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Tel.: +1 (514) 954-8219 ext. 8190

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16 June 2006

To: To all participants of the ALLPIRG/Advisory Group

From: Secretary of the ALLPIRG

Subject: **Fifth meeting of the ALLPIRG/Advisory Group (23 - 24 March 2006)**  
**— Action by the Air Navigation Commission and Council**

I would like to inform you of the steps taken following the fifth meeting of the ALLPIRG/Advisory Group (ALLPIRG/5). On 19 April 2006, the ALLPIRG/5 Report was circulated to the members of the Air Navigation Commission and Representatives on the Council.

The Commission, in its review on 23 May 2006, noted the report of the meeting and limited itself to comments on those topics where either its view diverged from the opinion expressed by ALLPIRG/5 or where it felt it could offer additional elements for consideration.

Taking into account the review of the Commission on 13 June 2006, the Council considered and approved the follow-up to the ALLPIRG/5 Report. While confirming ICAO's role in the implementation of the recommendations of the meeting, the Council called upon the planning and implementation regional groups (PIRGs), States and other CNS/ATM partners from the ALLPIRG membership to initiate follow-up actions on the conclusions as reflected in the attachment hereto. In addition, during its review of the proposed follow-up to conclusions, the Council referring specifically to Conclusion 5/15, observed that, instead of waiting for the application of the last resort action, PIRGs should explain the risk associated with each deficiency as soon as it is identified. Accordingly, the Council agreed to add the following action under the column "Follow-up task" of Conclusion 5/15 reflected in the attachment hereto: "Indicate the safety impact of every deficiency as soon as it is identified and publish in the table of deficiencies as well in the regional on-line database".

The attachment, which serves as an action plan, indicates follow-up tasks to be initiated on the conclusions of the ALLPIRG/5 meeting and the assigned responsibilities. As a part of follow-up, a State letter is currently being addressed to apprise Contracting States of the results of the meeting and the need to take appropriate follow-up action. In addition, each PIRG will consider, as part of its work programme, the outcome of the meeting and, consequently, establish sub-tasks associated with each follow-up action. Wherever follow-up is required by the ICAO Secretariat, the tasks have been included in the ICAO Business Plan and the responsibilities are allocated to the concerned Bureau/section within the ICAO Secretariat for their attainment.

In light of the above, I invite each ALLPIRG member to take appropriate follow-up action that would reflect the intent of the conclusions of the ALLPIRG/5 Meeting. For more details regarding the meeting, its conclusions, working papers of Council of ICAO and the follow-up, please visit the ICAO web site at [http://www.icao.int/cgi/goto\\_rao.pl?/icao/en/ro/allpirg/allpirg5/index.html](http://www.icao.int/cgi/goto_rao.pl?/icao/en/ro/allpirg/allpirg5/index.html).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'V. Zubkov', with a stylized flourish at the end.

Vladimir D. Zubkov

**Enclosure**

**FOLLOW-UP ON CONCLUSIONS DEVELOPED BY THE ALLPIRG/5 MEETING**  
(as approved by the Council on 13 June 2006 (178/11) — C-WP/12688)

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/1 — Workshops on the Global Plan for Regional Offices</b>				
That, in support of the Global Plan, ICAO conduct workshops in the Regional Offices to provide training on planning tools and methodologies as well as strengthening the interaction between technical officers at Headquarters and Regional Offices.	Increases efficiency (Strategic objective D) Relates to all GPIs	Conduct workshops in the Regional Offices to provide training on planning tools and methodologies through the SIP mechanism	Approved, with the understanding that the proposal for a SIP would be submitted to the Council through established procedures	ICAO Headquarters
<b>Conclusion 5.2 — Implementation of Global Plan Initiatives (GPIs)</b>				
That, recognizing that the evolution continues from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, the regional planning groups:	Increases efficiency (Strategic objective D) Relates to all GPIs			
a) note that the Global Plan is a significant component in the development of regional and national plans and that, together with the global ATM operational concept, provide an effective architecture for achieving a harmonized and seamless Global ATM system;		Note that the Global Plan is a significant component in the development of regional and national plans	Noted, with an understanding that the revised Global Plan will be presented to the Council in late 2006	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
b) identify GPIs that most closely align with the well established implementation plans of their respective regions;		Identify GPIs that most closely align with the implementation plans of their respective regions	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
c) select GPIs that would be most effective in achieving the objectives of the region while ensuring continuation of the work already accomplished;		Select GPIs that would be most effective in achieving the objectives of the region	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
d) implement GPIs that take into account the Initiatives across regions, to align work programmes and to develop national and regional plans that facilitate achieving a Global ATM system;		Implement GPIs in the development of national and regional plans	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
e) utilize the planning tools as the common planning and implementation mechanism, thereby ensuring proper coordination and global integration; and		Utilize the planning tools as the common planning and implementation mechanism	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
f) review, at each PIRG meeting as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs using a common template.		Review, at each PIRG meeting as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs	Noted	ICAO Regional Offices and PIRGs

