

IBAC Technical Report Summary

Subject: Fourth Meeting of the ALLPIRG/Advisory Group

Meeting: ALLPIRG/4, Montreal, February 6 –8, 2001

IBAC File: PIRG File

Reported by: D. Spruston and P. Ingleton

Summary:

Dr. Kotaite, the President of the ICAO Council chaired this coordination meeting of the Planning and implementation Regional Group (PIRGS) Chairmen and Secretaries with ICAO headquarters and certain industry groups, including IBAC. The purpose of ALLPIRG meetings is to ensure coordination of regional air navigation plans and other important ICAO programs.

Subjects covered included: Review of ALLPIRG/3; Harmonization of Air Navigation Systems; Environmental Benefits of CNS/ATM; Frequency Spectrum; Regional Flight Safety Groups; Reporting Deficiencies; CNS/ATM Partners in Planning & Implementation; Safety Oversight; ANS Conf 2000; Economic Issues; and Technical Cooperation.

Implication for Business Aviation:

There were no negative implications for business aviation resulting from the meeting. Some positive aspects included:

1. Improved interregional coordination of programs such as RVSM.
2. Better recognition of the value of the ICAO web site to post information such as the FASID and WGS 84 databases.
3. Agreement that cross-polar routes would be open to business aviation.
4. Support for expanding safety oversight to airports and ANS.
5. Better recognition of having business aviation involved in PIRGs. (A Working Paper is to be developed for the next APAN PIRG meeting).
6. Eurocontrol is setting up a Stakeholder Relations Management Unit.

Decisions Required:

No decisions required. POC/5 will discuss implications of greater involvement of IBAC in PIRGs, in particular the Asia/Pacific group (APAN PIRG).

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Report of ALLPIRG/4
Introduction

The ALLPIRG meeting is held every two years to bring the members of the Planning and Implementation Regional Group Chairmen and Secretaries together with the relevant ICAO headquarters staff to ensure good coordination of regional air navigation plans and other programs for which wide cooperation and coordination are required. User and other interested representative organizations are invited to participate.

IBAC was represented by Don Spruston and Peter Ingleton, who were accepted as delegates to the meeting.

The meeting was chaired by the President of the ICAO Council, Dr Assad Kotaite. The meeting was conducted over three days in the Montreal HQ building.

All papers presented at the meeting are available from the ICAO Website at <http://www.icao.int>. (Select 'Meetings' and then 'ALLPIRG/4' to find the papers). The draft report is available from IBAC, pending posting on the ICAO site.

A summary is provided of the key items discussed, in order of their presentation at the meeting.

Review of ALLPIRG/3

The 14 conclusions of the last ALLPIRG were reviewed individually. The focus of most conclusions was on the need for uniform methodologies. No items had a direct impact on business aviation, although it was noted that some actions purportedly involved feedback to users for which IBAC received no material. This will require follow-up with ICAO.

Harmonization of Air Navigation Systems

Agreement was reached on the need for and structure of interregional coordination meetings. The primary objective is to focus on noted interface problems.

Emphasis was put on the need to prioritize the publishing of Air Navigation Plans and Facility and Services Implementation Documents (FASID).

AIS problems per the following quote – “ The aeronautical inconsistencies referred to operational aeronautical data content, data timelines, data integrity and data consistency and included the full airspace route infrastructure, i.e. routes, way points, navigation aids, standard instrument departure and arrival routes (SIDs/Stars), etc. The problem had manifested itself through inconsistencies of aeronautical information inserted in flight management systems, charts, ATC display screens, flight data processing systems, etc.”

The need to publish better information on RVSM approvals was discussed. Implementation dates were reviewed for most regions. IBAC will post implementation dates on the IBAC site.

The cross-polar route system was announced by the President; he indicated that these were open as of Feb 1, 2001. Clarification was received that these routes are open to all aircraft on a non-discriminatory basis.

The meeting agreed on a standard format for reporting WGS-84 status. ICAO also advised that the WGS Manual (Doc 9764) would be accessible on the ICAO Web Site, as will the data bases.

The meeting reviewed the work conducted to date by CAEP on the methodology for assessing environmental benefits of CNS/ATM, and agreed to expand the methodology to the ICAO regions.

Frequency Spectrum

The meeting discussed results of the WRC 2000 Conference and developed a broad plan for the approach to WRC 2003, including regional input.
Regional Flight Safety Groups

There was wide support for establishing safety groups in each region similar to that initiated in the CAR/SAM regions.
Reporting Deficiencies

Agreement was reached regarding delineation between a 'difference' to an ICAO SARP provision filed by a State and an actual safety deficiency. A definition of a 'deficiency' will be put to the Council for approval.
CNS/ATM Partners in Planning & Implementation

Eurocontrol outlined coordination mechanisms for Strategy 2000+ (Roadmap for ATM improvements). They advised of a Stakeholder Relations Management Unit that is being established to coordinate user requirements and procedures.

The region advised that the database material for the ANP will be posted on the Web. There was an expression of urgency to publish databases. It was also agreed that the Eurocontrol coordination mechanism would be considered by all regions.
Safety Oversight

A thorough discussion of all aspects of the ICAO Universal Safety Oversight Audit Programme followed a status briefing (146 out of 185 States audited to date). The meeting agreed to recommend expansion to Airports and ANS ASAP and for the Sec Gen to seek appropriate resources. The President and some others strongly encouraged consideration of an International Fund for Aviation Safety (IFAS).
ANS Conf 2000

A review of the key recommendations from the Conference on the Economics of Airports and Air Navigation Systems was conducted.
Economic Issues

Considerable discussion was directed at the methodology for developing business cases and relevant databases. GREPECAS presented a methodology, as did NAT/IMG and HQ.
Technical Cooperation

A review was done on the status of the TCB program. The potential for new funding is not promising. Some of the key CNS/ATM activities and projects were reviewed.