



Agenda Item 2: Air navigation activities at global intra and inter-regional level

2.1 Results of the Second PIRG and RASG Global Coordination Meeting

WORLD PIRGs ACTIVITIES

(Presented by Secretariat)

SUMMARY

This information paper provides an update on the activities of the planning and implementation regional groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG's meeting reports by the Air Navigation Commission.

1. Introduction

1.1 Meetings of Planning and Implementation Regional Groups (PIRGs) were held in several ICAO Regions during 2013, 2014 and first semester of 2015. The corresponding reports were reviewed by the Air Navigation Commision (ANC) and/or Council during their 2014/2015 Sessions.

2. Discussion

2.1 The Secretariat prepared summaries of PIRG activities up to June 2015 (Summary No. 3 and No. 5), which are attached to this information paper. Summary No. 4 was superseded by Summary No. 5.

3. Action by the Meeting

3.1 The PPRC is invited to note the summaries of PIRG activities contained in this information paper.

APPENDIX A

PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) ACTIVITIES IN OTHER REGIONS

SUMMARY NO. 3 Revised

Date: 29 October 2014/3 July 2015 (revised)

Prepared by: IMP-AN Section, HQ, Montréal

1. This summary provides an update on activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of corresponding PIRG meeting reports performed by the Air Navigation Commission (ANC) up to October 2014.

References: PIRG meeting documentation and procedural handbooks

- *MIDANPIRG/14, Jeddah (Saudi Arabia), 15-19 December 2013*
<http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx>
- *NATSPG/50, Paris (France), 23-27 June 2014*
Documents are now available on the ICAO SECURE PORTAL, http://portal.icao.int/, NAT SPG Restricted.
- *APIRG/EO, Lusaka (Zambia), 10-11 July 2014*
<http://www.icao.int/ESAF/Pages/apirg-eo.aspx>
- *GREPECAS/17, Cochabamba (Bolivia), 21-25 July 2014*
<http://www.icao.int/SAM/Pages/GREPECAS17.aspx>
- *APANPIRG/25, Bangkok (Thailand), 8-11 September 2014*
<http://www.icao.int/APAC/Pages/apanpirg.aspx>
- *C-WP/14154 — Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) – Results up to March 2014*

2. In 2013 and 2014, several PIRG meetings were held in the Middle East, North Atlantic, African and Indian Ocean, Caribbean and South America, and the Asia and Pacific regions. Their corresponding reports were reviewed or will be reviewed by the Air Navigation Commission (ANC) during Sessions of 2014 and early 2015. It was highlighted in the summary of the ANC's review of PIRG and RASG meeting reports that there is a need for Secretariat's coordination with all regional groups and as well as between PIRGs and RASGs within the same region. This information paper provides an update on PIRG activities up to October 2014.

2.1

**Middle East Air Navigation Planning and Implementation Regional Group
(MIDANPIRG)**

- a) Executive summary of last meeting:
 - i) Fourteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14), Jeddah, Saudi Arabia (15 to 19 December 2013);
 - ii) endorsement of a draft MID Air Navigation Strategy; which includes the prioritization of the aviation system block upgrade ASBU Block 0 Modules, and associated indicators and metrics. The agreed high priority ASBU Block 0 Modules are: B0-APTA, B0-SURF, B0-ACDM, B0-FICE, B0-DATM, B0-AMET, B0-FRTO, B0-ACAS, B0-CDO, B0-TBO and B0-CCO);
 - iii) action for the establishment of the MID Region ATM Enhancement Programme (MAEP); and
 - iv) agreement to establish a Regional OPMET Center (ROC) in Saudi Arabia by mid-2015.
- b) Coordination between PIRGs and RASGs:
 - i) transfer of the aerodromes safety activities from MIDANPIRG to RASG-MID; and
 - ii) coordination for the development of PBN approaches in a number of airports registering a high number of unstabilized approaches to reduce the risk of controlled flight into terrain (CFIT) and runway excursions.
- c) Actions by the ANC on the report of the MIDANPIRG/14:
 - i) MIDANPIRG was commended for its work on the development and maintenance of regional contingency and emergency plans. The Safety Management Panel has discussed recently the scope and purpose of the SMS requirement of service providers to establish emergency response plans. Evidence from these discussions suggest the requirement is a global issue; and
 - ii) another potential global issue was highlighted by MIDANPIRG. Only five out of fifteen MID States were compliant with the Annex 3 provisions for the implementation of quality management systems for meteorology. The ANC commented on whether it was indicative of the status of implementation in other regions.

