THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 April 1999)

Agenda Item 3: Review of follow-up actions to the World-wide CNS/ATM Systems Implementation Conference

(Presented by the Secretariat)

SUMMARY

This paper presents the follow-up process to the World-wide CNS/ATM Systems Implementation Conference and highlights items requiring attention by planning and implementation regional groups (PIRGs) as well as by ALLPIRG.

1.   INTRODUCTION

1.1   The World-wide CNS/ATM Systems Implementation Conference was held in Rio de Janeiro, Brazil from 11 to 15 May 1998. The conference developed 23 conclusions and 33 recommendations which call for follow-up actions.

1.2   A plan of action proposed by the Secretary General in C-WP/11023 (attached as Appendix A to this paper) was endorsed by the Council on 4 December 1998 (C-DECs 155/7 and 155/8 are attached as Appendices B and C respectively). The follow-up action plan identifies individual actions, responsible bodies and time frames for their progressing and/or completion.

1.3   A number of items of the above-mentioned action plan call for specific courses of action by PIRGs. Those items and some related matters are briefly discussed in this paper.

2.   NECESSARY FOLLOW-UP ACTIONS BY PIRGS

2.1   As set out in the appendix, the following items are to be brought to the attention of PIRGs for their consideration and/or action:

   a) consideration of inviting financial institutions to meetings as required (action item 2.1.1 refers);

   b) collection and compiling of information relating to the implementation of CNS/ATM systems (action item 2.1.2 refers);

(21 pages)
ANB

c)   consideration of the intent of Recommendations 2/10 and 2/11 (of the Rio Conference) hence, involving service providers and airspace users in planning and implementation of CNS/ATM systems based on identified homogenous ATM areas and major international traffic flows (action items 2.1.3 and 2.1.6 refer);

d)   making use of new material on cost-benefit analyses and business cases to develop plans based on homogeneous ATM areas and major international traffic flows (action item 2.1.4 refers);

e)   encouraging regional and sub-regional organizations to undertake assignments for the co-ordinated implementation of CNS/ATM systems (action Item 2.1.9 refers);

f)   evaluating proposals pertaining to the extended role of technical cooperation in the planning and implementation of CNS/ATM systems (action Item 5.1.1 refers); and

g)   evaluating proposals for the inclusion of training plans in regional air navigation plans (action item 9.1.2 refers).

2.2   The Secretariat will take the necessary steps so that all items needing attention or action by PIRGs are duly documented at their next meetings. It is expected that the work of PIRGs in several of the above areas may need to be kept under review by ALLPIRG to ensure compatibility and consistency between various regional approaches.

3.   **ITEMS NEEDING SPECIAL ATTENTION BY ALLPIRG**

3.1   In line with the terms of reference of ALLPIRG, and noting the endorsement by the Council of the Programme of Implementation Actions as a Follow-up to the World-wide CNS/ATM Systems Implementation Conference (as per Appendix A), it is suggested that the meeting acknowledge the need for all PIRGs to organize and conduct their work in such a way that matters needing action by ALLPIRG be properly identified and documented in a timely manner. The table shown below is a non-exhaustive list of such matters.

No.	Work Item	Action by ALLPIRG
1.	Communicate status of actual regional CNS/ATM systems implementation initiatives and activities	Identify implementation priorities and consolidate received reports into a world-wide implementation status report at each meeting
2.	Noting regional developments and pace of implementation, suggest changes/additions to Volume II of the *Global Air Navigation Plan for CNS/ATM systems*	Develop consolidated amendment proposals to the Global Plan as necessary

No.	Work Item	Action by ALLPIRG
3.	Actively address possible interregional issues such as: a) the need to upgrade certain aeronautical fixed service (AFS) circuits (which may imply the implementation of aeronautical message handling service (AMHS) in certain cases) between adjacent regions; b) the rectification of possible hurdles to the seamless transition between regions served by different service providers; and c) the harmonization of regional airborne collision avoidance system (ACAS) implementation (including regulatory and training aspects) in order to comply with the global mandate adopted by Council (C 153/14).	Review the subjects and suggest solution as appropriate
4.	Clearly identify specific regional training requirements	Review requirements and develop proposals to avoid duplication of efforts in preparing and organizing courses, seminars and workshops
5.	Clearly identify technical cooperation requirements	Review requirements and develop proposal to facilitate early and harmonized implementation of CNS/ATM systems in all regions

