



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
THIRTEENTH MEETING (APIRG/13)**  
(Sal, Cape Verde, 25-29 June 2001)

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**Agenda Item 7: Inter-regional co-ordination**

**Other Regional Planning and Implementation Group activities**

(Presented by the Secretariat)

**Summary**

To update APIRG on the activities of the other regional planning groups, a summary of the current situation and major developments in the different regions pertaining to planning and implementation of air navigation facilities and services are summarized in the appendix to this paper to facilitate the planning and coordination process.

Action by APIRG is proposed in paragraph 2.

**1. INTRODUCTION**

1.1 The objectives of the APIRG are to ensure the continuous and coherent development of the AFI Regional Plan as a whole taking into consideration the effect of such development on the regional plans of adjacent regions and to identify specific problems in the air navigation field and propose action aimed at solving these problems.

1.2 In order to meet these objectives the APIRG shall *inter alia*, monitor new developments in the air navigation field that may have an effect on the AFI Region. It may be recalled that the requirements listed in the ANPs are updated through, and followed up by the planning and implementation regional groups (PIRGs) in the various regions.

1.3 The Regional Affairs Office (RAO) as a consequence of its central coordinating function is responsible to coordinate the work of the regional planning and implementation groups and promotes effective coordination between global and regional activities related to the introduction of CNS/ATM systems. To update APIRG on the activities of the other regional planning groups, a summary of the current situation and major developments in the different regions pertaining to planning and implementation of air navigation facilities and services is summarized in order to facilitate the AFI planning process and to enable APIRG to plan for coordination of implementation in a timely and evolutionary manner.

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2. APIRG is invited to note the current situation and major developments in the different regions pertaining to planning and implementation of air navigation facilities and services.

2.1 **SIXTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG/6, 10-14 SEPTEMBER 1999)**

- 1) A target date of 2003 has been set for the implementation of reduced vertical separation minima in the Middle East airspace; prior approval of an amendment to the Regional Supplementary Procedures is required.
- 2) The guidance principles for the ground element in the aeronautical telecommunication network transition has been prepared.
- 3) The Middle East Basic Air Navigation Plan and the Facilities and Services Implementation Document are scheduled for finalization by the first quarter of 2001; it will subsequently go through an approval process requiring an amendment to the regional plan.
- 4) The Middle East Regional Plan for CNS/ATM Systems has been reviewed, updated and harmonized with the format of the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750).
- 5) The terms of reference of the MIDANPIRG have been revised, in light of ALLPIRG Conclusion 3/7, to include financial and environmental considerations.
- 6) The carriage of aircraft collision avoidance systems II in the Middle East Region has been made mandatory effective 1 July 2001; this date is earlier than the global date of 1 January 2003.
- 7) A list of priority routes in the Middle East Region has been drawn up for the introduction of required navigation performance 5 effective 22 March 2001; and
- 8) The shortcomings and deficiencies of the Middle East Region were reviewed and addressed as a part of its work programme.

2.2 **TENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/10 - 30 AUGUST - 3 SEPTEMBER 1999)**

- 1) A target date of 24 February 2000 has been set for RVSM implementation in the Pacific airspace, prior approval of an amendment to the Regional Supplementary Procedures is required.
- 2) The guidance material for the ground element in the aeronautical telecommunication network (ATN) transition has been prepared.
- 3) RNAV route UM 501 (Phuket, Thailand to Bhubaneswar, India) has been implemented with effect from 1 October 1999.
- 4) The Asia/Pacific Basic ANP and FASID are in the process of completion.
- 5) A special meeting of the Asia/Pacific Area Traffic Forecasting Group is proposed to

be scheduled in the year 2000 in order to focus on the development of traffic forecasts for the nine major traffic flows and to assist the APANPIRG with the development of business cases for CNS/ATM systems implementation, as required.

- 6) The Asia/Pacific Regional Plan for CNS/ATM Systems has been further reviewed, updated and harmonized with the format of the *Global Air Navigation Plan for CNS/ATM Systems*.
- 7) The Y2K contingency planning document for the Asia/Pacific Regions has been developed.
- 8) A business task force has been established to develop a framework for the business case studies of various options in the implementation of air navigation facilities in the regions; and
- 9) The shortcomings and deficiencies of the Asia/Pacific Regions were reviewed and addressed as a part of its work programme.

## 2.3

### **NINTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/9, 7 - 12 AUGUST 2000)**

- 1) Concerning the interconnection of digital networks, GREPECAS/9 recommended (Conclusion 9/1) that the Regional Offices proceed with the organization of informal meetings in order to coordinate the solutions for the interconnection of such networks in the CAR/SAM Regions. Likewise it was recommended (Conclusion 9/2) that ALLPIRG draw the attention to the PIRGs concerning the need to coordinate the implementation of inter-regional requirements particularly those to be met through the digital networks.
- 2) The meeting agreed to transfer responsibility for high level SIGWX forecasts (SWH) from Brasilia and Buenos Aires RAFCs to Washington WAFC.
- 3) Considering preliminary results of the first phase of COM/MET Special Implementation Project (SIP) for the SAM Region, it was suggested that a similar SIP should be carried out in the CAR Region.
- 4) To improve coordination of efforts between involved organizations to give a quick response to volcanic hazards in CAR/SAM Region as well as SIGMET messages which are not yet sufficient and continue to be prepared with errors, Conclusion 9/8 was formulated. Progress in this regard was made by Buenos Aires VAAC by implementing a computer volcanic ash trajectory/dispersion model, providing adequate advisory information for MWOs and ACCs under its responsibility.
- 5) In view of problems related to training and sufficient human resources in the MET area, urgent need to implement GREPECAS Conclusion 8/29 regarding CAR/SAM regional cooperation project on MET training was recognized.

