be taken of the work carried out in the CAR/SAM Regions as a result of the special CNS/ATM implementation project, as well as of existing regional activities with regard to the implementation of CNS/ATM systems; and</p> <p>c) encourage and strengthen lateral interregional coordination at the level of Secretaries of PIRGs.</p>	<p>Develop a framework for interregional planning</p> <p>Note</p> <p>Increased communication and contacts between ICAORDs</p>	<p>Draft guidance completed and presented to the first interregional coordination meeting</p> <p>—</p> <p>First interregional (Asia/Europe/Middle East) coordination meeting held in Bangkok (11 to 13 Oct. 2000)</p>	<p>April 2001</p> <p>Noted</p> <p>Ongoing task</p>
<p>Conclusion 3/11 – Support of Y2K efforts</p> <p>That ICAO Regional Offices and PIRGs:</p> <p>a) support global contingency planning efforts and, noting the very short time in hand, make concerted efforts to take full advantage of the common experience in developing contingency plans by sharing information;</p> <p>b) work to ensure that States issue appropriate aeronautical information by 1 July 1999;</p>	<p>PIRGs to develop regional contingency plans</p> <p>Address a State letter to this effect</p>	<p>—</p> <p>—</p>	<p>Completed</p> <p>Completed</p>
<p>c) support the ICAO/IATA Action Programme;</p>	<p>Support the ICAO/IATA Action Programme</p>	<p>—</p>	<p>Completed</p>

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
d) urge States to publish contingency planning measures not later than 12 August 1999; and	Address a State letter to this effect	—	Completed
e) use the in-flight broadcast procedure (IFBP) and the traffic information broadcast by aircraft (TIBA) for temporary activation as part of the contingency planning process in areas of low traffic density.	Address a State letter to this effect	—	Completed
Conclusion 3/12 – Y2K follow-up activities			
That the Secretary General:			
a) issue a State letter advising States not to use the 9 September 1999 and 30 December 1999 AIRAC dates;	Address a State letter	The attention of States was drawn to the conclusion through State letter dated 14 May 1999	Completed
b) develop and circulate an appropriate standard format for States to use for the publication by 1 July 1999 of appropriate aeronautical information on their Y2K compliance in accordance with Assembly Resolution A32-10; and	Develop and circulate a standard format of AIC to States	The Standard format of AIC was sent to States under cover of State letter AN 13/46 – 99/62, dated 14 May 1999	Completed
c) further investigate the capability of the AFTN to support operations during the Y2K transition period and other critical dates.	Investigate the capability of AFTN operations during the Y2K transition period and inform States	The task has been completed by the regional offices	Completed

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
<p>Conclusion 3/13 – Support for the ICAO position at WRC-2000</p> <p>That:</p> <p>a) the utmost importance of securing in a coordinated manner the protection of aeronautical radiofrequency spectrum should be recognized, particularly with regard to the International Telecommunication Union (ITU) World Radiocommunication Conference (2000) (WRC-2000);</p> <p>b) the need of securing adequate radio frequency spectrum allocations to guarantee the safety of air navigation should be brought to the attention of States at the highest level;</p> <p>c) the progress in the implementation of ALLPIRG/2 Conclusion 2/20, a), b), c), d) and g) should be noted;</p> <p>d) the continuing urgency of ALLPIRG/2 Conclusion 2/20, a), e), f) and g) should be reaffirmed; and</p> <p>e) the information material provided to the meeting with regard to the ICAO position for the ITU WRC-2000 and ICAO Assembly Resolution A32-13 should be used to promote consideration of the proposed ICAO position for incorporation into national proposals to WRC-2000.</p>	<p>Promote the intent of this conclusion</p> <p>Letter from the President of the Council to States/Ministers of Transport</p> <p>Note</p> <p>Note</p> <p>Send approved ICAO position to States and relevant international organizations, including ITU</p>	<p>—</p> <p>—</p> <p>—</p> <p>—</p> <p>—</p>	<p>Completed</p> <p>Completed</p> <p>Noted</p> <p>Noted</p> <p>Completed</p>
<p>Conclusion 3/14 – Cooperation with ICAO/CAEP work</p> <p>That ICAO/CAEP expedite its work on the development of a preliminary methodology for the assessment of the environmental benefits associated with the implementation of CNS/ATM systems to be applied by PIRGs in the earliest opportunity in the analysis of the business cases, while waiting for the final methodology to be incorporated as part of a new chapter in Volume I of the <i>Global Air Navigation Plan for CNS/ATM Systems</i>.</p>	<p>Develop a methodology for the assessment of environmental benefits and incorporate it into the Global Plan</p>	<p>Presented to the CAEP/5 Meeting (Montreal, 8 – 17 Jan. 2001)</p>	<p>Mid-2001</p>

ALLPIRG/3 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/ REMARKS
Paragraph 7.1 c) of the ALLPIRG/3 Report: the PIRGs will be informed of the final outcome of the analysis and, if necessary, the <i>Global Air Navigation Plan for CNS/ATM Systems</i> will be amended accordingly to reflect the position	i) Inform PIRGs of the final outcome of the analysis of the use of GNSS as a sole means of navigation	All the PIRGs were informed	Completed
	ii) If necessary, amend the <i>Global Air Navigation Plan for CNS/ATM Systems</i> accordingly	Action in hand	June 2001

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