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/3 — Workshop on the business case model for communications, navigation, and surveillance/air traffic management (CNS/ATM) Systems</b>				
That, in support of the development of business cases for the implementation of CNS/ATM systems, ICAO convene a training workshop for States at the Regional Offices through an appropriate mechanism, such as Special Implementation Projects (SIPs).	Increases efficiency (Strategic objective D) Relates to all GPIs	ICAO to convene a training workshop for States at the Regional Offices through the SIP mechanism	Approved, with the understanding that the proposal for a SIP would be submitted to the Council through established procedures	ICAO Headquarters
<b>Conclusion 5/4 — Application of the business case model for CNS/ATM systems implementation</b>				
That PIRGs, States and airspace users:	Increases efficiency (Strategic objective D) Relates to all GPIs			
a) note that business cases for the implementation of CNS/ATM systems leading to a global ATM system is a key element in the development of regional, subregional and national plans;		Note that business cases for the implementation of CNS/ATM systems is a key element in the development of regional, subregional and national plans	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organization
b) consider the application of the model for the development of business cases in the formulation of national and subregional plans with a view to facilitating the achievement of a global ATM system; and		Apply the model for the development of business cases in the formulation of national and subregional plans	Noted	ICAO Regional Offices, PIRGs, States, and international organizations
c) establish, with ICAO's assistance and within the limits of the programme budget, a network of experts on cost-effectiveness, cost-benefit analyses and business cases for the implementation of CNS/ATM systems in order to share expertise and to provide assistance to the Regional Offices.		Establish a network of experts on cost-effectiveness, cost-benefit analyses and business cases for the implementation of CNS/ATM systems	Noted	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/5 — ICAO Global air navigation plan (ANP) database and geographic information system (GIS) portal</b>				
Recognizing that access to an ICAO Global ANP database and associated planning services through an web-based ICAO GIS portal would constitute an invaluable tool in supporting, integrating and monitoring the planning and implementation of harmonized regional, interregional and global air navigation infrastructures, the regional planning groups:	Increases efficiency (Strategic objective D) Relates to all GPIs			
a) note the progress made by the Secretariat in accordance with Recommendation 1/14 of AN-Conf/11 and the ICAO Global ANP database;		Note the progress made in the development of ICAO Global ANP database	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
b) note the ongoing efforts by the Secretariat in harmonizing formats of all the ANP tables together with the inclusion of temporal information in the tables that would assist the regional planning groups in monitoring and analysing the implementation progress;		Harmonize formats of all the ANP tables	Noted	ICAO Headquarters
c) note the intent to expand the ANP tables to include Global Plan Initiatives (GPIs), as appropriate; and		Include GPIs in the ANP tables	Noted	ICAO Headquarters
d) utilize, through the ICAO GIS portal, the ICAO Global ANP database and associated planning services so as to ensure the currency, coordination and implementation of regional air navigation planning and to contribute to the further development of air navigation plans as the framework for the efficient implementation of new air navigation systems and services at the national, regional, interregional and global levels.		Utilize the ICAO Global ANP database and associated planning service	Noted	ICAO Regional Offices, PIRGs, States, and international organization
<b>Conclusion 5/6 — Development of planning tools</b>				
That ICAO, in the development of planning tools and services, should accommodate requirements established by the Regional Offices, as well as to take into account similar tools developed by other organizations such as EUROCONTROL.	Increases efficiency (Strategic objective D) Relates to all GPIs	Develop planning tools by taking into account regional requirements and experience gained by other organizations	Noted	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/7 — Environmental benefits of CNS/ATM systems</b>				
That PIRGs and States:	Minimizes environmental impact (Strategic objective C)			
a) use the Committee on Aviation Environmental Protection (CAEP) provided CO <sub>2</sub> conversion factor in the analysis of environmental benefits of implementing CNS/ATM systems;		Use the CAEP provided CO <sub>2</sub> conversion factor in the analysis of environmental benefits of implementing CNS/ATM systems	Noted	ICAO Regional Offices, PIRGs and States
b) prioritize the implementation of voluntary, operationally-based improvements in their air traffic management systems, with emphasis on fuel savings, emissions reductions and noise benefits, and also to mitigate costs to the industry;		Prioritize the implementation of voluntary, operationally-based improvements in their air traffic management systems	Noted	ICAO Regional Offices, PIRGs and States
c) provide feedback to ICAO on studies conducted on the environmental benefits of implementing CNS/ATM systems; and		Provide feedback to ICAO on studies conducted on the environmental benefits of implementing CNS/ATM systems	Noted	ICAO Regional Offices, PIRGs and States
d) share air traffic data to improve future CAEP assessments, in line with State letter AN 1/17-03/86.		Share traffic data with CAEP	Noted	ICAO Regional Offices, PIRGs, States and international organizations
<b>Conclusion 5/8 — Globally coordinated air traffic services (ATS) routes</b>				
That PIRGs:	Increases efficiency (Strategic objective D) Relates to GPI 7			
a) establish a global consolidated, prioritized list of routes and terminal area (TMA) improvements in close coordination with airspace users; and		Establish a global consolidated, prioritized list of routes and terminal area (TMA) improvements	Noted	ICAO Headquarters, ICAO Regional Offices and PIRGs
b) work with neighbouring PIRGs/States/air navigation service providers (ANSPs) to accelerate international route improvements.		Work with neighbouring PIRGs/States/ANSPs to accelerate international route improvements	Noted	ICAO Regional Offices, PIRGs and States

