

COUNCIL ! 163RD SESSION

Subject No. 45: Policy and Programme of ICAO for Provision of Air Navigation Facilities and Services

REPORT ON THE OUTCOME OF, AND FOLLOW-UP TO, THE FOURTH MEETING OF THE ALLPIRG/ADVISORY GROUP

(Presented by the President of the Council)

SUMMARY

This paper reports on the fourth meeting of the ALLPIRG/Advisory Group, whose membership comprises a wide range of CNS/ATM implementation partners. The meeting agreed to sixteen conclusions which call for initial follow-up actions to be taken by various combinations from the ALLPIRG membership. These proposed actions, which are analysed in the appendix to this paper, are presented with a view to seeking the Council's confirmation that ICAO will make appropriate contributions to these tasks.

Action by the Council is proposed in paragraph 4.

REFERENCES

* ALLPIRG/4 Report

*Principal reference

1. INTRODUCTION

1.1 This paper reports on the fourth meeting of the ALLPIRG/Advisory Group (ALLPIRG/4), which was held at ICAO Headquarters in Montreal from 6 to 8 February 2001 under the chairmanship of the President of the Council of ICAO and was attended by 76 participants, including 23 observers. The participants were comprised of the Chairmen and Secretaries of ICAO's six planning and implementation regional groups (PIRGs), i.e. APANPIRG, APIRG, EANPG, GREPECAS, MIDANPIRG, NAT SPG, the Chairmen of the CNS/ATM Sub-groups, two of the three Co-chairmen and the Secretary of the North American CNS/ATM Group, the First Vice-President of the Air Navigation Commission (ANC), representatives from ACI, ARINC, ASECNA, EUROCONTROL, IATA, IBAC, IFALPA, IFATCA, IFATSEA, IMSO, NAV CANADA, SITA and Japan, the Russian Federation and the United States as providers of the Multi-function Transport Satellite (MTSAT), the global navigation satellite system (GLONASS) and the global positioning system (GPS), respectively.

1.2 One of the main roles of ALLPIRG is to provide advice to the ICAO Council on CNS/ATM systems implementation matters and the ALLPIRG/4 Report proper, circulated under cover of memorandum PRES AK/755 of 22 February 2001, constitutes the group's contribution in that regard. A summary of the ALLPIRG/4 Report is presented for the Council's convenience in Part I of this paper.

1.3 The composition and role of ALLPIRG, however, require that its work be followed up differently from that of a typical regional planning and implementation group, and this issue and its consequences are discussed in Part II of the paper.

2. **PART I – SUMMARY OF THE ALLPIRG/4 REPORT**

2.1 The meeting worked with the agenda which was drawn up in line with the terms of reference of ALLPIRG, as established by the Council. The meeting developed sixteen conclusions, all of which are cross-referenced in the following paragraphs which summarize the report.

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

2.2.1 The meeting noted the action taken by the ANC and the Council on the report of its previous meeting. The meeting also reviewed the follow-up actions on the conclusions reached during the ALLPIRG/3 Meeting noting that, in many cases, action had already been completed.

2.3 **Agenda Item 2: Interregional coordination and harmonization mechanism**

2.3.1 *Harmonization of air navigation systems (Agenda Item 2.1)*

Interregional mechanism

2.3.1.1 In discussing the mechanism for interregional planning and coordination for the harmonization of CNS/ATM systems, the meeting recognized the need to enlarge the present structure with periodic meetings of the ICAO Regional Directors. The first such interregional coordination (IRC) meeting — between the Asia/Pacific, Europe and Middle East Regions — was held in Bangkok in October 2000. The ALLPIRG meeting, acknowledging that future such IRC meetings would need to be convened on a periodic basis to address interregional planning and implementation issues, agreed to adopt a general framework and terms of reference for those meetings (Conclusion 4/1).

2.3.1.2 The meeting further considered the possibility of organizing, on a periodic basis, specially focussed meetings of neighbouring States of two or more regions, with the agenda covering interface and other issues of common interest. The meeting fully supported such meetings, but decided that they should only be convened as and when required, taking into account the availability of resources in the ICAO Secretariat (Conclusion 4/2).