4.   **ACTION BY THE ALLPIRG**

4.1   The meeting is invited to:

    a) note the Programme of Implementation Actions as a Follow-up to the World-wide CNS/ATM Implementation Conference (as per the appendices);

    b) note that in line with a) above, PIRGs will be taking up specific action items as outlined in paragraph 2.1; and

    c) reaffirm the need for the Council to urge PIRGs to take up additional action items as outlined in paragraph 3.1 and develop a recommendation to that effect.

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COUNCIL — 155TH SESSION

Subject No. 45: Policy and Programme of ICAO for Provision of Air Navigation Facilities and Services

A PROGRAMME OF IMPLEMENTATION ACTIONS
AS A FOLLOW-UP
TO THE WORLD-WIDE CNS/ATM SYSTEMS IMPLEMENTATION CONFERENCE

(Presented by the Secretary General)

SUMMARY

As part of the follow up to the recommendations developed by the World-Wide CNS/ATM Systems Implementation Conference (Rio de Janeiro, 11 to 15 May 1998), this paper presents an action plan which includes the identification of tasks, responsible ICAO bodies, time frames, co-ordination required and relation to the Programme Budget. Action by the Council is proposed in paragraph 3.

REFERENCES

*C-WP/10910	*State letter M 8/1-98/58
C-WP/10902	Report of the Second Meeting of the ALLPIRG /Advisory Group
C- WP/10914	
C 154/19	Programme Budget of the Organization for 1999-2000 and 2001
*Report of the World-Wide CNS/ATM Systems Implementation Conference (Doc 9719)	

*Principal references

1.   **INTRODUCTION**

1.1   The World-wide CNS/ATM Systems Implementation Conference was held in conjunction with a technology exhibition in Rio de Janeiro, Brazil from 11 to 15 May 1998. The conference was designed to be a catalyst for broadened, early, national and regional participation in building the global

communications, navigation and surveillance/air traffic management (CNS/ATM) systems. The conference developed 23 conclusions and 33 recommendations which call for follow-up actions.

1.2   The Council, on 23 June 1998 (C 154/19) reviewed the report of the conference and proposed follow-up actions to the recommendations developed by the conference. It also took action by confirming ICAO's follow-up role and requested the Secretariat to co-ordinate a comprehensive programme of implementation actions addressing recommendations of the conference, to be presented to the Council during its 155th Session.

2.   **IMPLEMENTATION ACTIONS AND APPROACH**

2.1   Many of the recommendations emanating from the Rio Conference are structured in such a way that they will serve to refocus the world community toward achieving the objectives and goals of CNS/ATM systems, ensuring that previous commitments are kept while, at the same time, setting out clearly the path ahead. For this reason, the Council (C 154/19) accepted that 26 of the 33 recommendations be handled in the form of comprehensive letters to States, industry, financial institutions and other CNS/ATM partners. The first of a series of letters was sent on 17 July 1998 (M 8/1 - 98/58 refers) inviting States to review the Conference recommendations. This served the purpose of preparing States for the follow-up actions identified in the appendix to this paper. Additional State letters are being prepared as required to draw the attention of States to actions on specific subjects which they have been requested to undertake through the recommendations of the conference.

2.2   The multi-disciplinary approach adopted by the Secretary General to support the Rio Conference was to accomplish its objectives in three phases: preparation, realization and follow-up of the conference. Based on this, a series of activities in co-ordination with agenda item secretaries, has identified several deliverables associated with the many recommendations along with agreement on time-frames for completion of tasks. Collectively, this has resulted in a concise plan of action, along the lines of the one used for the Safety Oversight Programme to which programme management techniques can be applied. Because the recommendations of the conference cut across several activities associated with CNS/ATM systems, involving all ICAO Bureaux, the recommendations have been categorized in logical groupings for practical purposes only, to facilitate implementation of the actions.

