



WORKING PAPER

FIFTH MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 23 – 24 March 2006)

Agenda Item: 5.3 Coordination between regions and between Regional Offices and Headquarters

**REVIEW OF THE STRUCTURE AND AREA OF APPLICATION OF
THE REGIONAL SUPPLEMENTARY PROCEDURES (DOC 7030)**

(Presented by the Secretariat)

SUMMARY

This paper presents a progress report on work that has been carried out in follow-up to ALLPIRG/3 Conclusion 3/2. It proposes that the *Regional Supplementary Procedures* be re-formatted to facilitate the maintenance and usefulness of the document and also proposes that the areas of application be modified.

Action by ALLPIRG/5 is in paragraph 4.

1. INTRODUCTION

1.1 The *Regional Supplementary Procedures* (SUPPS) (Doc 7030) constitute an important document to support the implementation of Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM). It is the vehicle that provides the enabling text for regional application of global provisions. As such, States often use the document as the source to sustain changes to National Regulations. Furthermore, the SUPPs are the procedural part of the Air Navigation Plans (ANP).

1.2 ALLPIRG/3 had agreed that the SUPPS should be reviewed with the objective of developing an adequate format and subdivision conducive to CNS/ATM systems implementation. This should be done taking account of homogenous ATM areas and major international traffic flows. In follow-up to ALLPIRG Conclusion 3/2, the Secretariat carried out an analysis in order to determine the way ahead. This resulted in a proposal to re-format the document and to re-align the areas of accreditation along the same lines as the area of application of ANP.

2. DISCUSSION

2.1 As a result of the analysis that was carried out by the Secretariat, two issues concerning the current version of the SUPPS came to light. The first relates to the format and lay out of the document itself. The second issue relates to the areas of application of the SUPPS.

Format and layout of Doc 7030

2.2 Instructions concerning the drafting of amendments to the SUPPS, which are contained in the Foreword of Doc 7030, state the following:

- a) Regional Supplementary Procedures should indicate a mode of implementing procedural provisions in Annexes and PANS, as distinct from a statement or description of required facilities and services as published in the Air Navigation Plan publications. Regional Supplementary Procedures may also indicate permissible additions to provisions in Annexes and PANS, subject to the restrictions in b) and c).
- b) "Regional Supplementary Procedures must not be in conflict with the provisions contained in the Annexes or PANS. They must either specify detailed procedural regional options or those provisions or promulgate a regional procedure of justifiable operational significance, additional to existing provisions in Annexes or PANS.
- c) In the drafting of Regional Supplementary Procedures, variations in the text of procedures with similar intent applicable to more than one area should be avoided."

2.3 It was considered that no changes to the above guidelines were required. However, as more performance and communications requirements are mandated and aircraft capabilities are necessary to support the implementation of CNS/ATM, the SUPPS, lack the needed coherence. Almost all provisions are contained in Part 1 - Rules of the Air. This is evident from the current Table of Contents of the EUR SUPPs, which is shown in Appendix A and which is indicative of all regional SUPPs. It is difficult to navigate through the material and it is often difficult to determine the appropriate location to include SUPPs provisions. Finally, it is very difficult to determine the similarities between the various regional SUPPs and to determine when material is sufficiently global to move it into global provisions.

2.4 In order to facilitate the management of the document and to make it easier to use by States, a complete reordering and reorganisation of the material is proposed. The suggestion would be to restructure the contents applicable to all Regions along the lines of the outline shown in the Appendix B. This would not require any substantive changes to the SUPPS and should therefore not require any consultation with States. The Air Navigation Commission (ANC) would however have to endorse the change. The modification would have to be global and the work should be carried out by the Regional Offices in consultation with ICAO Headquarters and the Planning and Implementation Regional Groups (PIRGs).

Areas of application

2.5 As regards the areas of application as depicted in the Index to Application of Supplementary Procedures (1/11/00), this issue is far more complex, especially as regards the AFI, ASIA, EUR and MID Regions as the area of application is not consistent with the ICAO Regions and therefore not consistent with the areas of responsibility of the PIRGs. This can cause confusion in some instances when one Region is addressing an issue that affects another Region only because of the amendment to the SUPPS must address all regions concerned. For example, an amendment applicable to the EUR Region is, in accordance with the current area of application, also applicable to North Africa unless specifically omitted. Furthermore, in some instances one State, such as the Russian Federation, can be in two different areas of application. Although this problem is not an impediment to the implementation of CNS/ATM in itself, it does cause considerable administrative difficulties when preparing amendment proposals.