- 6) The group was informed of the results of the fifth CNS/ATM/IC/SG Meeting, considering the following subjects: human resources and training, institutional aspects, regional GNSS augmentation, RNAV trial routes and Eastern Caribbean CNS/ATM Systems Transition Plan. Conclusion 9/14 to promote the participation of CAR/SAM experts in worldwide technical meeting and Conclusion 9/15 to amend the CAR/SAM FASID were formulated.
- 7) April 2001 and January 2002 were established as tentative dates for the implementation of the RNAV/RNP 10 route network and RVSM in the EUR/SAM corridor, under coordination with all involved parties.
- 8) Under CAR/SAM Project RLA/98/003, main traffic flows are being studied identifying future operational requirements, proposing technical and operational solutions and performing the associated cost-benefit and sensitivity analyses, regarding the introduction of new CNS/ATM systems.
- 9) The shortcomings and deficiencies of the CAR/SAM Regions were reviewed and addressed as a part of its work programme.
- 10) With the purpose of achieving more efficiency, dynamism and improve the group's methods, GREPECAS was restructured, including among its subsidiary bodies an Air Safety Board, an Administration Coordination Group, as well as AERMET, AGA/AOP, AIS/MAP, ATM/CNS and Human Resources subgroups. In such sense, terms of reference and work programmes for GREPECAS and its subsidiary bodies were developed, formulating Decision 9/20 in order to formalize adoption of new structure.

## 2.4

**FORTY-FIRST MEETING OF THE EUROPEAN AIR NAVIGATION PLANNING GROUP (EANPG/41, 29 NOVEMBER TO 2 DECEMBER 1999)**

- 1) When reviewing the progress made on the development of ICAO regional provisions on "New Procedures" and "SIRO", the EANPG welcomed the pro-active work plan established by the ANC on the matter. The group also underlined the need for closer coordination between the ANC and PIRGs on regional developments and initiatives to increase capacity in airports and airspace.
- 2) The All Weather Operations Group was presented with progress made and adopted conclusions which set courses of action on the following issues: ILS/VOR/FM compatibility; availability, certification and implementation of multi-mode receivers (MMR) impact of ILS/VOR/FM broadcast compatibility on State aircraft within the European Region; development of ICAO regional provisions on "Building Restricted Area"; on "Low Visibility Procedures", and on "Certification"; the "Road-Map for All Weather Operations in the European Region of ICAO" and the development of ICAO regional provisions for the planning of all weather operations; planning of radio navigation aids; and use of nav aids outside designated operational coverage (DOC).
- 3) The meeting was presented with progress made by the SADISOPSG and the METG

and, in particular, on the SADIS financing issue. In the context of its discussions, the meeting addressed and drew up conclusions for action on the following issues: SADIS operational focal point in user States; nomination of a new member of the SADISOPSG; dissemination of tropical cyclone advisories (WT) via AFS in the EUR Region; SADIS strategic assessment tables; requirements for a new SIGWX chart for polar routes; harmonization of the access to AIS and MET information relating to pre-flight planning; review of volcanic ash warning and advisory procedures; meteorological data for aerodrome operations; and SADIS financing issues\* (*\* - matter has been documented for further review by the Council*) ICAO to consider developing a uniform policy for the use of the Internet.

- 4) The group was informed of actions taken concerning the cost recovery of SADIS, based on EANPG Conclusions 40/29 and 40/30. On the basis of this information, the group expressed its serious concern about the future availability of SADIS, regarding the existing funding via the voluntary cost recovery scheme, as this did not provide a sufficiently stable basis for the ongoing provision of this vital system. It was recognized that in some States the MET services and airlines were using SADIS as the only incoming communication link available for OPMET data.
- 5) The group reviewed the work of the EANPG Aeronautical Fixed Services Group (AFSG), Frequency Management Group (FMG) and Meteorological Communications Group (MOTNEG) and developed conclusions for action in the following areas:• spectrum requirements; aviation involvement in national preparations for ITU conference; and SADIS two-way very small aperture terminal (V-SAT) in Moscow.
- 6) EANPG noted with satisfaction that the development of documents related to EANPG Working Group for Air Traffic Management in the Eastern Part of the ICAO EUR Region, including Middle Asia (GATE), Strategic ATM Planning (SAP) and ATM Training Needs in the Eastern part of the ICAO EUR Region had been completed and distributed.
- 7) EANPG was informed of the continued efforts of the meeting for the Planning and Coordination of Implementation of ATS Routes through the Airspace of the Eastern Part of the ICAO EUR Region, including Middle Asia (TARTAR), aimed at the establishment of more permanent and stable ATS route planning machinery for their area of responsibility.
- 8) The ICAO ATS/ATFM Coordination Meeting – Europe East and Middle Asia (FLOE) in reviewing the activities of the ICAO ATS/ATFM Coordination Meeting, noted with particular attention that an initiative has been taken at the FLOE/22 Meeting to carry out initial feasibility studies regarding the establishment of a common upper flight information region (UIR) in the airspace over part of the Baltic Sea area, and that the first results of these studies would be available in February 2000.
- 9) The group reviewed a draft European Regional Air Navigation Strategy and agreed that it be used as the guidelines for all CNS/ATM transition planning in the European Region.

