MIDANPIRG/7
Report on Agenda Item 3
_____

REPORT ON AGENDA ITEM 3:   LATEST DEVELOPMENTS IN THE AIR NAVIGATION FIELD

Results of the ALLPIRG/4 meeting - Follow-up actions to be taken by the MIDANPIRG

3.1   The meeting was informed of the results of the ALLPIRG/4 meeting that was held in Montreal, Canada in February 2001 to address interregional issues in planning and implementation of air navigation systems including CNS/ATM systems in ICAO Regions and to advise the ICAO Council on related matters as appropriate. The meeting noted that ALLPIRG/4 meeting had developed sixteen Conclusions enveloping a wide range of issues, which are detailed in the **Appendix 3A** to the report on Agenda Item 3.

3.2   It was noted that the ICAO Council had reviewed the ALLPIRG/4 report, taking into account the comments of the Air Navigation Commission, and approved it. As a follow-up, the MIDANPIRG, as well as other Planning and Implementation Regional Groups (PIRGs) were to take certain follow-up actions on the Conclusions of ALLPIRG/4.

3.3   The meeting noted those conclusions or parts thereof that did not require any specific action by MIDANPIRG. In relation to Conclusion 4/1, the meeting adopted the general framework and terms of reference for interregional coordination meetings. With reference to Conclusion 4/3 (interregional issues and missing elements), the meeting received an update on recent developments on various issues. In regard to Conclusion 4/8 (Environmental benefits of CNS/ATM Systems), the meeting supported ICAO/CAEP efforts to expand the methodology that has been developed for the quantification of CNS/ATM environmental benefits to each region. In relation to Conclusion 4/9 (Support for ICAO position at WRC -2003), the meeting while noting that ICAO has accorded high priority to the protection of aeronautical frequency spectrum, called upon states to support ICAO position at WRC-2003.

3.4   As a result of analysis of the Conclusions of ALLPIRG/4, the meeting identified those Conclusions which require follow up by MIDANPIRG and assigned the task to the relevant Sub-Group. Accordingly, the following Decision was formulated:

DECISION 7/1 :   FOLLOW-UP ACTIONS ON THE CONCLUSIONS OF ALLPIRG/4 MEETING

That, the following Conclusions of ALLPIRG/4 meeting be addressed by the relevant Sub-Groups as part of their work programme and report its outcome.

Conclusions 4/1, 4/2, 4/8 and 4/13- CNS/ATM IC SG
Conclusions 4/3 and 4/7- ATM/SAR/AIS SG
Conclusions 4/3 - COM/MET SG
Conclusions 4/10 and 4/11- All Sub-Groups

Report on developments in the modernization of air navigation systems

3.5   The meeting was presented with an overview on developments in the modernization of air navigation systems including CNS/ATM Systems that took place in 2001, as well as a number of updates on various issues. The meeting among other things noted the following:

a)   Development of Global Air Navigation Plan for CNS/ATM Systems.

b)   Summary of work of ICAO=s Planning and Implementation Regional Groups (PIRGs).

MIDANPIRG/7
Report on Agenda Item 3

_____

       c)   Development status of Standards and Recommended Practices (SARPs) and guidance material detailed in **Appendix 3B** to the report on Agenda Item 3.

       d)   Work programme of various panels and Study Groups engaged in CNS/ATM related activities detailed in **Appendix 3C** to the report on Agenda Item 3.

3.6   The meeting was further informed on the details of upcoming conferences, namely the High-Level Ministerial Conference on Aviation Security, the Eleventh Air Navigation Conference, and Worldwide Air Transport Conference. The meeting urged the States to consider participation, through a high level delegation, in all these conferences so as to facilitate developing a world-wide consensus on critical issues currently faced by the air transport industry.

3.7   With regard to Universal Safety Oversight Audit Programme (USOAP), the meeting noted that the thirty-third session of the ICAO Assembly, held in Montreal in October 2001, had approved for expansion of the programme to include Annex 11 (Air Traffic Services) and Annex 14 (Aerodromes) as of 2004.

3.8   Noting all these developments, the meeting agreed to take them into account in the work programme of MIDANPIRG.

First amendment to the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)

3.9   The meeting recalled that, in line with instructions of the Council in 1996, the Secretariat had revised and updated the Global Co-ordinated Plan for Transition to ICAO CNS/ATM Systems, which was re-titled as the Global Air Navigation Plan for CNS/ATM Systems (Global Plan), and accepted by the Council on 13 March 1998.

3.10   The meeting was informed that several bodies, including the PIRGs, had recognized the utility of the Global Plan in relation to their work, and its relevance in the overall ICAO CNS/ATM documentation structure. As a result of recent developments, the need to amend the document to reflect the latest work of these Groups was recognized. Based on the above, a review was conducted by the Secretariat in coordination with several panels, working groups and PIRGs and a comprehensive proposal in the form of first amendment to several parts of the document was developed; it was accepted by the Council of ICAO on 15 June 2001.

3.11   The meeting was made aware that the amendments to Part I of the Global Plan covered chapters on Global Planning Methodology (Planning levels), ATM (Operational concept), Communications (ATN and VDL Modes 3 and 4), Navigation (Levels of GNSS implementation), Surveillance (ASAS technology), Meteorology (International volcano watch), AIS (data model), HRD and Training needs (Human resources planning), Legal matters (Resolutions 19 and 20 of A32) and Financial aspects (ANS Conf 2000). A new chapter has been added on the subject of Environmental benefits associated with CNS/ATM systems. The new chapter reflects the development of a methodology by the Committee on Aviation Environmental Protection for quantification of benefits associated with implementation of CNS/ATM systems. The methodology, after the necessary validation process would be extended to all the PIRGs.

3.12   The meeting noted that the updated information with regard to Part II of the Global Plan was submitted by the regional offices in coordination with the PIRGs. In this regard, 54 homogeneous ATM areas and major traffic flows had been identified by the PIRGs and were included in the amendment. It was emphasized that the implementation timelines shown should be viewed in general terms only, since they imply only a broad indication of the approach adopted by PIRGs.

MIDANPIRG/7
Report on Agenda Item 3

_____

3.13   Noting the first amendment to the Global Plan, the meeting decided that the appropriate Sub-Groups of MIDANPIRG should take relevant changes into account when revising the Regional Air Navigation Plan for CNS/ATM systems.