2.2

The North Atlantic Systems Planning Group (NATSPG)

- a) Executive summary of last meeting
 - i) Fiftieth Meeting of the North Atlantic Systems Planning Group (NATSPG/50), Paris, France (23 to 27 June 2014);

- ii) NAT SPG/50 agreed on 32 Conclusions addressing a large area of issues related to planning and implementation, technical and operational aspects, amendments to regional documents (including a new revised version of the NAT Region Volcanic Ash Contingency Plan) and safety of operations;
 - iii) supported a project to implement air traffic service (ATS) surveillance capability using space-based reception of automatic dependent surveillance – broadcast (ADS-B) signals. As the NAT Region was envisaged as the first place that satellite-based ADS-B ATS surveillance be used, it was appropriate that the NAT SPG be involved in the decision making process;
 - iv) reviewed and approved the draft 2013 NAT Annual Safety Report (NAT ASR) and discussed whether it could be made public, taking into consideration some safety sensitive information published in the document that could be misunderstood or misinterpreted by an unaware reader. Information available in the draft 2013 ASR would be used to populate the ICAO Regional Performance Dashboards that provided a glance of both Safety, and Air Navigation Capacity and Efficiency strategic objectives; and
 - v) discussed the geographical applicability of the European Union law and especially the Single European Sky regulations. Agreed on reminding the European Commission that the development and implementation of any binding Single European Sky regulation must be fully consistent with the provisions of the ICAO Convention, specifically in regard to the airspace over the high seas with the provision of United Nation Convention on the Law of the Sea (UNCLOS III).
- b) Coordination between PIRGs and RASGs
- i) in the NAT Region, the NAT SPG ensures the planning and supervision of the aviation system as a whole. The Safety Oversight Group (SOG), reporting directly to the NAT SPG, is the contributory body in charge with safety related issues, including the monitoring of the implementation of the GASP in the NAT Region. The SOG is also the main contributor and the responsible body that produces the NAT Annual Safety Report (NAT ASR). The Chairman of the SOG is a regular participant in NAT SPG and RASG-EUR meetings.
- c) Actions by the ANC on the report of the NATSPG/50
- i) ANC congratulated the NAT SGP for the draft 2013 Annual Safety Report and safety priorities and targets summary, and strongly suggested that the NAT ASR document be made available to the public;
 - ii) expressed support for the NAT SPG position regarding upholding the Chicago Convention and ICAO provisions for services on the high seas as referred in Conclusion 50/32; and
 - iii) congratulated the NAT SGP on its 50th meeting.

2.3

The Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG)

- a) Executive summary of last meeting:

- i) extraordinary meeting of the AFI Planning and Implementation Regional Group (APIRG/EO), Lusaka, Zambia (10 to 11 July 2014);
 - ii) agreed to reduce the number of APIRG contributory bodies from current 23 discipline-oriented bodies to four performance-based bodies in the new structure, reflecting combinations of the performance improvements areas (PIAs) of aviation system block upgrades (ASBUs). These include: two sub-groups, one projects coordination committee; and one traffic forecasting group;
 - iii) agreed that APIRG will identify projects from applicable ASBU modules and regional performance objectives to be addressed by the sub-groups through project teams of qualified experts from States and relevant organizations;
 - iv) requested that the Secretariat finalize the terms of reference of the new contributory bodies based on guidance provided by the meeting, and consequential amendments to the APIRG procedural handbook to reflect the new structure and working methods of the group; and
 - v) discussed transitional arrangements to ensure continuity of the work of APIRG, while preparing the operationalization of the new structure and working methods, including identification and prioritization of relevant projects. The transition period will end with the next meeting of the APIRG in 2015.
- b) Coordination between PIRGs and RASGs
- i) Nil
- c) Actions by the ANC on the APIRG/EO report
- i) review of this report is not required by the ANC.

