

ASSEMBLY — 35TH SESSION

TECHNICAL COMMISSION

Agenda Item 22: Development of an up-to-date consolidated statement of ICAO continuing policies related to air navigation

**EXPANSION OF PARTICIPATION IN THE
REGIONAL PLANNING PROCESS**

(Presented by South Africa)

SUMMARY

The planning and implementation regional groups established by the Council have successfully managed the regional planning process in the regions. With the increased involvement of various organizations working towards a common goal in different fields, as well as the emergence of low-cost carriers operating in the regions, it will be necessary to further extend the attendance of planning and implementation regional groups to include organizations and parties representing major segments of the aviation industry. This paper proposes that the Council review participation in regional planning groups and establish a mechanism to ensure contribution and participation from the relevant experts in the planning process.

Action by the Assembly is in paragraph 3.

REFERENCES

Doc 9082, *ICAO's Policies on Charges for Airports and Air Navigation Services*
Doc 7300, *Convention on International Civil Aviation*
Doc 9790, *Assembly Resolutions in Force* (as of 5 October 2001)
Circular 284, *Privatization in the provision of airports and air navigation services*

1. INTRODUCTION

1.1 ICAO has long been a proponent of the concept of autonomous authorities, and Organization policy urges governments to explore the possibility of establishing such units. Notwithstanding the above, the Council emphasized that the State is ultimately responsible for the safety and security of the operations of the entities. What used to be considered an untouchable, purely governmental function is being delegated to authorities having administrative and often even financial autonomy. The number of these autonomous providers of air navigation services has grown rapidly, and the majority are members of the newly created Civil Air Navigation Services Organization (CANSO).

1.2 States have established similar bodies to operate and manage airports around the world. Airports Council International (ACI) is the international association of the world's airports. Created in 1991, it is a non-profit organization, the prime purpose of which is to foster cooperation among its member airports and with other partners in world aviation, including governments, airlines and aircraft manufacturers.

1.3 The establishment of independent low-cost carriers is a new trend worldwide. In contrast, the large traditional airlines are now faced with major difficulties due to rising fuel costs, expensive labour and tough competition from low-cost carriers. To facilitate air navigation planning for the future, it will be necessary to amend the regional planning process to accommodate the overall evolving changes facing the industry and to find a way to include the new role players in a constructive and efficient manner.

2. DISCUSSION

2.1 The regional planning process is designed to develop and keep up-to-date regional air navigation plans of facilities and services to be provided by States pursuant to Article 28 of the Convention on International Civil Aviation. In conjunction with the provisions of worldwide applicability, they are intended to lead to an integrated international civil air navigation system for the region(s) concerned. The regional planning process should be under regular review to be suitable for the evolutionary implementation of aviation activities.

2.2 ICAO's planning and implementation regional groups (PIRGs) were established by the Council to, inter alia, ensure the continuous and coherent development of air navigation plans and other relevant regional documentation in a manner that is harmonized with adjacent regions and consistent with ICAO Standards and Recommended Practices (SARPs), and that reflects global requirements. The PIRGs are also responsible for the important tasks of identifying deficiencies in the regions and proposing remedial action.

2.3 In order to assist in its work, the PIRGs create contributory bodies (sub-groups), charged with preparatory work on specifically defined technical problems, under the leadership of ICAO experts assigned to the Regional Offices. The importance of the PIRG sub groups can be described as the engine room of the regional planning process. Representation in these indispensable sub-groups is by specialists, with expertise in a specific technical field, nominated by States and Organizations.

2.4 In the case of the Africa-Indian Ocean (AFI) Region, this task has been very successfully fulfilled by the AFI Planning and Implementation Regional Group (APIRG) since its establishment by the Council of ICAO in 1980, as recommended by the Sixth AFI Regional Air Navigation Meeting (1979). APIRG normally invites representatives of international organizations recognized by Council as representing important civil aviation interests to participate in its work in a consultative capacity.

2.5 To remain focussed on the development of regional air navigation plans and to meet the needs of all the major role players globally, it would be appropriate for ICAO to find a way to accommodate the various emerging role players, such as CANSO, and low-cost carriers, in the regional planning process while executing the function of the PIRG as envisaged by the Council. This action will ensure a harmonized regional planning approach, under the ICAO umbrella, bringing all the experts from the various parties together to ensure a coordinated regional planning mechanism.

3. ACTION BY THE ASSEMBLY

3.1 The Assembly is invited to request the Council to:

- a) recognize additional organizations and parties representing emerging aviation sectors that can make a useful contribution in the regional planning process and take steps in involving them in this process; and
- b) take steps to maintain the technical viability of PIRG sub-groups, which are indispensable contributors to the regional planning process.

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