2.3   It is recalled that in Resolution A32-12, the Council is requested, as a matter of high priority within the budget adopted by the Assembly, to ensure that the necessary resources are made available to complete the follow-up work envisaged by the conference and to support, and co-ordinate follow-up action taken by States and other CNS/ATM partners. In order to ensure effective management and oversight of implementation actions, the appendix depicts the links between each recommendation, the associated actions, the responsible ICAO bodies and the Programme Budget of the Organization for 1999, 2000 and 2001. Tasks not included in the Programme Budget, designated "new" in the action plan at the appendix to this paper, indicate where resources need to be absorbed from other areas.

2.4   Implementation of the recommendations of the Rio Conference will be integrated into the broader programmes associated with implementation of CNS/ATM systems and of the provision of air navigation services in general. Implementation of CNS/ATM systems forms part of the fabric of ICAO's Strategic Action Plan, connected with several different strategic objectives as reflected in the key activities identified in connection with the Programme Budget Items in the action plan at the appendix to this paper.

2.5   Due consideration is being given to the need to involve ALLPIRG and CNS/ATM partners outside ICAO, in keeping with the Council's request (C 154/19) to develop a comprehensive programme of implementation actions cf. paragraph 9.2 of C-WP/10910. Key amongst CNS/ATM partners from whom

commitment of resources to improve implementation of CNS/ATM systems is sought are ICAO Contracting States, relevant international organizations, users and service providers. It is therefore reassuring that Resolution A32-12, recently adopted by the 32nd Session of the Assembly, encourages States to make that commitment in a co-operative spirit and invites similar co-operation and commitment from other CNS/ATM partners.

2.6   Due to the interdependency of the tasks, there will also be great emphasis on team work. It is believed that this approach will optimize the use of existing resources and thus minimize the additional resources that will be required. In order to co-ordinate the work in follow-up of the Rio Conference, and in line with Conclusion 2/13 of the Report of the Second Meeting of ALLPIRG, a core co-ordinating team is being created in the Secretariat.

3.   **ACTION BY THE COUNCIL**

3.1   The Council is invited to:

a)   note the implementation actions and approach to follow-up of the Rio Conference as contained in this paper; and

b)   endorse the plan of action set out in the appendix.

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APPENDIX

**ACTION PLAN FOR CNS/ATM PARTNERS
IN FOLLOW-UP TO THE WORLD-WIDE CNS/ATM SYSTEMS
IMPLEMENTATION CONFERENCE**

1.   ECONOMIC/ORGANIZATIONAL ISSUES

1.1   The following recommendations deal with financing, efficient organization, and cost-recovery:

        a)   **2/4 — Facilitating access to money markets**
        b)   **2/5 — Co-operative ventures**
        c)   **2/6 — ICAO's assistance in co-operative schemes**
        d)   **2/9 — Encouragement to financial institutions**
        e)   **3/8 — Financial management**
        f)   **3/9 — Cost-benefit and business cases**
        g)   **3/10 — Cost recovery**
        h)   **3/11 — Use of revenues from user charges**
        i)   **3/12 — Priority in financing**
        j)   **3/13 — Loan guarantees**
        k)   **3/16 — ICAO follow-up action**

1.1.1   Concerning the items below, develop further guidance, emphasize the items during workshop/seminar activity in each ICAO region and at the world-wide Conference on the Economics of Airports and Air Navigation Services (June 2000), explore a co-operative framework with IATA and other interested parties, and provide assistance to States as requested and feasible:

        economic benefits of aviation in general and CNS/ATM in particular
        sound financial management, including proper identification of costs and revenues
        user charges to defray costs
        cost-benefit analyses and business cases to justify investment and secure financing
        priority in investment for ICAO Regional Air Navigation Plan requirements
        funding sources and guarantees
        autonomous entities for the operation of air navigation services
        joint charges collection agencies and other co-operative ventures

    Action by: ATB[1], TCB, ANB, RAO and Regional Offices
    Time Frame: 1999-2001, ongoing

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[1]   Throughout this appendix, the first body listed beside "Action by:" is the primary responsible office in the Secretariat; this office will work in consultation/co-ordination with the others listed.