2.4 The Caribbean/South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS)

- a) Executive summary of last meeting
- i) The Seventeenth Meeting of GREPECAS was held in Cochabamba, Bolivia, from 21 to 25 July 2014;
 - ii) GREPECAS ended a full cycle with the new organization based on programmes and projects. The meeting concluded that establishing metrics and measuring performance are showing to be more difficult than expected;
 - iii) GREPECAS agreed to adopt a new eANP template according to an action plan to implement the three volumes of CAR/SAM eANP. Both corresponding Sections of the NAM/CAR Regional Performance Based-Air Navigation Plan (NAM/CAR RPBNIP) and SAM Performance Based-Air Navigation Plan (SAM PBAIP) aligned with aviation system block upgrade (ASBU) methodology will be included in the new CAR/SAM eANP, Volume III;

- iv) web-based receiver autonomous integrity monitoring (RAIM) availability prediction service (acquired through regional project RLA/06/901) will be available for SAM Region by mid-September 2014. This service could be extended to States of other regions that might be interested;
- v) States-industry collaborative process for the CAR and SAM Regions, as a mechanism to define the steps required to implement near-term and mid-term operational capabilities, already defined in regional plans; and
- vi) it was requested that ICAO conduct a revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies.

b) Coordination between PIRGs and RASGs

- i) GREPECAS noted the results of the fourth edition of the RASG-PA annual safety report (ASR), which identified the three main risk areas in the Pan American Region: runway excursion (RE), controlled flight into terrain (CFIT), and loss of control in-flight (LOC-I). Recently, mid-air collision (MAC) was added to the list.

c) Actions by the ANC on the report of the GREPECAS/17

- i) The report of GREPECAS/17 was reviewed by the ANC in February 2015. Reference was made to the ICAO's position to the ITU WRC-15 acknowledging that there was a challenge in obtaining information from designated State focal point for frequency spectrum, but it was also emphasized that technical experts should be included in the State delegations to the conference to defend ICAO's position. The ANC also considered to task the AN-WG/SRP to review PPRC reports of the GREPECAS.

2.5

The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)

a) Executive summary of last meeting

- i) The twenty-fifth meeting of the APANPIRG/25 was held in Kuala Lumpur, Malaysia, from 8 to 11 September 2014;
- ii) APANPIRG/25 established the APAC regional air navigation priorities and associated targets, and approved its use in the ICAO APAC Regional performance dashboard;
- iii) developed air navigation reporting forms (ANRFs) for 15 ASBU Modules and the matrix of responsibilities for the ASBU modules and seamless ATM elements;
- iv) developed a web-based seamless ATM implementation progress reporting process and urged States/Administration to report the status at least once a year;
- v) developed the data link implementation strategy guidance material;
- vi) adopted the initial concept of operation for the APAC Aeronautical Common Regional virtual private network (CRV) considering the cost benefits for CRV

operations as a major enabler for achieving the roadmap of the Global Air Navigation Plan (GANP) 4th Edition, and urged States/Administrations to become partners;

