



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
TWENTIETH MEETING (APIRG/19)
(Yamoussoukro, Cote d'Ivoire, 30 November - 2 December 2015)

Agenda Item 4: New Structure of APIRG and its Contributory Bodies

IDENTIFICATION AND DEVELOPMENT OF PROJECTS

(Presented by the Secretariat)

SUMMARY

This paper presents the projects identified by APIRG Sub-groups as a follow up to the APIRG Extraordinary Meeting (10-11 July 2015), for consideration by the meeting. These projects are provided in detail at **Appendices A through E to this paper.**

Action by the meeting is at **Paragraph 3.**

REFERENCES:

- APIRG/19 Report
- APIRG/EO Report
- AFI CNS/ATM Implementation Plan (Doc 003)

Strategic Objectives: This working paper related to the Strategic Objectives **A, B and C**

1. INTRODUCTION

1.1 The APIRG Extraordinary Meeting (Lusaka, Zambia, July 2014) agreed that, in order to carry out the work of the Sub-Groups of APIRG, 'Projects' will be identified by the Group.

1.2 In August 2014, following the APIRG/EO Meeting, the Secretary of APIRG had requested APIRG Sub-groups to include the following items in their respective agenda, while addressing other issues of relevance to their terms of reference:

- a) Review of the outcome of APIRG Extraordinary Meeting (10-11 July 2014).
- b) Status of implementation of the Sub-group Work Programme and related Task Forces/Working Groups as assigned by APIRG.
- c) Linkage of remaining tasks of the Sub-group with Aviation System Block Upgrades Modules (Block 0) and Regional Performance Objectives.
- d) Identification of Projects based on Aviation System Block Upgrades Modules (B0) and Regional Performance Objectives.

1.3 Accordingly, APIRG Sub-groups have identified an initial set of projects, which are provided at **Appendices A through E** to this working paper.

2. DISCUSSION

Basis for project identification and development

2.1 The Projects to be identified by the Group will be derived from the ICAO Aviation System Block Upgrade (ASBU) Modules and the regional performance objectives adopted by APIRG. 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 the Group rather than to the Sub-Group.

2.2 The identified projects will 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.

Working methods

2.3 Many Projects may not necessitate physical meetings, but may carry out their tasks through electronic correspondence and other media such as teleconferences. Similarly, even in those Projects where physical meeting will be necessary, more work should be carried out through electronic media, in order to reduce the costs. This aspect is highlighted in the revised APIRG Procedural Handbook (WP/19 of this meeting refers).

Geographic scope of the projects

2.4 Consistent with the AFI CNS/ATM Implementation Plan (Doc 003) adopted by the APIRG, 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.

Interregional coordination

2.5 APIRG should ensure that coordination is carried out with PIRGs from adjacent ICAO regions, to achieve the desired harmonization and interoperability of air navigation systems, as well as seamless air transport operations across the regions. In this regard, the meeting may wish to recommend that ICAO continue to facilitate interregional coordination, through meetings, Global PIRG/RASG Coordination and other relevant fora. In doing so, due account should be taken of the alignment of ANP and SUPPs areas of applicability.

Project funding

2.6 The meeting may wish to note that, in the application of Project Management Principles, cost, time, and quality are co-dependent, and that mobilization of resources has always been a major challenge in the implementation of air navigation facilities and services in Africa. Accordingly, in order to support implementation of a sustainable air navigation system in the AFI Region, the APIRG should explore assistance and funding mechanisms such as the ICAO No Country Left Behind initiative, as well as those established through regional and sub-regional organizations including the African Union, the African Civil Aviation Commission, Regional Economic Communities (RECs), and financial institutions.

Role of the APIRG Projects Coordination Committee (APCC)

2.7 The meeting's attention is drawn on the role of the APIRG Projects Coordination Committee (APCC) on the issue of coordination between the Sub-Groups.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the information provided in this working paper;
- b) Review the initial set of projects identified by APIRG Sub-groups as shown at **Appendices A through E**, and provide comments as necessary;
- c) Request the Secretariat to develop a consolidated catalogue of all identified projects, using a standard format, to be endorsed by the APCC. In doing so, projects should be structured according to applicable areas of routing;
- d) Request the APIRG through its APCC to explore assistance and funding mechanisms in cooperation with regional and sub-regional organizations such as the African Union, the African Civil Aviation Commission, Regional Economic Communities (RECs) and financial institutions; and
- e) Request ICAO Regional Offices to pursue interregional coordination to achieve harmonization and interoperability of air navigation systems, as well as seamless air transport operations across the regions
