

INTERNATIONAL CIVIL AVIATION ORGANIZATION
**Third Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO/SG3), Virtual Meeting, 3 to 5 August 2020**
Agenda Item 7: AAO/SG contribution to the APIRG First Annual Report
AAO/SG CONTRIBUTION TO THE APIRG FIRST ANNUAL REPORT

(Presented by the Secretariat)

SUMMARY
This paper presents the requirement for the AFI Region to publish Annual Air Navigation Report in line with the GANP and the need for AAO/SG contribution to the APIRG First Annual Report.
REFERENCE(S): GANP APIRG / 21 & 22 Reports
Related ICAO Strategic Objective(s):

1. INTRODUCTION

1.1 The air transport industry plays a major role in world economic activity. One of the key elements to maintaining the vitality of civil aviation is to ensure safe, secure, efficient and environmentally sustainable operations at the global, regional and national levels.

2. DISCUSSION

2.1 The GANP represents a rolling, 15-year strategic methodology which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. Its structured approach, organized in blocks of upgrades in non-overlapping six-year time increments starting in 2013 and continuing through 2031 and beyond, provides a basis for sound investment strategies and will generate commitment from States, equipment manufacturers, operators and service providers.

2.2 The GANP also explores the need for more integrated aviation planning at both regional and national level and addresses required solutions through the consensus-driven Aviation System Block Upgrade (ASBU) systems engineering modernization strategy. The GANP identified the following Regional targets as priorities:

- Implementation of Performance-based Navigation at international aerodromes (PBN)
- Airport Collaborative Decision Making (A-CDM)
- Utilisation of Air Traffic Flow Management (ATFM) systems
- Implementation of Aeronautical Information Management (AIM)
- Implementation of Ground-Ground Digital Coordination /Transfer (GGDCT)
- Continuous Climb Operations and Continuous Descent Operations (CCO/CDO)
- Fuel savings/CO2 emissions reduction due to ASBU implementation

2.3 ICAO has advocated that States take action on achieving the objectives of implementing the priorities of the GANP and **providing data to the Planning and Implementation Regional Groups (PIRGs)**. The APIRG/22 recognized that in order for APIRG to report efficiently and in a timely manner, there was the need for States to improve on the level of information provided to ESAF and WACAF Regional Offices regarding their status of implementation.

2.4 International organizations, including those of airspace users, airports and ANSPs, support ICAO in the development and implementation of the GANP by sharing information with organization members and raising awareness on compliance requirements through the delivery of training and audit activities. International organizations also convey operational requirements to their members and help them to plan effective solutions, which in turn are taken into account when developing operational improvements within the technical frameworks of the GANP.

2.5 The primary role of aeronautical personnel, such as flight crews, cabin crews and air traffic controllers, is to adhere to standard operating procedures in order to ensure the highest level of safety and most efficient implementation of the GANP. Professional staff organizations also make use of all channels, including reporting mechanisms in safety management systems, to report deficiencies and provide input for the continuous improvement of the overall system.

2.6 APIRG/22 noted constraints to implementation including lack of expertise within States CAAs and ANSPs to implement, follow up or provide feedback on APIRG activities. Consequently, APIRG/22 adopted Conclusion 22/02 for strengthening the AFI air navigation reporting system, Administrations/Organizations:

- a) *Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs);*
- b) *Provide the ICAO Secretariat and all relevant parties with the required information on the status of implementation of Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and to enable reporting by ICAO to APIRG;*
- c) *Timely report on Incidents and continuously fill up the AFI Air Navigation Deficiency Database (AANDD).*

2.7 Attached as **Appendix A** to this working paper is proposed draft template and structure for compilation and reporting of air navigation activities in the region. **Appendix B** is the Air Navigation Implementation – Actual sourced from the iSTARS website. The AAO/SG should consider the information therein, as well as addition information from States, service providers, industries, international organisations and professional associations in order to provide inputs to the AFI air navigation report.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information in the paper;
- b) Identify AAO/SG contribution to the APIRG First Annual Report;
- c) Establish a small working group to collate information to be included in the AFI annual air navigation report; and
- d) Take other actions necessary to support the publication of the first AFI air navigation report.