- vii) adopted the PAN Regional ICD for ATS interfacility data communications (AIDC) as regional guidance for the AIDC implementation in the APAC and NAT Regions;
- viii) established the AIDC Implementation Task Force to accelerate implementation of AIDC within the Asia/Pacific;
- ix) agreed to establish a mechanism to coordinate an Afghanistan Airspace Contingency Planning between the ICAO EUR/NAT Office (Paris), MID Office (Cairo) and the Asia/Pacific Office (Bangkok) including affected States and users;
- x) established the Performance Based Navigation (PBN) Implementation Coordination Group to monitor and progress the PBN implementation in the Asia/Pacific Region;
- xi) established an APAC Volcanic Ash Exercises Steering Group to organize and conduct volcanic ash exercises in the APAC Region;
- xii) agreed to conduct an Asia/Pacific human performance seminar/workshop for optimal ATC and SAR operational safety and efficiency;
- xiii) established the APANPIRG Contributory Bodies Structure Review Task Force with members consisting of Chairpersons/Vice Chairpersons of APANPIRG Contributory Bodies (sub-groups, working Groups and task forces) to review the existing APANPIRG structure and TORs of the contributory bodies and suggest new structure to APANPIRG/26 to meet the changing environment.

b) Coordination between PIRGs and RASGs

- i) Supported the establishment of processes that collect and exchange air traffic safety related information between the APANPIRG and RASG-APAC and to avoid duplication of efforts; and
- ii) The first APANPIRG/RASG-APAC Coordination Meeting was held in Kuala Lumpur, Malaysia, on 9 September 2014. APANPIRG/25 meeting approved coordination mechanism and framework between APANPIRG and RASG-APAC.
 - APANPIRG and RASG-APAC shall coordinate and support each other to achieve the agreed targets for the established regional priorities and implementation plans endorsed by the respective group ;
 - Continuous coordination by Secretariat for both APANPIRG and RASG-APAC to avoid duplication and gaps and to ensure alignment and harmonization of priorities, plans and actions;

- Chairs of APANPIRG and RASG-APAC will attend a coordination meeting at the ICAO Regional Office once a year and hold periodic coordination web meetings in between the face-to-face meetings if deemed necessary;
- Cooperation to ensure that the priority ASBUs are implemented in the most efficient and safe manner;

c) Actions by the ANC on the APANPIRG/25

- i) The report of APANPIRG/25 was reviewed by the ANC on February 2015. The ANC acknowledged with appreciation, the efforts made by APANPIRG to report on their work related to the ASBU structure and modules.
- ii) The ANC agreed to advise the Council that the Basic Operational Requirements and Planning Criteria (BORPC) will no longer apply with the developments of the new Air Navigation Plan format, which applied to all PIRGs.
- iii) Agreed to advise Council on the possible safety impact of a new digital rights project, indicating the need for States' access to ICAO documentation.
- iv) The ANC agreed to advise the Council on the work of the Asia/Pacific SAR Task Force and request other regions, using an appropriate mechanism, to provide similar information for their regions.
- v) The ANC requested appropriate panel(s) to review the various recommendations of States related to procedural design and operational issues of go-arounds and potential mid-air collisions.

3. ANC general comments applicable to all PIRGs

3.1 The ANC expressed its appreciation of the work undertaken by the PIRGs and RASGs and their proactive approach to the implementation and resolution of air navigation and safety matters. In particular the ANC noted that, within and in neighbouring regions, the PIRGs and RASGs were engaged in collaborative efforts with each other and other organisations. The ANC, however, remarked that there was a need for a coordination approach involving all regional groups, by the Secretariat at Headquarters and also between PIRGs and RASGs within the same region. Furthermore, the support and advice provided by the Secretariat to the regional groups also needs to be consistent and harmonized.

3.2 The ANC recommended that PIRGs (and where appropriate, RASGs) provide regular status information on the implementation of ICAO Standards and Recommended Practices (SARPs) and in particular those initiatives related to ASBUs. The status information would be useful in the determination of necessary updates to the GANP and global aviation safety plans and the air navigation work programme.

3.3 The issue of multiple uses of the same three (3) and five (5) letter name codes for navigational aids and waypoints continues to be raised by the PIRGs. The Secretariat was requested again by the ANC to determine the means by which the existing job card on the matter would be presented to the Commission for review.

3.4 The ANC was informed that the review of air navigation plans in electronic format in all regions was nearing completion, with the anticipated approval by the Council of a new template, and will entail an enhanced involvement of PIRGs in the amendment process.