2.3.1.3 While discussing the enhancement of coordination efforts both within and outside ICAO, the meeting was informed about the Air Navigation Bureau (ANB) Regional Coordination Initiative (ARCI), which was established to enhance coordination on technical issues between ANB, the Regional Affairs Office (RAO) and the regional offices.

Interregional issues

2.3.1.4 In order to progress and accelerate the interregional planning and harmonization process for the implementation of CNS/ATM systems, the meeting recognized that further steps were required in terms of the identification and addressing of interface issues (at the regional level) and missing elements (at the global level). A general list of interface issues and missing elements that required the attention of all CNS/ATM partners was drawn up by the meeting. The meeting observed that the list would serve as a good instrument in

enhancing the interregional planning and harmonization process and further invited ICAO and the CNS/ATM partners to put more emphasis (Conclusion 4/3) on the addressing of interregional issues and the missing elements, as outlined in Appendix C to the report on Agenda item 2. Debating further on the subject and noting that air navigation plans (ANPs) and facilities and services implementation documents (FASIDs) played a crucial role in interregional planning, the meeting expressed deep concern about the considerable delay in their publication by ICAO. The meeting, therefore, urged ICAO to allocate sufficient resources and priority to the publication and maintenance ANP/FASID documents (Conclusion 4/4).

2.3.1.5 The meeting noted that the consequences of inconsistencies in aeronautical information had proven to be serious in terms of safety, as well as economy and capacity. The meeting agreed that, as a means of resolving this problem, efforts should be made to improve the consistency of aeronautical information in all ICAO Regions, in particular by increasing the awareness of all States of the problems so far encountered (Conclusion 4/5).

2.3.1.6 The meeting made an overview of issues and interregional differences that had been identified during the planning process for the implementation of reduced vertical separation minima (RVSM) in different ICAO Regions, in particular with regard to airspace monitoring and aircraft approvals. In this context, the meeting called upon ICAO to develop a suitable standard for use by States for the certification of aircraft for RVSM operations (Conclusion 4/6).

2.3.1.7 The meeting, in a review of the status of implementation of the world geodetic system – 1984 (WGS-84) as of 10 April 2000, noted that States had increased their efforts in the implementation of WGS-84 and that some progress had been achieved. Furthermore, the ICAO Regional Offices would continue to facilitate the work of those States that wished to provide assistance to other States. In discussing the monitoring of WGS-84 implementation, the meeting agreed that the present format of reporting WGS-84 implementation was inadequate to do a full analysis and therefore the results could be ambiguous. With this in mind, the meeting concurred with a proposal to adopt a new uniform format for reporting the status of implementation of WGS-84 by PIRGs and States (Conclusion 4/7). The meeting was informed that ICAO had initiated the creation and establishment of ICAO's WGS-84-related web site. The site, scheduled for completion by the end of June 2001, will be available in four of ICAO's official languages (English, French, Russian and Spanish).

2.3.2 *Environmental benefits of CNS/ATM systems (Agenda Item 2.2)*

2.3.2.1 The meeting was informed of the results of the fifth meeting of the Committee on Aviation Environmental Protection (CAEP/5) and, in particular, the status of development of the methodology and its results. CAEP, with support from the United States Federal Aviation Administration (FAA) and the European Organisation for the Safety of Air Navigation (EUROCONTROL), had developed a parametric model capable of estimating global emissions and fuel usage and evaluating the impact of various CNS/ATM systems enhancements. The results of the study demonstrated overall fuel savings, and associated reductions of carbon dioxide in the order of 5 per cent in both the United States and the European Region. The meeting noted the methodology and recommended that it be included in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), as appropriate. With reference to the expansion of the methodology to other regions, the meeting recognized the importance of adopting a common methodology by all the regions for the environmental assessment of CNS/ATM systems and accordingly agreed that this task should be supported by ICAO Regional Offices and PIRGs, subject to the availability of data and resources (Conclusion 4/8).

