



**WORKING PAPER**

**FIFTH MEETING OF THE ALLPIRG/ADVISORY GROUP**

(Montreal, 23 – 24 March 2006)

**Agenda Item 1: Review of follow-up actions on the ALLPIRG/4 Report**

**REVIEW OF FOLLOW-UP ACTIONS ON THE ALLPIRG/4 REPORT**

(Presented by Secretariat)

**1. INTRODUCTION**

1.1 The fourth meeting of the ALLPIRG/Advisory Group (ALLPIRG/4) was held in Montreal, Canada, from 6 to 8 February 2001. Its report was circulated to the ALLPIRG members and the members of ICAO's Air Navigation Commission and the Council on 22 February 2001.

**2. ACTION BY THE AIR NAVIGATION COMMISSION  
AND THE COUNCIL ON THE ALLPIRG/4 REPORT**

2.1 The Commission reviewed the ALLPIRG/4 Report during the fourteenth meeting of its 156th Session, held on 15 March 2001.

2.2 The Council of ICAO, during the sixth meeting of its 163rd Session on 8 June 2001, considered the report in light of comments from the Commission on the nature of, and follow-up to, the ALLPIRG/4 Meeting. While focusing its attention on interregional matters, the ALLPIRG/4 Meeting, developed sixteen 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/4 called for certain actions, not only by ICAO, but also by other CNS/ATM partners from the ALLPIRG members. It should be noted that ICAO had already initiated a number of follow-up measures, as can be seen from the Appendix to this paper, and, in many cases, action has been completed.

**4. ACTION BY ALLPIRG**

4.1 The ALLPIRG/5 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/4 MEETING

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<p><b>Conclusion 4/1 – A general framework and terms of reference for interregional coordination meetings</b></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>Included in the work programmes of ICAO Regional Offices and PIRGs</p>	<p>Completed</p>
<p><b>Conclusion 4/2 – Interregional meetings specifically dedicated to interface areas</b></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 focused interregional meetings of neighbouring State of two or more regions as required</p>	<p>ICAO Regional Offices are convening interregional meetings as required</p>	<p>Ongoing task</p>
<p><b>Conclusion 4/3 – Increased emphasis on addressing interregional issues and missing elements</b></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 are addressing the relevant issues</p>	<p>Ongoing task</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<b>Conclusion 4/4 – Publication and maintenance of ANP/FASID documents</b>  That: 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	ANP/FASID documents of CAR/SAM, EUR, NAT and Asia/Pacific published. MID ANP and FASID is under preparation   Action in hand	MID ANP and FASID  May 2006   Ongoing task
<b>Conclusion 4/5 – Consistency in aeronautical information</b>			
That, on the basis of work being done in the European Region, ICAO:  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	Addressed by respective PIRGs, as required   Not required  Addressed by respective PIRGs, as required	Ongoing task   Not required  Ongoing task

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<p><b>Conclusion 4/6 – RVSM certification process</b></p> <p>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.</p>	Develop a standard format for use by States in certification of aircraft approval for RVSM operation	The Manual on Implementation of a 300 m (1000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive, has been published. This document contains guidance on performance and height keeping specifications, airworthiness approval and monitoring, among other things. In addition, Annex 6, Parts I and II have been amended to include requirements for RVSM certification and approval	Completed
<p><b>Conclusion 4/7 – Adoption of a uniform format for the reporting of WGS-84 implementation</b></p> <p>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.</p>	Adopt the table as a uniform format for the reporting of WGS-84 implementation	Uniform table has been adopted by ICAO Regional Offices/PIRGs and States	Completed

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<p><b>Conclusion 4/8 – Environmental benefits of CNS/ATM systems</b></p> <p>That:</p> <p>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;</p> <p>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</p> <p>c) ICAO proceeds with the revision of the methodology for inclusion in the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750) at the earliest opportunity.</p>	<p>Support the expansion of the methodology for the quantification of CNS/ATM environmental benefits by collecting data, as necessary;</p> <p>Continue the work on the expansion of the methodology for the quantification of CNS/ATM environmental benefits to the various regions</p> <p>Include the methodology in the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)</p>	<p>ICAO Regional Offices/ PIRGs are supporting this task.</p> <p>SL AN1/17-03/86 requesting data to expand the methodology was distributed to States. Very limited replies received. New emissions models for regional and global assessments are under consideration by CAEP</p> <p>Updates on the methodologies for the quantification of CNS/ATM environmental benefits were provided for inclusion in the global plan</p>	<p>Ongoing task</p> <p>Ongoing task</p> <p>Completed. Updates to be provided in future revisions</p>
<p><b>Conclusion 4/9 – Support for the ICAO position at WRC-2003</b></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 are addressing this issue for its presentation to ITU WRC -2007</p>	<p>Ongoing task</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<p><b>Conclusion 4/10 – Reporting of shortcomings and deficiencies</b></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>Included in the uniform methodology for the identification and reporting of air navigation deficiencies</p>	<p>Completed</p>
<p><b>Conclusion 4/11 – Single definition</b></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 deficiency is a situation where a facility, service or procedure is not provided in accordance with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international aviation.”</p>	<p>1) Refine the single definition of a shortcoming/deficiency</p> <p>2) Adopt the single definition of shortcoming and deficiency 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</p>	<p>Single definition refined and adopted by PIRGs</p>	<p>Completed</p>

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<b>Conclusion 4/12 – Eurocontrol planning and implementation methods</b>  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:			
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	Study the approach of Eurocontrol in planning and implementation for its possible application in the regions	Approach has been taken into account in planning and implementation by PIRGs	Completed
b) take steps to issue appropriate invitations for Eurocontrol's attendance at PIRG meetings.	Extend an invitation to Eurocontrol for attendance at PIRG meetings	ICAO Regional Offices have extended the invitation to Eurocontrol to attend PIRG meetings	Completed

ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<b>Conclusion 4/13 – Database developments</b>  That ICAO: <ul style="list-style-type: none"> <li>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;</li> <li>b) invite CNS/ATM partners to post their relevant planning material on the web site referred to in a) above;</li> <li>c) provide appropriate free access to relevant ICAO Headquarters' Sections, Regional Offices, PIRGs and participating CNS/ATM partners;</li> <li>d) maintain the currency of this database, inter alia, to take account of amendments made to hard copy ANPs;</li> <li>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.</li> </ul>	Post regional ANP material to ICAO website  Post partners planning material to ICAO website  Provide appropriate free access to all Sections  Maintain the currency of the database  Refine and develop database	All ANPs are on ICAO-NET  Being done by the ICAO Regional offices  Ongoing task.  Ongoing task  On-line searchable ANP database to support planning activities is under development	Completed  Ongoing task  Ongoing task  Ongoing task  ALLPIRG/5 will be presented with pilot database
<b>Conclusion 4/14 – Expansion of the Universal Safety Oversight Audit Programme</b>  That the Universal Safety Oversight Audit Programme be expanded to include Annexes 11 and 14 and the necessary resources be made available.	Expand the Universal Safety Oversight Audit Programme to include Annexes 11 and 14	USOAP has been expanded to include all safety related Annexes	Completed



ALLPIRG/4 CONCLUSION	FOLLOW-UP METHOD	STATUS	TARGET DATE/REMARKS
<b>Conclusion 4/15 – Remedial action</b>  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	Action in hand	Ongoing task
<b>Conclusion 4/16 – Databases for CNS/ATM systems planning activities</b>  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	On-line searchable ANP database to support planning activities is under development	ALLPIRG/5 will be presented with pilot database

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