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Regional Air Navigation Meetings



**Directives to
Regional Air Navigation Meetings
and Rules of Procedure
for their Conduct**

*Approved by the Council
and published by its decision*

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FOREWORD

This document complements *Directives of the Council concerning the Conduct of ICAO Meetings* (Doc 7986). The first edition of Doc 8144, entitled *Rules of Procedure for the Conduct of Air Navigation Meetings and Directives to Regional Air Navigation Meetings*, was issued in March 1961. The second, third, fourth and fifth editions, entitled *Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct*, were issued in March 1969, March 1976, May 1979 and June 1987 respectively. This sixth edition incorporates all amendments approved by the Council up to 10 July 1990 and supersedes all previous editions of Doc 8144.

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PART I

GENERAL

1. Objective

The objective of a Regional Air Navigation (RAN) Meeting is to prepare, amend, or supplement a regional plan or plans for facilities, services and procedures.¹

2. Decision to convene a Regional Air Navigation Meeting

The decision to convene a Regional Air Navigation Meeting is made by the Council in the light of proposals of the Air Navigation Commission.

3. Scope of the Meeting

3.1 The agenda prescribes the scope of the Meeting in its technical sense. The Air Navigation Commission establishes the general limits of the geographical area to be considered by the Meeting, account being taken of the existing and planned international air transport and international general aviation operations.

3.2 The scope of the Meeting is not necessarily confined to the elements of the plan of a single Region.² Its technical and geographical scope can encompass, either partly or wholly, the plan or plans of one or more Regions.²

4. Establishment of the agenda and duration of a Regional Air Navigation Meeting

Unless the Council directs otherwise, the Air Navigation Commission:

- a) establishes an agenda for the Meeting on the basis of any known or expected shortcomings in the regional plans under consideration; and

1. The procedural parts of Regional Air Navigation Plans are published in the ICAO *Regional Supplementary Procedures* (Doc 7030). They are developed to meet those needs of specific areas which are not covered in the world-wide provisions.
2. See Appendix 1 on the (ICAO Air Navigation) Regions.

- b) recommends the duration of the Meeting, depending on its scope and structure.

5. Structure of Regional Air Navigation Meetings

5.1 The structure of the Meeting is established by the Air Navigation Commission to meet the needs of the Meeting as determined by its scope. The structure should normally consist of a General Committee, a Co-ordinating Group, an Implementation Working Group of the General Committee and technical committees to cover, as required, the following subjects, or combinations thereof:

- a) Aerodromes and Ground Aids
- b) Rules of the Air and Air Traffic Services
- c) Search and Rescue
- d) Navigation Aids
- e) Meteorology
- f) Aeronautical Information Services and Charts
- g) Communications.

5.2 The technical committees mentioned in 5.1 above should normally be the following:

- AIS Committee (to consider f) above)
- AOP Committee (to consider a) and d) above)
- ATS Committee (to consider b), c) and d) above)
- COM Committee (to consider d) and g) above)
- MET Committee (to consider e) above).

Note.— Matters related to navigation aids will be co-ordinated amongst the AOP, ATS and COM Committees (see also Part II, 2.3.1 f)).

6. Participation in a Regional Air Navigation Meeting

6.1 Contracting States entitled to participate as members in a Regional Air Navigation Meeting are:

- a) those whose territories or dependencies are located partially or wholly within the geographical area to be considered by the Meeting;
- b) those located outside the area,
 - 1) which have notified ICAO that aircraft on their register or aircraft operated by an operator whose principal place of business or permanent residence is located in such States, operate or expect to operate into the area, or
 - 2) which provide facilities and services affecting the area.

6.2 Contracting States not meeting the above criteria, non-contracting States, international organizations and other bodies may be invited by the Council to participate in a RAN Meeting, but their representatives shall have “Observer” status.

7. Provision of information on implementation

The Meeting is expected to develop a regional plan with associated implementation dates, as appropriate, that take realistic account of the information concerning implementation provided to the Meeting by the States concerned.

PART II

DIRECTIVES TO THE MEETING

CHAPTER 1. THE REGIONAL PLAN

1.1 Formulation

1.1.1 The regional plan shall be based on the “Table of Aircraft Operations” and the “Statement of Basic Operational Requirements and Planning Criteria”. The regional plan as developed by the Meeting shall be entered into the report of the Meeting as a set of recommendations³ to the Council concerning the facilities and services needed and the regional procedures to be applied. The recommendations shall, as far as practicable, take the form of proposed amendments to the existing regional plans and regional procedures. The recommendations shall be such that when followed by the States concerned they will, in conjunction with the provisions of world-wide applicability being implemented by the States, lead to an integrated international civil air navigation system for the region concerned, which should be adequate for at least approximately the next five years. The Meeting shall ensure that as far as practicable the plans are compatible with those of adjacent regions.

1.1.2 In addition to recommendations, those matters of a regional or sub-regional nature which would aid the implementation of regional plans but are considered not to require any formal action by the Council or the Air Navigation Commission shall be entered in the report of the Meeting as a set of conclusions.³

1.1.3 No recommendation for facilities, services and procedures shall be in conflict with the Standards and Recommended Practices of ICAO or with its Procedures for Air Navigation Services, nor shall the text of such material of world-wide applicability be repeated or paraphrased in material of only regional applicability. Furthermore, recommendations calling for the implementation of the provisions of the Annexes and PANS shall not be made, unless they specify measures of a regional character aimed at meeting those provisions or are intended to draw attention to inadequacies in the world-wide provisions. For example:

3. See Appendix 2 for the matters that are covered by a recommendation and a conclusion.

- a) Where difficulties arise from the absence of suitable world-wide provisions or the inadequacy of existing provisions either because of lack of sufficient detail or of clarity, the meeting may recommend that action be taken by ICAO to develop new, or amend the existing, world-wide provisions, and may propose interim regional measures to overcome the difficulties.
- b) Where difficulties arise from inadequate implementation of world-wide provisions, the meeting should identify the specific deficiencies in respect of facilities, services and procedures and recommend means by which the difficulties may be eliminated.

1.1.4 When an amendment to ICAO Standards, Recommended Practices or Procedures has been formulated and is being processed but has not yet become applicable, the Meeting should be informed if notice has to be taken of such amendment and of the action which should be taken in respect of it. As necessary, special instructions in this regard will be provided by the Air Navigation Commission.

1.1.5 In formulating the regional plan, the Meeting should, with regard to the Convention on International Civil Aviation, bear in mind the undertakings established by Article 28 and the action which Council may take under Article 69 to make recommendations to remedy an inadequate situation relating to facilities or services. The Meeting should also bear in mind that the relationship between the Organization and the individual Contracting States in the matter of provision of air navigation facilities and services is such that while each Contracting State has individually to determine the practicability of providing a facility or a service, a meeting of the States has to determine and express the needs of the region for facilities or services. The recommendations of the Meeting should provide adequately for the needs of international air navigation without entailing disproportionate cost.

1.1.6 The Meeting should take into consideration the need for facilities and services in non-contracting States and other territories. This is done when existing or planned international operations by civil aircraft of a Contracting State require facilities or services in a non-contracting State or other territory for the safety, regularity or efficiency of those operations and provided that such facilities or services are directly related to the plan. Facilities and services not specifically related to international operations by civil aircraft of a Contracting State should be considered only when necessary to protect the integrity of the ICAO plan.

1.1.7 The Meeting should endeavour to reach unanimous agreement on all of its recommendations. In particular, if there is objection by a State or States to recommendations for facilities or services in their territories, the Meeting should attempt to find a solution acceptable to the States concerned. However, if such a solution cannot be found, the objections