2.3.3 *Other issues which have global ramifications (Agenda Item 2.3)*

A global air navigation meeting or conference and an integrated global air navigation plan

2.3.3.1 The meeting discussed the need for a global air navigation meeting or conference and an integrated global air navigation plan. A multi-faceted approach, which reiterated the need to integrate the CNS/ATM systems planning into the regular regional air navigation planning framework, was presented to the meeting. The benefits of amalgamating the regional air navigation plans into a set of global requirements of facilities and services in the form of a global ANP, with an associated database, were also outlined and objectives for a global air navigation meeting or conference to be convened during the next triennium — 2002 to 2004 — were suggested.

2.3.3.2 The meeting agreed that a conference would be useful toward achieving a worldwide consensus on the ATM operational concept and encouraging States and PIRGs to incorporate the concept into their own planning framework. It would also permit discussions on technical tasks being addressed by panels. However, concerns were expressed that other goals did not seem to warrant a global conference and that such a conference should not be held at the expense of resources being provided to the interregional coordination activities that were needed and supported by ALLPIRG. It was also stated that States were presently in the implementation phase, which proceeded independent of the global developments. In light of this, it was suggested that serious consideration should be given to the possibility of reaching some of the objectives stipulated for the conference through other means.

2.3.3.3 With regard to the concept of an online database containing the requirements of the regional ANPs, the meeting agreed that such a database would enhance the usefulness of the plans and would allow for expeditious updates.

First amendment to the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)

2.3.3.4 The meeting was reminded that several bodies, including the PIRGs, had recognized the utility of the Global Plan in relation to their work and its relevance in the overall ICAO CNS/ATM systems documentation structure. It was noted that there was a need to amend the document to reflect the latest work of these groups and various panels; a review was therefore conducted by the Secretariat in coordination with several panels, working groups and PIRGs. As a result of that review, a comprehensive proposal for amendment to several parts of the document was developed and presented to ALLPIRG. The meeting was informed that comments from the regional offices on the first amendment to the Global Plan should be received by ICAO Headquarters not later than 16 March 2001 and that the amendment would subsequently go through an approval process involving the Air Navigation Commission and the Council.

Spectrum issues

2.3.3.5 The meeting was provided with an overview of the results of the International Telecommunication Union (ITU) World Radiocommunication Conference 2000 (WRC-2000), held in June 2000 in Istanbul, Turkey and of ICAO's preparatory work for WRC-2003 for the protection of the aeronautical radio frequency spectrum.

2.3.3.6 The meeting noted the active participation of ICAO experts in the work of ITU and agreed that the participation of ICAO experts in the meetings of the regional telecommunication organizations should be increased. The meeting recognized the competition for the radio frequency spectrum from commercial interests and the possible safety problem posed to civil aviation. The meeting agreed that a strategy for establishing and promoting the ICAO position for future ITU WRCs was required. It was noted that, during the formulation and execution of a successful strategy, direct contact with the national delegations was essential and that this would help establish national positions consistent with ICAO's position. Regional involvement in WRC preparatory activities was deemed essential (Conclusion 4/9).

Regional flight safety groups (FSGs)

2.3.3.7 The meeting recognized the work done by ICAO and agreed that the establishment of regional flight safety groups (FSGs) to proactively address flight safety issues in each region was a step in the right direction. The meeting agreed that the work programmes of FSGs should include the remedial action on shortcomings and deficiencies found during ICAO safety oversight audits. The meeting noted the Council's acceptance in principle of the proposal to establish regional flight safety groups, pending a final decision on the programme budget, and recommended that sufficient resources be allocated to support these groups.

Uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies

2.3.3.8 On the question of the uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies, the meeting noted that certain Contracting States may not be favourable to the idea that the non-implementation of a Standard which has been notified to ICAO as a difference be nevertheless qualified and listed as a *deficiency* in PIRG reports. As a result of discussions, the meeting agreed that PIRGs should be advised to apply a general guideline which states that a lack of implementation of air navigation systems with reference to the notification of a difference, where there is no negative impact on safety, regularity and/or efficiency of international air navigation as assessed by PIRGs, should not be listed in the reporting form as an air navigation shortcoming or deficiency (Conclusion 4/10).

2.3.3.9 The meeting recognized that some difficulty existed with the definitions in the uniform methodology, and noted that a review was planned to develop a single definition for *shortcomings and deficiencies* to further enhance the methodology. With this in mind, it was agreed that the word *deficiency* be retained, as the negative connotation associated with the word had political and financial leverage. Consequent to discussions, the meeting agreed with a new definition of *deficiency*, which is to be further considered by Air Navigation Commission before seeking the approval of the Council (Conclusion 4/11).

2.4 Agenda Item 3: Coordination of CNS/ATM partners' planning and implementation efforts

2.4.1 The meeting was provided with an overview of the coordination mechanisms which have been implemented in Europe, in connection with EUROCONTROL's ATM Strategy for the Years 2000+. ALLPIRG was advised of the current relationship between sub-regional and regional planning in Europe and noted that the European Air Navigation Planning Group was responsible for, *inter alia*, managing the regional air navigation plan for the European Region. ALLPIRG found the approach used and the experience gained by EUROCONTROL with performance-driven planning and implementation of great interest, particularly with regard to the collaborative links with its CNS/ATM partners, and considered that it might serve as a model that the PIRGs could study for possible application in their respective regions (Conclusion 4/12).

2.4.2 The meeting was advised that the North American Planning Group (NAMPG), when considering the process for amending ANPs, had considered that a more intensive information technology effort by ICAO and its CNS/ATM partners in that regard would be of value, and not only in the NAM Region. It believed, for example, that if electronic versions of the tabular material from all ANPs were accessible to States, then the amendment process could take place in real time. In addition, electronic access to this ANP material and, indeed, to planning and implementation data of CNS/ATM partners would constitute an invaluable analytical planning tool. This idea gained the unanimous support of the meeting, which recommended its widest possible implementation (Conclusion 4/13).

2.5 **Agenda Item 4: Safety oversight-related issues**

2.5.1 The meeting recognized that the objective of the ICAO Universal Safety Oversight Audit Programme is to promote global aviation safety through the auditing of Contracting States, on an ongoing basis, to determine the status of States' implementation of safety oversight and relevant ICAO Standards and Recommended Practices, associated procedures, guidance material and safety-related practices. More importantly, the implementation of the States' corrective action plans would enhance aviation safety. The meeting noted with satisfaction the audit results achieved to date and congratulated ICAO on the programme.

2.5.2 The meeting emphasized the need for the expansion of the Universal Safety Oversight Audit Programme to include Annexes 11 and 14, and recommended that expansion to Annex 13 be considered to a lesser degree (Conclusion 4/14). The meeting also placed emphasis on the necessary remedial actions to be taken in follow-up to the audits carried out in the context of the Universal Safety Oversight Audit Programme (Conclusion 4/15).

2.6 **Agenda Item 5: Recent developments in the area of airport and air navigation services economics**

2.6.1 The meeting was provided with a report on the follow-up action taken by the Council on those recommendations of the Conference on the Economics of Airports and Air Navigation Services (Montreal, 19 – 28 June 2000) that were of relevance to the work of ALLPIRG. The recommendations adopted by the conference fell into two categories: those relating to *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082) and those concerning other aspects of airport and air navigation service economics. The meeting noted the importance of States' acting in conformity with the cost recovery principles set forth in Article 15 of the *Convention on International Civil Aviation* (Doc 7300) and Doc 9082.