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/9 — Terminal area (TMA) structure and area navigation</b>				
That States:	Increases efficiency (Strategic objective D) Relates to GPI 5			
a) employ area navigation in all TMAs, including appropriate arrival and departure procedures, to improve efficiency and reduce emissions in the vicinity of airports; and that, in special cases where there are particularly challenging obstacles and where air traffic density is very high and additional approach paths are possible, the more precise and contained required navigation performance (RNP) procedures be employed; and		Employ area navigation in all TMAs, including appropriate arrival and departure procedures	Noted	ICAO Regional Offices, PIRGs and States
b) review operations, procedures and training of controllers to ensure the optimum management of air traffic services.		Review operations, procedures and training of controllers to ensure the optimum management of air traffic services	Noted	ICAO Regional Offices, PIRGs and States
<b>Conclusion 5/10 — Environmental benefits of RVSM introduction and regional expertise</b>				
That ICAO:	Minimizes environmental impact (Strategic objective C) Relates to GPI 2			
a) undertake a study on the environmental benefits of the introduction of RVSM and to ensure that this information is transmitted to policy makers; and		Study the environmental benefits of the introduction of RVSM	Noted	ICAO Headquarters
b) seek appropriate support from recognized expert organizations in its work on quantifying the environmental benefits of RVSM, noting the support offered by EUROCONTROL in this regard.		Seek support from recognized expert organizations in its work on quantifying the environmental benefits of RVSM	Noted	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/11 — Air traffic management (ATM) safety management</b>				
That ICAO:	Increases safety (Strategic objective A)			
a) urge States to give priority to the establishment and effective operation of their ATM safety management and safety regulatory functions;		Give priority to the establishment and effective operation of their ATM safety management and safety regulatory functions	Noted	States
b) support the development of sufficient expertise levels in the industry through formal training in ATM safety issues and, by cooperation through regional bodies, promote collective means to optimize the effectiveness of training provision; and		Develop formal training in ATM safety issues	Noted	ICAO Regional Offices, PIRGs, and States
c) develop further measures to enable the implementation of a “just-culture” reporting environment to facilitate the reporting of ATM occurrences.		Implement a “just-culture” reporting environment to facilitate the reporting of ATM occurrences	Noted	ICAO Regional Offices, PIRGs and States
<b>Conclusion 5/12 — Coordination between regional monitoring agencies (RMAs)</b>				
That the ICAO EUR/NAT Office act as the initial focal point for the required coordination between RMAs in order to:	Increases efficiency (Strategic objective D) Relates to GPI 2			
a) facilitate the exchange of monitoring and operational data between RMAs;		Facilitate the exchange of monitoring and operational data between RMAs	Noted	ICAO EUR/NAT Office
b) facilitate the exchange information about best practices between RMAs;		Facilitate the exchange information about best practices between RMAs	Noted	ICAO EUR/NAT Office
c) ensure that incident reports are correctly disseminated to the appropriate RMA;		Ensure that incident reports are correctly disseminated to the appropriate RMA	Noted	ICAO EUR/NAT Office
d) provide a forum to manage changes to monitoring requirements; and		Provide a forum to manage changes to monitoring requirements	Noted	ICAO EUR/NAT Office
e) ensure the maintenance of the RMA Handbook.		Ensure the maintenance of the RMA Handbook	Noted	ICAO EUR/NAT Office



ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/13 — Implementation of performance-based navigation concept</b>				
That, to increase awareness and understanding of the performance-based navigation concept and its elements:	Increases efficiency (Strategic Objective D) Relates to GPI 5			
a) ICAO organize workshops and training activities; and		Organize workshops and training activities through the SIP mechanism	Approved, with the understanding that the proposal for a SIP would be submitted to the Council through established procedures	ICAO Headquarters
b) where area navigation (RNAV) or required navigation performance (RNP) implementations are required, these will be implemented by PIRGs and States according to the performance-based navigation concept.		Implement performance-based navigation concept	Noted	ICAO Regional Offices, PIRGs, States, service providers and international organizations
<b>Conclusion 5/14 — A regional online database of air navigation deficiencies</b>				
That, PIRGs consider establishing and maintaining a regional online database of air navigation deficiencies that ensures transparency and provides a secure access to authorized users.	Increases safety (Strategic objective A)	Establish and maintain a regional online database of air navigation deficiencies	Noted	ICAO Regional Offices and PIRGs
<b>Conclusion 5/15 — Last resort action to resolve regional air navigation deficiencies</b>				
That, when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, PIRGs adopt the following last resort action, which consists of the two parts:	Increases safety (Strategic objective A)	Implement last resort action when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives.  Indicate the safety impact for every deficiency as soon as it is identified and publish in the table of deficiencies as well as in the regional on-line database.	Approved	ICAO Regional Offices and PIRGs  ICAO Regional Offices and PIRGs
a) propose the inclusion of an alternate facility/procedure in the air navigation plan (ANP); or				
b) when a corrective action as a) above cannot be recommended, provide the State(s)/Territory(ies)/users and ICAO with an analysis concerning risk associated with such a deficiency.				

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/16 — Implementation of very small aperture terminals (VSATs)</b>				
That PIRGs:	Increases efficiency (Strategic Objective D) Relates to GPI 22			
a) discourage the proliferation of VSAT networks where one/some of the existing ones can be expanded to serve the new areas of interest;		Discourage the proliferation of VSAT networks	Noted	ICAO Regional Offices, PIRGs and service providers, States
b) work towards integrated regional/interregional digital communication networks with a single (centralized) operational control and preferably based on the Internet Protocol (IP); and		Work towards integrated regional/interregional digital communication networks	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
c) give due consideration to managed network services (e.g. a virtual private network (VPN)), subject to availability and cost-effectiveness.		Give due consideration to managed network services	Noted	ICAO Regional Offices, PIRGs, States, service providers, and international organizations
<b>Conclusion 5/17 — Provisions for digital communication networks</b>				
That ICAO:	Increases efficiency (Strategic Objective D) Relates to GPI 22			
a) expedite the development of provisions relating to the use of the Internet Protocol Suite (IPS) in the aeronautical telecommunication infrastructure; and		Expedite the development of provisions relating to the IPS in the aeronautical telecommunication infrastructure	Noted	ICAO Headquarters
b) initiate the development of provisions governing the end-to-end performance of digital communication networks, irrespective of the technologies and protocols utilized therein.		Develop provisions governing the end-to-end performance of digital communication networks	Approved	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	Action taken by the Council	To be initiated by
<b>Conclusion 5/18 — Changes to the Regional Supplementary Procedures (SUPPs) (Doc 7030)</b>				
That ICAO	Increases efficiency (Strategic Objective D) Relates to all GPIs			
a) restructure the SUPPs (Doc 7030) by the complete reordering and reorganization of the material;		Restructure the SUPPs by the complete reordering and reorganization of the material	Approved	ICAO Headquarters
b) align the area of application of the SUPPs with the area of application of the regional air navigation plans (ANPs); and		Align the area of application of the SUPPs with the area of application of the ANPs	Noted	ICAO Headquarters
c) make SUPPs available on a CD as well as on the ICAO website.		Make SUPPs available on ICAO website	Noted	ICAO Headquarters

— END —