3.5 The ANC considers the reviews of PIRG meeting reports a vital source of information on the implementation of SARPs, are often the inspiration of new work items and key in efforts to standardise

and harmonise regulations and operations globally. The ANC will continue to review PIRG and RASG meeting reports and provide Council with an annual report.

4. Items which ANC considered good examples for sharing and possible application by other PIRGs

4.1 The lessons learned and best practices of the PIRGs and RASGs, as well as comments in this regard resulting from the ANC reviews of meeting reports, are being shared with all PIRGs and RASGs through the coordination mechanism of the Secretariat, which includes the presentation of this paper at PIRG meetings which are supported by ANB, annual training of regional officers at Headquarters, meeting of PIRG and RASG Chairpersons and Secretaries every two years, etc. and regular coordination by the ANB Implementation Section. In this regard, the Commission commended the following highlighted best practices and requested these be shared with other regions for application as deemed appropriate by the PIRGs:

a) MIDANPIRG/14

- i) PIRG/RASG coordination of work on safety-related issues.
- ii) implementation of Annex 3 provisions related to quality management systems for MET should be monitored.
- iii) common template for PIRG reports publishing the meeting report in two parts separating the meeting narrative and appendices.

b) NATSPG/50

- i) Share with other regions the work undertaken on the mandating of datalink (Conclusion 50/29 refers) but recognized that the work was in phase of maturing.

APPENDIX B

PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) ACTIVITIES IN OTHER REGIONS

SUMMARY NO. 5

Date: 3 July 2015

Prepared by: IMP-AN Section, HQ, Montréal

1. This summary provides an update on the activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG meeting reports by the Air Navigation Commission (ANC) up to June 2015.

References: PIRG meeting documentation and procedural handbooks

- EANPG/56 Paris, 24-27 November 2014
ICAO Secure Portal <http://portal.icao.int/>

Note: To access EANPG/56, Paris, 24-27 November 2014, request access for EANPG group

- MIDANPIRG/15, Bahrain, 8-11 June 2015
<http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx>

- NATSPG/51 Paris, 23-26 June 2015
ICAO Secure Portal <http://portal.icao.int/>
Note: To access NATSPG/51, Paris 23-26 June 2015, request access for NATSPG group

2. During November 2014, EANPG/56 meeting was held in the European region and the corresponding report was reviewed by the Air Navigation Commission (ANC) during April/May 2015 Sessions. During last quarter of 2014 and first semester of 2015, some PIRG meetings were held in the European, Middle East, and North Atlantic regions. The Air Navigation Commission (ANC) reviewed the EANPG/56 report during April/May 2015. The Air Navigation Commission (ANC) will review the other two reports in September 2015. It was highlighted by the ANC to continue with the coordination approach, involving all regional groups by the Secretariat and between PIRGs and RASGs within the same region.

2.1 The European Air Navigation Planning Group (EANPG)

- a) Executive summary of last meeting
 - i) The EANPG/56 meeting was attended by ninety-two (92) representatives of thirty-five (35) Member and non-Member States and by observers from eight (8) international organizations. The report contains thirty-six (36) Conclusions and eight (8) Decisions. The Conclusions were concerning the Secretariat and States.
 - ii) EANPG reviewed occurrences involving civil and military aircraft over High Seas, especially over Baltic Sea.
 - iii) The EANPG followed up on the latest status of PBN implementation in EUR Region.
 - iv) EANPG requested that ICAO Headquarters issue a State letter to urge States to use the ICARD database for five-letter name-code (5LNC) reservations and to release all un-used 5 LNCs.

