

IBAC SUMMARY REPORT.

Meeting: ICAO ALLPIRG/3.

Prepared by: Peter R. Ingleton

Introduction.

The Third Meeting of the ICAO ALLPIRG/ CNS/ATM SYSTEMS IMPLEMENTATION ADVISORY GROUP was held in Montreal 6-8 April 1999 under the Chairmanship of Dr. A. Kotaite, President of the ICAO Council.

IBAC was represented by Messrs. D. Spruston, W. Stine and P. Ingleton.

Summary

1. The outcome of the ICAO World –wide CNS/ATM Systems Implementation Conference and the subsequent related actions of the ICAO Assembly and Council were reviewed. Significant matters for ongoing attention are;

- further consideration of the proposed Global Fund for CNS/ ATM Implementation ... a highly contentious issue,

- further development of the Global Plan for CNS/ATM Implementation,

- developing a capability at the level of PIRG's to develop project " business cases".

2. Y2K reports were presented for each ICAO Region. Unsurprisingly, these asserted satisfactory progress. A number of issues of importance to users were raised e.g. the need for inter-regional co-ordination, contingency planning concepts, aeronautical communications services (notably AFTN) and practical considerations related to the proposed establishment of Regional Y2K Co-ordination centers. The meeting called upon ICAO to develop and circulate an appropriate standard format for States to use for publication by 1 July 1999 of appropriate aeronautical information on their Y2K compliance.*

* this is responsive to inputs made on several occasions by the IBAC representative at meetings of the ICAO IGYCAG.

3. The ICAO position for ITU WRC 2000 on the issue of Spectrum Protection was presented with emphasis on the need for active and strong involvement at the Regional level in support of this position.

4. In the context of Financing, ALLPIRG endorsed multi-national co-operative approaches to the provision of air navigation services. It is intended that PIRG's identify related opportunities for consideration at a higher level. Support for feasibility studies will be available from the ICAO Technical Co-operation Bureau (TCB).

5. The progress of implementation by States of WGS-84 was reviewed. Although some progress is being made, full implementation is by no means imminent. Conclusions were therefore adopted:

to urge States able to do so to provide assistance to other States

for ICAO Regional Offices to ascertain the nature of technical difficulties confronting States and to provide advice as a matter of priority.

6. A progress report was presented on a CAR Region Special Implementation Project involving the development of a CNS/ATM Planning methodology applied to one major traffic flow within this Region. The methodology also demonstrates the application of a business case. ICAO will be further developing this material with a view to its use in other Regions.

7. In addition to the foregoing, other items considered included:

uniform methodology for assessing air navigation shortcomings and deficiencies

environmental benefits of CNS/ATM systems

inter-regional input for the CAR/SAM/3 RAN Meeting

technical co-operation issues.

8. In light of the closing remarks of the Chairman, it is not a foregone conclusion that ALLPIRG meetings will continue to be held on an annual basis.

IBAC Representatives' Perspective.

9. Of particular note, some unrest evident regarding inter-regional co-ordination relating to CNS/ATM planning at the level of both ICAO Regional Offices as well as between and amongst the respective PIRG's. Unrest likewise evident regarding ALLPIRG itself as not being sufficiently pro-active and productive.

10. The outcome of ALLPIRG/3 does not call for specific follow up action or decision making by IBAC. IBAC representation at this forum continues to be worthwhile, especially as regards establishing and maintaining contacts. Continued monitoring of CNS/ATM implementation plans evolving at the Regional level and ensuring effective global co-ordination of these plans is necessary to ensure cost-effectiveness and realistic implementation time schedules, in particular providing adequate lead time for airborne equipment as/when mandated.

Note: ALLPIRG/3 working papers and the ICAO ALLPIRG/3 Report can be accessed at < www.icao.int>

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