A-2

Programme Budget Items: 3.3.3 (Evaluation of economic impact of civil aviation on States, Economic planning studies, Cost/benefit of CNS/ATM, Regional workshops/seminars), 3.4.2 (Charges and cost recovery policy development, Conference on Economics of Airports and Air Navigation Services, Organizational arrangements for multinational facilities/services, Implementation of CNS/ATM), 3.4.3 (Regional workshops/seminars), 3.4.4 (Technical support), 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendations: All)

1.1.2   Address, as a matter of urgency, the issue of cost allocation amongst all users of GNSS

Action by: ATB, ANB, LEB, RAO and Regional Offices
Time Frame: Parameters of study to be considered by Air Transport Committee and Council in 156th Session
Programme Budget Items: New (under 3.4 Airport and Route Facility Management)
(Recommendation 3/16 a)

1.1.3   Assist States, on request and on a cost recovery basis, in their preparation and negotiation of loans to finance CNS/ATM systems components and other air navigation services infrastructure

Action by: ATB, TCB, LEB
Time Frame: Ongoing
Programme Budget Items: 3.4.4 (Technical support)
(Recommendation 3/16 e)

1.1.4   Expedite studies on an International Aeronautical Fund

Action by: ATB, TCB, ANB, LEB, RAO
Time Frame: Ongoing, results to be considered by Council in late 1999.
Programme Budget Items: New (under 3 Air Transport)
(Recommendation 3/16 f)

2.   **PLANNING ISSUES**

2.1   The following recommendations deal with planning of CNS/ATM systems:

a) **2/7 — Establishment and management of CNS/ATM systems at the national, regional and global levels**
b) **2/8 — Need for political commitment for implementation of CNS/ATM systems**
c) **2/9 — Encouragement to financial institutions**
d) **2/10 — Identification of homogeneous ATM areas and major international traffic flows at the global, regional and sub-regional levels**
e) **2/11 — Planning and implementation of CNS/ATM systems by service providers and airspace users**

f) **2/12 — The need to adopt planning methodologies that are cost-beneficial**
g) **2/13 — Regional and sub-regional co-ordination functions**
h) **2/15 — ICAO's central role**
i) **3/16 — ICAO follow-up action**

2.1.1   Enhance the role of PIRGs and give them the discretion to invite financial institutions to their meetings as required

> *Action by:* RAO, regional offices
> *Time Frame:* On-going
> *Programme Budget Items:* 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
> (Recommendation: 2/9)

2.1.2   Monitor implementation of CNS/ATM systems through PIRGs

> *Action by:* RAO, ANB, ATB, LEB, regional offices
> *Time Frame:* On-going
> *Programme Budget Items:* 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
> (Recommendation: 2/7)

2.1.3   Request secretaries of PIRGs to document Recommendations 2/10 and 2/11 at PIRG meetings specifically requesting them to draw the attention of service providers and users to Recommendation 2/11

> *Action by:* RAO, regional offices
> *Time Frame:* December 1999
> *Programme Budget Items:* 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
> (Recommendations: 2/10 and 2/11)

2.1.4   Extend assistance to PIRGs, in the development of cost-benefit analyses and business cases for planning based on homogenous ATM areas and major international traffic flows

> *Action by:* ATB, ANB, RAO, LEB, regional offices
> *Time Frame:* Ongoing
> *Programme Budget Items:*   3.3.4 (Servicing of regional traffic forecasting groups), 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
> (Recommendation: 2/10)

2.1.5   Finalize guidance material for national planning for CNS/ATM systems

> *Action by:* RAO, ANB, ATB, TCB, regional offices
> *Time Frame:* March 1999

Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendation: 3/16)

2.1.6   Encourage service providers and users to attend the PIRG meetings

Action by: RAO, regional offices
Time Frame: December 1999
Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendation: 2/11)

2.1.7   Identify needs of developing States to carry out national planning for CNS/ATM systems in a cost-effective manner

Action by: RAO, TCB, ANB, ATB, LEB, regional offices
Time Frame: Ongoing
Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendation: 2/12)

2.1.8   Extend ICAO assistance to developing States to carry out national planning for CNS/ATM systems in a cost-effective manner

