



ICAO

International Civil Aviation Organization

Tenth Meeting of the Air Traffic Management Sub-Group  
(ATM/SG/10) of APANPIRG

Video Teleconference, 17 – 21 October 2022

## Agenda Item 5: ATM Systems (Modernization, Seamless ATM, CNS, ATFM)

### ICAO DOC 7030 REGIONAL SUPPLEMENTARY PROCEDURES (SUPPS) PUBLICATION GUIDANCE FOR IMPLEMENTATION OF ADS-B IN TRAIL PROCEDURES (ITP) AND CLIMB AND DESCENT PROCEDURE (CDP)

(Presented by New Zealand)

#### SUMMARY

This paper presents information on jointly submitted PfAs on the implementation of ADS-B ITP and ADS-C CDP from several IPACG/ISPACG member states to amend the Doc. 7030 MID/ASIA and PAC Regional SUPPS. In its review, ICAO HQ determined parts of the PfAs were unnecessary and that States were free to implement ITP and CDP without modification to Doc 7030. This paper advocates for the publication of improved guidance to clarify which items are to be published in the Doc 7030 Regional SUPPS.

## 1. INTRODUCTION

1.1 The Foreword in the Doc 7030 Regional Supplementary Procedures (SUPPS) states:

2. *In the development of Regional Supplementary Procedures, the following criteria must be satisfied:*

- 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).*

1.2 Following the guidance in the forward of the Regional SUPPS, the Informal Pacific ATC Coordinating Group (IPACG) and Informal South Pacific ATC Coordinating Group (ISPACG) contracting states worked together to submit two PfAs to the Regional SUPPS on August 21, 2020. One PfA is for the MID/ASIA Region (Attachment 1) and the other is for the PAC Region (Attachment 2). The PfAs correct minor errors and add PBN based procedures to the Regional SUPPS. Many States intended to implement the PBN procedures upon approval of the PfA.

1.3 ICAO Headquarters conducted an initial review of the PfAs and determined that procedures like the ITP and CDP were unnecessary as the proposed procedures were reflective of the standards in the PANS-ATM. Therefore, the IPACG and ISPACG States are implementing these procedures.

## 2. DISCUSSION

2.1 It appears the IPACG and ISPACG members have been laboring under a misinterpretation that the application of any PANS-ATM procedure (per 2.a) in the Regional SUPPS Foreword) must be supported by SUPPS regardless of whether the minimum requires a regional agreement.

2.2 For many years now, publication of an ATC procedure in the SUPPS has been important to many ANSPs because it provided notification to their regulator that the FIR was approved to apply the procedure. When States published the separation minima that were being applied in their FIRs in the SUPPS, it also provided ICAO Regional Offices awareness of what was happening in a FIR.

2.3 We understand that it is the determination of ICAO that the States in the region need not publish applied ATC minima that adhere to PANS ATM and do not require regional agreements. Therefore, ANSPs are free to implement the separation minima with ICAO approval if they follow the PANS-ATM standards. In the future ANSPs may choose to submit papers to ICAO APAC regional meetings to advise their intentions to implement new separation minima in their FIRs. The meeting report will reflect the implementation in the FIR and the States may consider the implementation appropriate and proceed forward with the change.

2.4 With this understanding, the Auckland Oceanic, Brisbane, Fukuoka, Honiara, Melbourne, Nauru, New Zealand, Port Moresby, Anchorage Oceanic, Nadi, Oakland Oceanic and Tahiti FIR have implemented or plan future implementation of the ADS-B In-Trail Procedure (PANS-ATM 5.4.2.7) and ADS-C Climb and Descent Procedure (PANS-ATM 5.4.2.8) separations in those FIRs.

2.5 To avoid future confusion the IPACG and ISPACG States request ICAO include clear direction on the publication requirements in the next revision of Doc 7030.

<b>Conclusion/Decision</b> ATM/SG/10-X: Provide clear direction on Doc 7030 Regional SUPPs publication requirements.		
What: That, ICAO provides clear direction on which separation minima require Doc 7030 Regional SUPPS publication to provide consistency in the information published in the different ICAO Regions.		Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide consistency of published information in ICAO Doc 7030.	Follow-up: <input type="checkbox"/> Required from States	
When: 21-October-22	Status: Draft to be adopted by PIRG	
Who: <input type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX		

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss any relevant matters as appropriate; and
- c) support the need for improved ICAO Doc 7030 Regional SUPPs publication requirements to provide consistency in the published information.

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