2.6 As a palliative, it is suggested that the current structure of the SUPPs be changed along the lines of the Table of Contents shown in Appendix B, in particular the list of appendices which would depict areas of application with appropriate cross references. This should facilitate the maintenance and use of the document until such time as the areas of application can be amended.

2.7 Although the ICAO Secretariat, in close collaboration with the PIRGs, could draft a revised Index for the Application of Supplementary Procedures, considerable consultations would have to be carried out with the States concerned in order to ensure consistent application of the SUPPS throughout the Region and in line with the area of application of the ANP. Furthermore, Council approval would be required before any changes could be made. Although it was recognised that this process could take some time, it was nevertheless felt that it should be pursued. In the meantime, the proposed re-structuring of the SUPPs should alleviate some of the difficulties.

3. CONCLUSIONS

3.1 The ICAO Secretariat has carried out an analysis of the Regional Supplementary Procedures and has determined that changes should be made in two stages, the first would be to re-organise the SUPPS in a more coherent fashion taking account of the emerging requirements for systems performance and capabilities which are often pre-requisites to the implementation of CNS/ATM. The second stage would be to change the Index to Application of Supplementary Procedures to more closely reflect the ICAO Regions and the areas of responsibility of the PIRGs.

Draft Conclusion 5/x – Changes to the Regional Supplementary Procedures (Doc 7030)

That ICAO:

- a) re-structured the *Regional Supplementary Procedures* (SUPPS) (Doc 7030) along the lines shown in Appendix B; and
- b) take action to align the area of application of the SUPPs with the area of application of the Regional Air Navigation Plans.

4. ACTION BY ALLPIRG

4.1 The ALLPIRG is invited to:

- a) note the action taken in follow-up to ALLPIRG Conclusion 3/2; and
- b) endorse the draft conclusion in paragraph 3.1 above.

— — — — —

APPENDIX A

PRESENT TABLE OF CONTENTS – EUROPEAN (EUR) SUPPS

	<i>Chapter</i>	<i>Page</i>
PART 1 – RULES OF THE AIR, AIR TRAFFIC SERVICES AND SEARCH AND RESCUE		
Flight rules	1	EUR/RAC-1
Minimum navigational performance specifications (MNPS)	Nil	–
Reduced vertical separation minimum (RVSM) of 300 m (1 000 ft)	2	EUR/RAC-1
Flight plans	3	EUR/RAC-2
Air-ground communications and in-flight reporting	4	EUR/RAC-5
Action in the event of air-ground communication failure	5	EUR/RAC-7
Special procedures for in-flight contingencies	6	EUR/RAC-7
Air traffic control clearances	7	EUR/RAC-9
Separation of aircraft	8	EUR/RAC-9
Use of secondary surveillance radar (SSR)	9	EUR/RAC-10
Special procedures applicable in designated airspaces	10	EUR/RAC-15
Altimeter setting procedures applicable to air traffic services and minimum levels	11	EUR/RAC-16
Flight information service	12	EUR/RAC-16
Air traffic services co-ordination	13	EUR/RAC-17
Air traffic services messages	14	EUR/RAC-17
Alerting and search and rescue services	15	EUR/RAC-19
Air traffic flow management (ATFM)	16	EUR/RAC-19
Procedures for area navigation (RNAV) operations	17	EUR/RAC-22
Operations on ATS Routes in the Middle East Region where an RNP type is specified	18	EUR/RAC-26
Use of airborne collision avoidance system (ACAS)	19	EUR/RAC-27
Identification of ATS routes	Nil	–
PART 2 – COMMUNICATIONS		
Aeronautical mobile service	1	EUR/COM-1
Aeronautical fixed service	2	EUR/COM-1
Radio frequencies	Nil	–
PART 3 – AERODROME OPERATIONS		
Area of applicability	1	EUR/AOP-1
Intersection take-off	2	EUR/AOP-1
Multiple line-ups on the same runway	3	EUR/AOP-1
Visual approaches	4	EUR/AOP-2
Visual departures	5	EUR/AOP-2
PART 4 – METEOROLOGY		
Aircraft observations and reports	1	EUR/MET-1