Action by: TCB, RAO, ANB, ATB, LEB
Time Frame: On-going
Programme Budget Items: Administrative and Operational Services Costs Fund (AOSCF)
(Recommendation: 2/12)

2.1.9   Request secretaries of PIRGs to encourage regional and sub-regional organizations to undertake assignments for the co-ordinated implementation of CNS/ATM systems

Action by: RAO, regional offices
Time Frame: December 1999
Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendation: 2/13)

2.1.10   Carry out a feasibility study covering investment, establishment and cost recovery in the implementation of international civil GNSS

Action by: ATB, RAO, ANB, LEB, TCB
Time Frame: Post 2000
Programme Budget Items: New (under 3.4 Airport and Route Facility Management)5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)

(Recommendation: 2/15)

3.   **TARGET LEVEL OF SAFETY**

3.1   The following recommendation is dealt with in this section:

    a) **2/14 — That ICAO be invited to entrust to the appropriate panel the study of the concept of using the target level of safety (TLS) of air traffic at the national and regional levels**

3.1.1   Prepare a working paper for the Air Navigation Commission which will assign the task to the relevant panel.

        Action by: ANB
        Time Frame: November 1998
        Programme Budget Items: 2.6.3 (ATM requirements for communication, navigation, and surveillance), 2.6.4 (Airspace management), 2.6.5 (Air traffic services)
        (Recommendation: 2/14)

4.   **IDENTIFICATION OF ASSISTANCE REQUIREMENTS AND DEVELOPMENT OF VARIOUS SCHEMES**

4.1   The following recommendations deal with concessionary funding and the provision of expertise and training fellowship assistance:

    a) **3/14 — Concessionary funding and the provision of expertise**
    b) **6/19 — Training fellowship assistance**

4.1.1   Develop specific proposals in follow-up of the recommendations listed above

        Action by: ATB, TCB, ANB, LEB, regional offices
        Time Frame: December 1999
        Programme Budget Items: New (under 3.3 Forecasting and Economic Planning) New (under 3.4 Airport and Route Facility Management)
        (Recommendation: 3/14)

4.1.2   Identify States/areas where CNS/ATM systems are difficult to implement

Action by: RAO, TCB, ATB, LEB, regional offices
Time Frame: Ongoing
Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
(Recommendation: 3/14)

4.1.3   Develop proposals to extend assistance through concessionary funding and the provision of
expertise

Action by: TCB, ATB
Time Frame: Ongoing
Programme Budget Items: Administrative and Operational Services Costs Fund (AOSCF)
(Recommendation: 3/14)

4.1.4   Identify needs of developing States to meet their training needs for CNS/ATM systems

Action by: RAO, TCB, ANB, ATB, LEB, regional offices
Time Frame: December 1999
Programme Budget Items: 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO), 2.11.5 (Personnel training)
(Recommendation: 6/19)

4.1.5   Seek financial assistance for developing States to meet their training needs for CNS/ATM
systems

Action by: TCB, RAO, ANB, ATB, LEB
Time Frame: December 1999
Programme Budget Items: Administrative and Operational Services Costs Fund (AOSCF)
(Recommendation: 6/19)

5.   **TECHNICAL CO-OPERATION ISSUES**

5.1   The following recommendations deal with technical co-operation issues:

        a)   **4/2 — Role of technical co-operation in CNS/ATM planning and implementation**

5.1.1   Follow-up paragraph 7.1 at ALLPIRG

Action by: TCB, RAO, LEB
Time Frame: April 1999

Programme Budget Items: Administrative and Operational Services Costs Fund (AOSCF)
(Recommendation: 4/2)

5.1.2   Develop proposals to enhance the role of technical co-operation in the planning and implementation of CNS/ATM systems

> *Action by:* TCB, RAO
> *Time Frame:* March 1999
> *Programme Budget Items:* Administrative and Operational Services Costs Fund (AOSCF)
> (Recommendation: 4/2)

6.   **LEGAL AND INSTITUTIONAL MATTERS**

6.1   The following recommendations deal with legal and institutional matters:

> a) **5/3 — Further work on CNS/ATM legal aspects**
> b) **5/4 — Objectives of further work**

6.1.1   Establish the Secretariat Study Group on Legal Aspects of CNS/ATM systems

> *Action by:* LEB
> *Time Frame:* December 1998
> *Programme Budget Items:* 4.3.3 (CNS/ATM)
> (Recommendations: 5/3 and 5/4)

6.1.2   Ensure expeditious follow-up of the recommendations of the Rio Conference and those of LTEP, especially those concerning institutional issues and questions of liability.