- 10) The group noted the outcome of and follow-up action taken by the Council of ICAO on the third meeting of the ALLPIRG/Advisory Group. The EANPG recognized the value of the ALLPIRG conclusions relative to its own work programme. Referring to Conclusion 3/7 of ALLPIRG calling for a revision of terms of reference of regional planning groups so as to include cost/benefit aspects of regional air navigation planning, the group was of the view that the current terms of reference of the EANPG adequately covered this matter and did not require a modification of the current terms of reference of the EANPG.
- 11) With regards to the Implementation of reduced vertical separation minimum (RVSM) in the EUR Region, the group was presented with the draft proposal developed by ICAO and EUROCONTROL for the amendment to the EUR SUPPs that addressed the operational procedures requirements for RVSM implementation. The group was also informed that some States were studying the possibility of implementing RVSM prior to the programme date of 24 January 2002.
- 12) The group noted progress reports on the preparations by ICAO and EUROCONTROL for the forthcoming ITU World Radio Conference (WRC-2000, Istanbul, May 2000). States had been urged to include aeronautical communications experts in their national delegation to the conference so as to fully defend the civil aviation requirements. The EANPG emphasized and confirmed the seriousness of the situation and again urged States, as well as ICAO and its Secretariat, to spare no effort in defending the aeronautical position at WRC-2000.
- 13) Pursuant to EANPG Conclusion 40/58, the group noted the progress achieved by the ICAO Secretariat and EUROCONTROL on the subject of developing a new methodology (alphanumeric codes) for the naming of tactical way-points in the terminal control areas (TMAs) in order to improve the efficiency and management of ATS routes and associated way-points within TMAs.
- 14) The EANPG was presented with a proof version of the *Air Navigation Plan – European Region* (EUR ANP) (ICAO Doc 7754) in its new format, split into the Basic ANP and the Facilities and Services Implementation Document (FASID). In reviewing the document, it was confirmed that its contents were based on Amendment No. 24 to the EUR ANP and did not introduce any modifications of substance. Processing of proposals for amendment was therefore not necessary since the material had already been approved by Council. The EANPG emphasized and stressed the need for ICAO to maintain these ANP/FASID documents in a fully updated condition and not allow it to deteriorate.
- 15) The EANPG was provided with a review and the last information regarding the year 2000 development programme at both the global and regional levels. At the global level, in collaboration with, *inter alia*, the International Air Transport Association (IATA) and Airports Council International (ACI), ICAO had developed a comprehensive action plan to address the Y2K problem. At the regional level, the group noted a very high degree of awareness and preparedness within the European civil aviation community.

- 16) The EANPG agreed in principle on the need for a modification of the NOTAM format to allow for a short text for bulletin entry which was to be completed by the originator to improve consistency of the information. This proposal in a refined form was to be considered by ICAO for further action in due course.
- 17) It was emphasized that any enhanced regulatory process in EUROCONTROL should be fully consistent with the ICAO regulatory process, whatever the level of regulatory activity, pursuant to the obligations incumbent on States that are parties to the Convention on International Civil Aviation.
- 18) The EANPG was presented with a text of a model for an umbrella agreement between States for the mutual delegation of air traffic services which had recently been adopted by EUROCONTROL for possible use by EUROCONTROL/ECAC Member States. The group considered the material valuable also for States outside the EUROCONTROL/ECAC constituency and agreed that it, when finalized, should be disseminated to other interested States in the ICAO EUR Region for use as may be appropriate.
- 19) The group was informed of the significant developments in the implementation of 8.33 kHz channel spacing. It was noted that the commencement of 8.33 kHz operations on 7 October 1999 had been a very successful event. EUROCONTROL was to put together a timetable for 8.33 kHz expansion assessment activities to determine when expansion of the current 8.33 kHz channel spacing into the lower airspace would be necessary. This would be dependant upon European and national requirements and was closely linked to the success of the initial 8.33 kHz implementation.
- 20) The group recalled that it had, on many occasions in the past, voiced its concern at the relative slowness of the ICAO processes and the lack of resources to support the necessary work in the region. The ICAO Regional Director was requested to bring this matter to the attention of the appropriate levels in ICAO.
- 21) The EANPG unanimously elected Mr. Karsten Theil (Denmark) as its new Chairman consequent to the retirement of current Chairman Mr. Koren.