- v) A revised Volcanic Ash Contingency Plan – EUR Region was prepared by EANPG and a task force was created to align EUR and NAT Volcanic Ash contingency plans.
 - vi) EANPG noted that RVSM operations in the ICAO Region met the four safety objectives for the year 2013 according to EUR RMA and RMA EURASIA.
 - vii) EANPG reviewed list of air navigation deficiencies.
 - viii) EANPG reviewed search and rescue capabilities in EUR Region in accordance with Annex 12 – *Search and Rescue* requirements and discussed ways and means to address this situation.
- b) Coordination between PIRGs and RASGs
 - i) The ANC noted the concern expressing the lack of resources for some parts of the RASG work programme (R-REP and IE-REST (EUR Regional expert safety team) activities).
 - ii) The EANPG invited its members to contribute to the activities of the RASG-EUR, in particular those of the R-REP and IE-RAST related to runway safety, and to occurrence reporting and analysis.
 - c) Actions by the ANC on the report of the EANPG/56
 - i) The ANC discussed the consequences of the use of aerodrome control tower (TWR) frequencies by ground vehicles involved in runway operations – reference in Conclusion 56/4. Some hazards related to ground vehicles using frequencies intended for communication between the tower and aircraft were emphasized. General support for this Conclusion to assist in the reduction of runway incursions globally and further work was needed to enhance Doc 9870 – *Manual on the Prevention of Runway Incursions*. Some reservations regarding possible safety hazards are reflected in the note of this Conclusion.
 - ii) The ANC noted the States having a difficulty to access some ICAO documents and suggested to bring forward this issue to the Council in the discussion of digital rights management.

2.2 Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)

- a) Executive summary of last meeting
 - i) The MIDANPIRG/15 meeting was attended by eighty (80) participants of thirteen (13) States and seven (7) international organizations/Agencies. The report contains twenty-nine Conclusions and six Decisions.
 - ii) MIDANPIRG reviewed MID RVSM Safety Monitoring Report (SMR) for 2014, where it was indicated that the key safety objectives set out by MIDANPIRG Conclusion 12/16 were met

- iii) MIDANPIRG endorsed a revised MID region Air Navigation Strategy as the framework identifying regional air navigation priorities, performance indicators and targets. States were requested to develop their National Air Navigation Performance Framework ensuring alignment with and support to the MID region Air Navigation Strategy.
- iv) The meeting reviewed and endorsed the MID eANP (Volumes I, II and III) consolidated by the Secretariat based on the Council approved template and inputs received from the different MIDANPIRG contributory bodies. It is expected that ICAO MID Regional Office will process the necessary Proposal for amendment in accordance with the procedure for amendment approved by the Council for formal approval by the end of 2015.
- v) MIDANPIRG reviewed and updated the status of implementation of the different priority 1 ASBU Block 0 Modules.
- vi) PBN Implementation in the MID Region was addressed by the meeting noting its status of implementation and identifying the main challenges facing the implementation of PBN in MID region and recommended measures that would overcome these challenges. The meeting also emphasized that the establishment of the MID Flight Procedure Programme (MID FPP) would foster the PBN implementation in the Region.
- vii) MIDANPIRG urged States to take necessary measures to implement provisions of the Resolution A38-12 and MIDANPIRG/14 Conclusions 14/12 and 14/13 to foster the implementation of Civil/Military Cooperation and to implement FUA concepts. The meeting reviewed and endorsed Objective and Working arrangements of MID Civil/Military Support Team to expedite the implementation of the Flexible Use of Airspace (FUA) Concept in the MID Region.
- viii) MIDANPIRG addressed subjects as Air Traffic Flow Management (ATFM), Airport Collaborative Decision Making (A-CDM)
- ix) Aeronautical Information Management (AIM) subjects as MID Region AIM Implementation Roadmap and formal arrangements between AIS/AIM and the data originators were addressed by the meeting.
- x) MET implementation in the MID Region including subjects as implementation of the WAWS and SADIs in the region, International Airways Volcano Watch, and SIGMET were reviewed by the meeting.
- xi) Specific Air Navigation issues as MID Region ATS Route Network, Contingency Planning, Secondary Surveillance Radar Code Plan, Search and Rescue, ATM Enhancement Programme, AIM Database, Aeronautical Frequency Spectrum, Aeronautical Fixed Services, Use of Flight Plan “Converters”, Integrated Flight Plan Processing System, IP Network, Surveillance and ADS-B implementation, Regional OPMET Centre, Environmental Protection were reviewed and dealt by the meeting with appropriate conclusions.
- xii) Review of deficiencies in the air navigation fields was conducted by the meeting, urging States to submit specific Corrective Action Plan (CAP) for each deficiency and providing MID regional office providing mitigation measures implemented.