> *Action by:* LEB, ATB, ANB
> *Time Frame:* December 1999
> *Programme Budget Items:* 4.3.3 (CNS/ATM)
> (Recommendations: 5/3 and 5/4)

6.1.3   Study and review all relevant legal aspects relating to CNS/ATM systems, and report thereon to the Council.

> *Action by:* LEB, ANB, ATB
> *Time Frame:* November 2000
> *Programme Budget Items:* 4.3.3 (CNS/ATM)
> (Recommendations: 5/3 and 5/4)

6.1.4   Consider the elaboration of an appropriate long-term legal framework to govern the operation of GNSS systems, including consideration of an international convention for this purpose and present proposals for such a framework.

> *Action by:* LEB, ATB, ANB, TCB
> *Time Frame:* March 2001
> *Programme Budget Items:* 4.3.3 (CNS/ATM)
> (Recommendations: 5/3 and 5/4)

7.   HUMAN FACTORS ISSUES

7.1   The following recommendations deal with human factors issues:

a) **6/11 — Timely consideration of human factors issues**
b) **6/12 — Human factors regulations**

7.1.1   Co-ordination among panels and study groups to ensure that relevant human factors issues are addressed in their work

> *Action by:* ANB
> *Time Frame:* December 1999
> *Programme Budget Items:* 2.11.3 (Flight safety and human factors)
> (Recommendations: 6/11 and 6/12)

8.   TRAINING ISSUES

8.1   The following recommendations deal with training issues:

a) **6/13 — Re-assessing training curricula**
b) **6/14 — Adoption of a regional approach to CNS/ATM training**
c) **6/17 — Participation in the ICAO TRAINAIR Programme**

8.1.1   Co-ordinate the above recommendations with ICAO Representatives.

> *Action by:* ANB, RAO, TCB
> *Time Frame:* July 1999
> *Programme Budget Items:* 5.1.2 (Support regional offices to implement policies, directives and plans of ICAO)
> (Recommendations: 6/13, 6/14 and 6/17)

9. **TRAINING IN THE REGIONAL CONTEXT**

9.1 The following recommendations deal with training issues in the regional context:

  a) **6/15 — Role of the ICAO Regional Offices in CNS/ATM training**
  b) **6/16 — Inclusion of training plans in the regional air navigation plan**

9.1.1 Co-ordinate the above recommendations with ICAO Representatives.

  Action by: ANB, RAO, regional offices
  Time Frame: March 1999
  Programme Budget Items: 2.11.5 (Personnel training)
  (Recommendations: 6/15 and 6/16)

9.1.2 Develop proposals for the inclusion of regional training plans in regional air navigation plans for presentation to PIRGs

  Action by: ANB, RAO, regional offices
  Time Frame: December 1999
  Programme Budget Items: 2.11.5 (Personnel training)
  (Recommendation: 6/16)

10. **TRAINAIR**

10.1 The following recommendation deals with TRAINAIR:

  a) **6/18 — CNS/ATM systems course development**

10.1.1 Develop proposals to increase the focus of ICAO's TRAINAIR Programme on CNS/ATM systems courses.

  Action by: ANB
  Time Frame: July 1999
  Programme Budget Items: 2.11.5 (Personnel training)
  (Recommendation: 6/18)

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C-DEC 155/7
3/12/98

COUNCIL - 155TH SESSION

SEVENTH MEETING

(THE COUNCIL CHAMBER, WEDNESDAY, 2 DECEMBER 1998 AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

1999 Technical Co-operation Administrative and Operational Services Cost (AOSC)
budget estimates, and update of the 1998 AOSC income and expenditures
(Subject No. 42.1.3)

1.   The Council considered this subject on the basis of a paper presented by the Secretary General (C-WP/10977) and oral reports by past Chairmen of the Technical Co-operation and Finance Committees (TCC and FIC).