2.6.2 The meeting was provided with an overview of the work being conducted by the Secretariat for the development of business cases in support of the implementation of CNS/ATM systems. The need for credible business cases to guide CNS/ATM systems implementation was extremely important to bring business partners and financial organizations into consensus on CNS/ATM systems implementation. The meeting was provided with the cost tables prepared for CNS/ATM systems planning and evaluation tools. The establishment of a mechanism within the ICAO Secretariat for the creation and maintenance of tables/databases of the different elements of CNS/ATM systems to be used by regions, sub-regions and States for their CNS/ATM systems planning activities was agreed (Conclusion 4/16).

2.7 **Agenda Item 6: Technical cooperation issues**

2.7.1 The meeting was informed of the CNS/ATM systems requirements of developing States and options for their coordinated implementation using the Technical Cooperation Bureau's programmes. The meeting noted that there were serious financial obstacles for certain States to the implementation of CNS/ATM systems, and that a need existed to continue making financial institutions aware of the full potential for investment benefits that could be obtained from the implementation of CNS/ATM systems. In this context, a need for financial commitment of recipient countries, combined with an active dialogue with the development banks and other funding sources, was emphasized by the meeting.

2.7.2 The meeting was presented with a status report on CNS/ATM activities carried out in the Caribbean and South American (CAR/SAM) Regions under Project RLA/98/003. The project, in consultation with States concerned, was to analyse the different traffic flows identified by the South American and Caribbean Planning and Implementation Regional Group (GREPECAS) and propose ways and means of planning and implementing CNS/ATM systems in the regions. The project is scheduled for completion in 2002.

3. **PART II – PROPOSED FOLLOW-UP ON ALLPIRG/4 CONCLUSIONS**

3.1 The composition and role of ALLPIRG require that its work be followed up differently from that of a typical regional planning and implementation group. This distinction becomes clear when the required follow-up to ALLPIRG/4 conclusions, as indicated in the appendix to this paper, are examined.

3.2 It can be seen, for example, that a number of the conclusions call for action not only by ICAO but also by other CNS/ATM partners from the ALLPIRG membership. Since they do not lend themselves to awaiting the next meeting of ALLPIRG in approximately two years' time, early follow-up action will be required through coordinated efforts of ICAO and ALLPIRG members.

4. **ACTION BY THE COUNCIL**

4.1 In light of the above, the Council is invited to:

- a) note the report of the ALLPIRG/4 Meeting and its conclusions; and
- b) take specific actions on the conclusions as proposed in the appendix.

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APPENDIX

PROPOSED FOLLOW-UP ON CONCLUSIONS DEVELOPED BY THE ALLPIRG/4 MEETING

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
<p>Conclusion 4/1 – A general framework and terms of reference for interregional coordination meetings</p> <p>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.</p>	<p>Include the framework and the terms of reference for interregional coordination meetings in the work programmes of ICAO Regional Offices and PIRGs</p>	<p>ICAO Regional offices/PIRGs</p>	<p>Approved</p>
<p>Conclusion 4/2 – Interregional meetings specifically dedicated to interface areas</p> <p>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.</p>	<p>Arrange focussed interregional meetings of neighbouring State of two or more regions as required</p>	<p>ICAO Regional Offices</p>	<p>Noted</p>
<p>Conclusion 4/3 – Increased emphasis on addressing interregional issues and missing elements</p> <p>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.</p>	<p>Address interregional issues and the missing elements for the harmonization of air navigation systems</p>	<p>ICAO Headquarters and Regional Offices, PIRGs, States and industry</p>	<p>Noted</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
Conclusion 4/4 – Publication and maintenance of ANP/FASID documents That: <ul style="list-style-type: none"> 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. 	Accord priority to the publication of ANP/FASID documents Maintain currency of ANP/FASID documents	ICAO ICAO	Approved Noted
Conclusion 4/5 – Consistency in aeronautical information That, on the basis of work being done in the European Region, ICAO: <ul style="list-style-type: none"> 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. 	1) Increase the awareness of all States of the need to ensure the consistency of aeronautical information 2) Develop additional guidance material, if necessary 3) Draw States' attention to the implementation of the new ICAO standard aeronautical information publication format	ICAO ICAO ICAO	Noted Noted Noted

