



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP NINETEENTH MEETING (APIRG/19) (Yamoussoukro, Cote d'Ivoire, 30 November - 2 December 2015)

#### Agenda Item 4: Reorganization of the APIRG

#### NEW STRUCTURE OF APIRG AND ITS CONTRIBUTORY BODIES

*(Presented by Secretariat)*

<b>SUMMARY</b>
This working paper presents the outcome of the Extraordinary Meeting of the APIRG (Lusaka, Zambia, 10 to 11 July 2014), and proposes action to be taken by the meeting on the draft Conclusions and Decisions, including other regional initiatives.
Action by the Meeting is in paragraph 3.
<b>REFERENCE(S):</b> <ul style="list-style-type: none"><li>- APIRG Procedural Handbook</li><li>- APIRG/19 Report</li><li>- APIRG/E0 Report</li><li>-</li></ul>
Related ICAO Strategic Objective(s): <b>A and B</b>

#### 1. INTRODUCTION

1.1 The Twelfth Air Navigation Conference (AN- Conf/12) under Recommendation 6/1-*Regional performance framework–planning methodologies and tools*, inter alia, requested States and PIRGs to focus on implementing the ICAO Aviation System Block Upgrades (ASBUs) Block 0 Modules according to their operational requirements, recognizing that these modules were ready for deployment.

1.2 In view of the above, APIRG/19 Meeting discussed the alignment of the Regional Air Navigation System Implementation Plan with the ASBU Methodology. In this regard, the APIRG/19 Meeting agreed that, within the ASBU framework, due consideration should be given to planning, implementation, monitoring and reporting aspects. Furthermore, project management principles should be applied by the APIRG and contributory bodies for ASBUs, as necessary. Accordingly the APIRG/19 Meeting had agreed on Decision 19/48: *Re- organization of APIRG*.

## **2. DISCUSSION**

2.1 Pursuant to Decision 19/48, the Extraordinary Meeting of the Group held in Lusaka, Zambia from 10 to 11 July 2014, considered two reorganization options based on:

- (a) combinations of the four Performance Improvement Areas (PIAs) of the ICAO Aviation System Block Upgrades (ASBUs) methodology;
- (b) historical successes and challenges experienced through working arrangements of the Group since its establishment in 1981; and
- (c) reorganization initiatives undertaken in other ICAO Regions.

2.2 The Group discussed the merits in each option, particularly issues relating to the achievement of synergies and harmonization of work volumes between the Sub-Groups, and adopted its Decision EO/01 (Reorganization of APIRG) establishing the New Structure of APIRG and its Contributory Bodies as follows:

- (a) Two Sub-Groups aligned with Performance Improvement Areas (PIA) of the Aviation Systems Block Upgrades (ASBU):
  - a. Projects Coordination Committee (APCC)
  - b. Airspace and Aerodrome Operations Sub- Group (AAO/SG)
  - c. Infrastructure and Information Management Sub-Group (IIM/SG)
- (b) One Traffic Forecasting Group (TFG)
- (c) Project approach to implementation which features:
  - d. *Projects*
  - e. *Project Teams*
- (d) Revision in the procedures (APIRG Handbook) with regard to participation in the activities of the Group, which includes more emphasis on the utilization of existing expertise from States as opposed to the Secretariat.

### ***APIRG Projects Coordination Committee (APCC)***

2.3 Establishment of the APCC to undertake tasks that have hitherto been an increasing challenge. These include reducing the volume of material for consideration by APIRG meetings to manageable levels, carrying out certain tasks in between the APIRG meetings in order to facilitate continuity and efficiency in implementation, and supporting the required coordination between APIRG and RSG-AFI. The APCC will be composed of elected Chairperson and Vice-chairpersons, the Secretary of APIRG, elected Officials from Sub-Groups and Secretaries of the Sub-Groups.

### ***APIRG Sub-Groups***

#### **a) *Airspace and Aerodrome Operations Sub-Group (AAO/SG)***

2.4 Establishment of this Sub-Group recognizes the absolute necessity for effective coordination between various areas of ANS and AGA, with particular respect to the ASBUs Performance Improvement Area (PIA) 1 (Airport Operations), PIA 3 (Optimum Capacity and Flexible Flights), PIA 4 (Efficient Flight Paths).

b) *Infrastructure and Information Management Sub-Group (IIM/SG)*

2.5 Establishment of this Sub-Group focuses on implementation in the context of PIA 2 (Globally Interoperable Systems and Data) and focuses on the role of digital processing and management of aeronautical information, meteorological information and the data link communications in support of the provision of Air Traffic Services (ATS). In addition, this grouping is in alignment with the Technology Roadmaps in the GANP (Doc 9750).

2.6 The AFI Traffic Forecasting Group (AFI TFG) has a facilitative role to the primary work of APIRG and its functions are subject to coordination between ICAO Headquarters and the AFI Regional Offices.

2.7 Sub-Groups will be supported in their responsibilities by Secretaries nominated by the Secretary of APIRG from among members of the ICAO Secretariat. Additional members of the Secretariat may be assigned to support Sub-Groups as necessary.

2.8 In order to carry out the work of the Sub-Groups, ‘projects’ will be identified by the Group, to be executed by ‘Teams’ of experts and Champions reporting to the Sub-Groups. Project Teams shall elect from among them, Project Team Coordinators (PTCs) who shall facilitate and coordinate the activities including deliberations of the Project Teams and report to the Sub-Groups. Each Project Team will be supported by a Facilitator designated by the Secretary of APIRG from among members of the ICAO Secretariat. Additional members of the Secretariat may be assigned to support Sub-Groups as necessary.

2.9 The Projects will be derived from the ASBU Modules and the agreed regional performance objectives. A Project Team may carry out one or more projects. Furthermore, based on the nature of a project, the Group may decide that the team responsible for the project should report directly to Group rather than the Sub-Group.

2.10 The Group was also mindful that consistent with GANP, where applicable, in defining the scope of projects, consideration will be given to the concept of homogeneous ATM areas or major traffic flows/routing areas as established by the APIRG. In the same vein, a project involving a few FIRs may be identified in the context of addressing seamlessness of a specific area of routing.

2.11 The New Structure of the APIRG and its Contributory Bodies is provided in an **Appendix** to this working paper.

2.12 The consequential amendments to the APIRG Procedural Handbook, including the terms of reference of the APIRG and its Contributory Bodies are addressed in WP/19 of this meeting.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) Note the information provided in this working paper;
  - b) Review the New Structure of the APIRG and its Contributory Bodies as provided in Appendices to this working paper; and
  - c) Proceed with the implementation of the New Structure of the APIRG and its Contributory Bodies.
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## **APPENDIX**

### **New Structure of the APIRG and its Contributory Bodies**

