

THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 April 1999)

Agenda Item 5.6: Interregional coordination and harmonization mechanism – Interregional input for the CAR/SAM/3 RAN Meeting

INTERREGIONAL INPUT FOR THE CAR/SAM/3 RAN MEETING

(Presented by the Secretariat)

SUMMARY

The Council has agreed to convene a full-scale regional air navigation (RAN) meeting for the CAR/SAM Regions in October 1999. This RAN meeting will be the first to develop an air navigation plan (ANP) in the new format of Basic ANP and FASID publications, as well as integrating the CAR/SAM regional CNS/ATM plan in the ANP proper. As usual, attendance at the RAN meeting will comprise a number of user States from outside the CAR/SAM Regions and their contributions constitute valuable input on interregional issues. This paper provides general information on the preparations for CAR/SAM/3 and invites any advice from representatives of other regions that would contribute to the success of the RAN meeting.

1. INFORMATION ON THE FORTHCOMING CAR/SAM/3 RAN MEETING

1.1 The Council has formally agreed to the holding of a regional air navigation (RAN) meeting for the CAR/SAM Regions and has noted the agenda and planned organization and structure of the RAN meeting, which would be full-scale in scope. A kind offer from Argentina to host CAR/SAM/3 in Buenos Aires from 5 to 15 October 1999 has been accepted.

1.2 The main objective of CAR/SAM/3 will be to develop a new CAR/SAM air navigation plan (ANP) by recommending the changes required to the current ANP arising, *inter alia*, from:

- a) specific changes to aircraft operations in the area to be considered;
- b) developments related to new CNS/ATM systems (including the integration in the ANP of the CAR/SAM regional CNS/ATM implementation plan);

- c) elimination of air navigation shortcomings and deficiencies; and
- d) Council decisions relating to the Facilities and Services Implementation Document (FASID).

1.3 On this basis, although the CAR/SAM/3 agenda will be able to accommodate other matters requiring special attention, it will be important to ensure that the RAN meeting can focus fully on its principal task of amending the CAR/SAM ANP in the allotted nine-and-a-half working days.

1.4 Regarding the work related to updating the CAR/SAM ANP, it is recognized that this will largely consist of making progressive refinements to the existing plan. The task of progressively refining the content of the ANP for consideration by CAR/SAM/3 through consultation with States and international organizations is proceeding.

1.5 The work of the GREPECAS CNS/ATM IC Sub-group is also important in view of the intention to integrate the CAR/SAM regional CNS/ATM plan into the ANP proper. In the same vein, the most recent work of the GREPECAS Air Traffic Forecasting Task Force is critical since Council has decided not to develop the traditional Table of Aircraft Operations for use by CAR/SAM/3, relying instead on more support from forecasts. Of great importance also will be changes to the ANP resulting from actions to eliminate shortcomings and deficiencies in the air navigation field.

1.6 Regarding presentation and format, the inclusion of elements such as time lines from the CAR/SAM regional CNS/ATM plan and the Council decision to divide regional ANPs into basic and FASID parts will clearly have significant a impact on the shape of the new ANP to be developed by CAR/SAM/3.

1.7 In parallel with this task of progressively refining the content of the ANP and as recommended by ALLPIRG/2, a new GREPECAS Task Force on ANP structures has been created to develop a suitable format for the new CAR/SAM ANP that would take into account the decisions to integrate the CAR/SAM regional CNS/ATM plan as well as the presentation of the ANP in two volumes (i.e. basic and FASID documents). That task force will be taking account of similar work carried out in other regions and, in defining the new structure for CAR/SAM, will aim — as part of an evolutionary process — to serve as a model for other regions.

1.8 It may also be noted that, while the Secretariat is heavily involved in preparations for CAR/SAM/3, its success will depend on contributions from all CAR/SAM provider and user States and international organizations before, during and after the RAN meeting. As indicated above, two of the main additional thrusts of CAR/SAM/3 will be related to CNS/ATM implementation and to the elimination of shortcomings and deficiencies in the air navigation field. In the case of CNS/ATM, the results of the World-wide CNS/ATM Systems Implementation Conference (Rio de Janeiro, May 1998) and, more recently, the adoption by the 32nd Session of the ICAO Assembly of a resolution (A32-12) charting the way forward in this area, constitute guidance for States and international organizations involved in preparing for CAR/SAM/3. Also of particular note in that regard is the Assembly's conviction that the key to future progress in this field will be the spirit of cooperation by all who are involved in implementing CNS/ATM systems. As regards the elimination of shortcomings and deficiencies, the standard methodology recently finalized by the ICAO Council can now be applied as part of the preparations for, and substantive work of, CAR/SAM/3.

1.9 Finally, although the main task of CAR/SAM/3 will be the updating of the CAR/SAM ANP, it is expected that the RAN meeting will be invited to deal with matters emerging from ALLPIRG work

relating to the role and scope of ICAO's planning and implementation regional groups (PIRGs), possibly including changes to GREPECAS' terms of reference. It may also be noted that CAR/SAM/3 will be invited to comment on the value of RAN meetings themselves in the context of efforts being explored by the ANC and Council to streamline the regional planning process.

2. ACTION BY THE ALLPIRG

2.1 The meeting is invited to note the information provided above in relation to the forthcoming CAR/SAM/3 RAN meeting and to offer any advice on interregional matters it feels will contribute to the success of the RAN meeting.

– END –