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
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.	Develop a standard format for use by States in certification of aircraft approval for RVSM operation	ICAO	Noted
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.	Adopt the table as a uniform format for the reporting of WGS-84 implementation	ICAO Regional Offices/ PIRGs and States	Noted
Conclusion 4/8 – Environmental benefits of CNS/ATM systems That: <ul style="list-style-type: none"> 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 <i>Global Air Navigation Plan for CNS/ATM Systems</i> (Doc 9750) at the earliest opportunity. 	Support the expansion of the methodology for the quantification of CNS/ATM environmental benefits by collecting data, as necessary; Continue the work on the expansion of the methodology for the quantification of CNS/ATM environmental benefits to the various regions Include the methodology in the <i>Global Air Navigation Plan for CNS/ATM Systems</i> (Doc 9750)	ICAO Regional Offices/ PIRGs ICAO ICAO	Noted Noted Noted

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
<p>Conclusion 4/9 – Support for the ICAO position at WRC-2003</p> <p>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.</p>	<p>Address, as a part of the work programme, matters concerning the allocation and protection of radio frequency spectrum</p>	<p>ICAO Headquarters/ Regional Offices, PIRGs, States and industry</p>	<p>Noted</p>
<p>Conclusion 4/10 – Reporting of shortcomings and deficiencies</p> <p>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.</p>	<p>Take into account the clarification related to the notification of a difference to SARPs in the context of the application of the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies</p>	<p>ICAO Regional Offices, PIRGs and States</p>	<p>Noted</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
<p>Conclusion 4/11 – Single definition</p> <p>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:</p> <p>“A <i>deficiency</i> 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”.</p>	<ol style="list-style-type: none"> 1) Refine the single definition of a shortcoming/deficiency 2) Adopt the single definition of <i>shortcoming and deficiency</i> in the context of the application of the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies, subject to further refinement and approval by the ANC/Council 	<ol style="list-style-type: none"> 1) ICAO 2) ICAO Regional Offices, PIRGs and States 	<ol style="list-style-type: none"> 1) Noted 2) Noted

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
<p>Conclusion 4/12 – EUROCONTROL planning and implementation methods</p> <p>That, with a view to benefiting 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:</p> <p>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</p> <p>b) take steps to issue appropriate invitations for EUROCONTROL's attendance at PIRG meetings.</p>	<p>Study the approach of EUROCONTROL in planning and implementation for its possible application in the regions</p> <p>Extend an invitation to EUROCONTROL for attendance at PIRG meetings</p>	<p>ICAO Regional Offices and PIRGs</p> <p>ICAO Regional Offices and PIRGs</p>	<p>Noted</p> <p>Noted the intent with an understanding that approval would be sought through established procedures</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
<p>Conclusion 4/13 – Database developments</p> <p>That ICAO:</p> <ul style="list-style-type: none"> 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, <i>inter alia</i>, 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. 	<p>Post regional ANP material to ICAO web site</p> <p>Post partners planning material to ICAO web site</p> <p>Provide appropriate free access to all sections</p> <p>Maintain the currency of the database</p> <p>Refine and develop database</p>	<p>ICAO</p> <p>States, service providers and users</p> <p>ICAO</p> <p>ICAO</p> <p>ICAO</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
<p>Conclusion 4/14 – Expansion of the Universal Safety Oversight Audit Programme</p> <p>That the Universal Safety Oversight Audit Programme be expanded to include Annexes 11 and 14 and the necessary resources be made available.</p>	<p>Expand the Universal Safety Oversight Audit Programme to include Annexes 11 and 14</p>	<p>ICAO</p>	<p>Noted the intent with an understanding that approval would be sought through established procedures</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP TASKS	TO BE INITIATED BY	PROPOSED ACTION BY COUNCIL
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.	Take remedial actions as follow-up to the audits carried out in the context of the Universal Safety Oversight Audit Programme	States	Noted
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.	Establish the databases for CNS/ATM systems planning activities	ICAO	Noted

! END !