— — — — —

APPENDIX B

PROPOSED EUROPEAN (EUR) REGIONAL SUPPLEMENTARY PROCEDURES

TABLE OF CONTENTS

	<i>Page</i>
Part 1 – Flight Rules.....	EUR 1-1
1. Instrument flight rules (IFR).....	EUR 1-1
2. Air traffic advisory service.....	EUR 1-1
Part 2 – Flight Plans.....	EUR 2-1
1. Submission of a flight plan.....	EUR 2-1
2. Date of flight in a flight plan.....	EUR 2-1
3. Contents of flight plan.....	Nil
4. Use of repetitive flight plans (RPLs).....	EUR 2-1
5. Indication in the flight plan of 8.33 kHz channel spacing capable radio equipment.....	EUR 2-2
6. For operation in European (EUR) reduced vertical separation minimum (RVSM) airspace	EUR 2-2
7. For area navigation (RNAV) operations.....	EUR 2-3
Part 3 - Communication.....	
1. Air-ground communications and in-flight reporting.....	
2. Controller-pilot data link communications (CPDLC).....	Nil
3. Satellite communications (SAT COM).....	Nil
4. Action in the event of air-ground communications failure.....	
5. Aeronautical mobile service.....	
6. Aeronautical fixed service.....	
7. Radio frequencies.....	
Part 4 - Navigation.....	
1. Minimum navigational performance specifications (MNPS).....	
a) horizontal navigation.....	
b) vertical navigation.....	
2. Area navigation (RNAV) operations.....	
3. Satellite navigation (SAT NAV).....	Nil
Part 5 – Surveillance.....	
1. Secondary surveillance radar (SSR).....	
a) Mode A/C.....	
b) Mode S.....	Nil
c) Transition from Mode A/C environment to Mode S environment and vice-versa	Nil
2. Automatic dependent surveillance (ADS).....	Nil

TABLE OF CONTENTS *(continued)**Page*

Part 6 – Air Traffic Services (ATS).....	
1. Air traffic control (ATC) clearances.....	
2. Separation of aircraft.....	
3. Altimeter setting procedures applicable to air traffic services (ATS) and minimum levels.....	
4. Identification of air traffic services (ATS) routes.....	
5. Special procedures.....	
a) in-flight contingencies.....	
b) for designated airspaces.....	
c) in-flight contingencies involving a loss of vertical navigation.....	
d) performance required for flight within the European (EUR)	
e) reduced vertical separation minimum (RVSM) airspace	
f) emergency descent procedures.....	Nil
6. Air traffic services (ATS) co-ordination.....	
7. Air traffic services (ATS) messages.....	
8. Flight information service.....	
9. Alerting services.....	
Part 7 – Air Traffic Flow Management (ATFM).....	
Part 8 – Controller-Pilot Radiotelephony (RTF) Phraseology.....	
1. Phraseology to be used in airspace where 8.33 kHz channel spacing is used.....	
2. Secondary surveillance radar (SSR) phraseology.....	
3. Phraseology related to reduced vertical separation minimum (RVSM) operations in the European (EUR) reduced vertical separation minimum (RVSM) airspace.....	
4. Phraseology related to area navigation (RNAV) operations.....	
5. Phraseology related to satellite navigation (SAT NAV).....	Nil
6. Phraseology related to air traffic flow management (ATFM).....	Nil
Part 9 – Use of Airborne Collision Avoidance System (ACAS).....	
1. Carriage and operation of airborne collision avoidance system (ACAS) II.....	
2. Responsibility for separation of aircraft during manoeuvres in compliance with a resolution advisory	
3. Airborne collision avoidance system (ACAS) performance monitoring.....	
Part 10 – Search and Rescue (SAR).....	
Part 11 – Meteorology.....	
1. Aircraft observations and reports.....	
2. Special observations, special reports, and selected special reports.....	

TABLE OF CONTENTS *(continued)*

	<i>Page</i>
Appendix A – ICAO European (EUR) Region.....	EUR A1-1
Appendix B – Minimum Navigation Performance Specifications (MNPS)..... Area of Applicability	Nil
Appendix C – European (EUR) Reduced Vertical Separation Minimum (RVSM)..... Airspace Area of Applicability	EUR C1-1
Appendix D – European (EUR) 8.33 Channel Spacing Capable Radio Equipment..... Area of Applicability	EUR D1-1
Appendix E – European (EUR) Area Navigation (RNAV) Procedures Area of Applicability	EUR E1-1

— END —