2.   The personal views expressed by the President of the Council during the debate regarding the philosophy behind the Technical Co-operation Programme, as well as its past and its future, were recorded for the summary minutes of the meeting.

3.   In taking the action indicated in paragraph 4.1 of C-WP/10977, as amended by the President in light of the said oral reports, the Council:

> a)   noted the oral report of the TCC emphasizing prudence concerning costs and the proper application of the core staff concept;
>
> b)   noted the oral report of the FIC;
>
> c)   noted the revised financial position of AOSC as of 30 September 1998;
>
> d)   approved the AOSC Programme Budget for 1999, as detailed in paragraph 3.2 of the paper, subject to this being covered by income from the execution of field projects, from investments of monies not required to meet immediate expenditures and from income from the Travel Agent; and
>
> e)   approved the proposal to use up to 20 per cent of the annual surplus in the AOSC Programme Budget of the preceding year on improving the Technical Co–operation Bureau's efficiency and effectiveness, as required.

A programme of implementation actions as a follow-up to the
World-wide CNS/ATM Systems Implementation Conference (Subject. No. 45)

4.   The Council commenced its consideration of C-WP/11023 on the above subject, presented by the Secretary General pursuant to the request made by the Council during the Nineteenth Meeting of its

154th Session for a comprehensive programme of implementation actions addressing the recommendations of the World-wide CNS/ATM Systems Implementation Conference (Rio de Janeiro, 11-15 May 1998).

5.   A number of general comments were made, and clarifications provided, concerning the main text of the paper. In the course of the ensuing detailed review of Sections 1, 2 and 3 of the appended Action Plan for CNS/ATM Partners in follow-up to the World-wide CNS/ATM Systems Implementation Conference, several proposals for amendment were put forward, some of which were retained. In particular, it was agreed to retain the suggestion made that the time frame for the item set forth in paragraph 1.1.4 *(Expedite studies on an International Aeronautical Fund)* be amended to read "On-going, results to be considered by Council *at the beginning of the last quarter of 1999"*, as well as the suggestion made that, for items whose time frames indicated "On-going", such as those set forth in paragraphs 2.1.1 *(Enhance the role of PIRGs and give them the discretion to invite financial institutions to their meetings as required)* and 2.1.7 *(Identify needs of developing States to carry out national planning for CNS/ATM systems in a cost-effective manner)*, phases would be specified for the performance of the action called for and associated target dates given.

6.   In addition, an amendment to the paragraph numbering of Section 2 of the Arabic text of the appended Action Plan was noted. It was understood, with regard to the item set forth in paragraph 3.1.1 thereof *(Prepare a working paper for the Air Navigation Commission which will assign the task to the relevant panel)*, that the ANC would keep the Council informed regarding the panel's study of the concept of using the target level of safety (TLS) of air traffic at the national and regional levels.

7.   The Council deferred further consideration of the Action Plan appended to C-WP/11023 to its next meeting.

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COUNCIL - 155TH SESSION

SEVENTH MEETING

(THE COUNCIL CHAMBER, WEDNESDAY, 2 DECEMBER 1998, AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

CORRIGENDUM

**A programme of implementation actions as a follow-up to the
World-wide CNS/ATM Systems Implementation Conference** (Subject. No. 45)

Please add the following text after the first sentence of paragraph 5:

"A statement made by the Representative of Germany regarding, *inter alia*, the implications of the acknowledgement that sole means of navigation as a concept for satellite systems such as GPS and GLONASS is no longer an option, at least for all phases of flight, was recorded for the summary minutes of the meeting.".

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COUNCIL - 155TH SESSION

SEVENTH MEETING

(THE COUNCIL CHAMBER, WEDNESDAY, 2 DECEMBER 1998, AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

CORRIGENDUM NO. 2

**A programme of implementation actions as a follow-up to the
World-wide CNS/ATM Systems Implementation Conference** (Subject. No. 45)

Please add the following new paragraph 4 and renumber subsequent paragraphs accordingly:

"4.   In view of a proposal made, under a point of order, to defer consideration of C-WP/11023 on a programme of implementation actions as a follow-up to the World-wide CNS/ATM Systems Implementation Conference until such times as a paper on the use of GNSS as sole means of navigation became available, it was clarified that any decision which might be taken by the Council with regard to C-WP/11023 would be subject to modification, as needed, in light of Council's consideration of the said previously-requested paper during its 156th Session.".

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C-DEC 155/8
7/12/98

COUNCIL - 155TH SESSION

EIGHTH MEETING

(THE COUNCIL CHAMBER, FRIDAY, 4 DECEMBER 1998, AT 1000 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

A Programme of Implementation Actions as a follow-up to the World-Wide CNS/ATM Systems Implementation Conference (Subject No. 45)

1.   The Council resumed (155/7) and completed its review of C-WP/11023, presented by the Secretary General pursuant to the Council's request (154/19) for a comprehensive programme of implementation actions addressing the recommendations of the World-wide CNS/ATM Systems Implementation Conference (Rio de Janeiro, 11-15 May 1998).

2.   The Council returned to its section-by-section review of the action plan outlined at the Appendix to C-WP/11023. It was noted that a statement presented at the previous meeting (155/7) by the Representative of Japan in connection with Section 3 (Target level of safety) would be referred to the Air Navigation Commission, and that the ANC would take appropriate action on those concerns conveyed by the Representative of Japan which were not already being addressed by the Commission in the context of its current programme of work.

3.   During the Council's review of Section 4 (Identification of assistance requirements and development of various schemes), it was understood that the wording of paragraph 4.1.2 would be reoriented to focus on the identification of difficulties facing certain States and areas in the implementation of CNS/ATM, instead of on the States and areas themselves. During its review of Sections 9 (Training in the regional context) and 10 (Trainair), it was understood that the Technical Co-operation Bureau would be included among the Secretariat units responsible for the implementation action described.

4.   Editorial comments regarding the Spanish language version of paragraph 10.1.1 of the Appendix were noted for verification by the Secretariat.

5.   In taking action on C-WP/11023 on the basis of paragraph 3.1, as amended by the President, the Council:

      a)   noted the implementation actions and approach to follow-up of the Rio Conference as contained in the paper; and

      b)   endorsed the plan of action set out in the appendix, as modified and subject to review, as needed, in the light of the consideration by Council during the 156th Session of a study addressing the use of GNSS as sole means of navigation.

6.   Views expressed by the Representative of the United Kingdom regarding the possibility of eventually expanding the scope of the above-mentioned study to cover surveillance and communications were noted for future consideration as appropriate. It was understood that the impact of this study on other aspects, including the financial, legal and economic, could be reviewed as a result of the Council's consideration of the study.

Report of ANC — Progress Report on the implementation of the ICAO safety oversight programme and its transition towards the ICAO universal safety oversight audit programme (Subject No. 14.1.1)

7.   The Council commenced its review of C-WP/10995, in which the Air Navigation Commission outlined the progress made on, and the status of implementation of, the ICAO Safety Oversight Programme and its transition to the ICAO Universal Safety Oversight Audit Programme, as approved by the Council (154/2) and endorsed by the 32nd Session of the Assembly. At the time of adjournment, the Council had completed the general statements phase of its discussion on the subject. Further consideration of C-WP/10995 was deferred to the next meeting.

Other business

Report on meetings of other Organizations at which ICAO was represented — 1 April to 30 June 1998 (Subject No. 10.1)

8.   As no request had been received by 2 December 1998 to have C-WP/10994 dealing with the above subject tabled for discussion by the Council in response to his memorandum PRES AK/629 dated 20 November 1998, the President indicated that he considered that the Council had noted the information provided therein.

Report of the Joint Inspection Unit entitled "Travel in the United Nations: Issues of Efficiency and Cost Savings" (JIU/REP/95/10) (Subject No. 10)

9.   As no request had been received by 3 December 1998 to have C-WP/10970 dealing with the above subject tabled for discussion by the Council in response to his memorandum PRES AK/630 dated 23 November 1998, the President indicated that he considered the Council had noted the information provided therein.

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