- b) Coordination between PIRGs and RASGs
 - i) The meeting noted that RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for CFIT (unstabilized approaches) and call sign confusion and similarity.
 - ii) Other subjects of interest for both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM monitoring, etc.
 - iii) Outcome of the Second PIRG-RAG Global Coordination meeting was appraised by the meeting to further improve the coordination mechanism between MIDANPIRG and RASG-MID.
- c) Actions by the ANC on the MIDANPIRG/15
 - i) The report of MIDANPIRG/15 will be reviewed by the ANC in September 2015.

2.3 North Atlantic System Planning Group (NATSPG)

- a) Executive summary of last meeting
 - i) The NATSPG meeting was attended by twenty five (25) participants of nine (9) States and three (3) international organizations. The report contains twenty-four conclusions.
 - ii) NATSPG reviewed Cost effectiveness key performance indicators (KPIs) common to NAT IMG and NAT EFG, i.e. “Cost per 100 kms flown” and “Cost per oceanic flight hour”.
 - iii) NATSPG also reviewed latest progress on the 25 nautical miles Reduced Lateral Separation (RLatSM) in the ICAO NAT Region with trial implementation planned to commence its phase 1 on 12 November 2015.
 - iv) The meeting noted the information on Business case analysis (BCA) from NAT EFG for RLatSM Phases 1 and 2. The estimated combined net saving in fuel for RLatSM Phases 1 and 2 of amounted to 9.6 million CAD and 52,000 metric tonnes in avoided GHG emissions. IATA supported this methodology.
 - v) NATSPG was provided with information on the planned implementation of ATS surveillance enabled services using Space-Based ADS-B in the North Atlantic OCAs. Air Navigation Services Providers (ANSPs) in the Gander and Shanwick Oceanic Control areas (OCAs) had been coordinating a common strategy for ATS surveillance based in Space Based ADS-B. The current focus of the collaboration effort was on the implementation on 1 February 2018 of a longitudinal application of 15 nautical mile (NM) ATS surveillance separation.
 - vi) NATSPG endorsed the NAT 2014 Annual Safety Report (ASR) and Safety Priorities and Targets Summary. Additional targets were added to the list of safety key performance indicators for the ICAO NAT.

- vii) NATSPG was informed of the development of the draft Volumes I, II, III of NAT eANP. The group established a NAT eANP project team to finalize the work to populate these volumes of NAT eANP for NATSPG to endorse them prior final processing of the PfAs.
- viii) NATSPG also endorsed several PfAs to be presented for NAT SUPPs (Doc 7030): Flight planned routes north of 80° N, Provisions of the ICAO aircraft address, lateral separation minima in Santa Maria OCA, longitudinal separation minima in Santa Maria OCA, NAT region policy for equipage with and operation of ACAS II.
- ix) The meeting noted the status of the Volcanic Ash Contingency Plan (VACP)-North Atlantic Region that was still under development. This plan when available will be harmonized with EUR VACP. It is expected that final plan EUR/NAT VACP would be approved by end of 2015.
- x) Several amendments to Documentation for NAT Operations and Airspace Manual were approved by the meeting including consistency with globally applicable provisions.

b) Coordination between PIRGs and RASGs

- i) There is no RASG for North Atlantic region. In the NAT SPG structure, the NAT Safety Oversight Group, reporting to the NAT SPG has safety related responsibilities, including the monitoring of the implementation of the GASP and the production of the NAT Region Safety Report.

c) Actions by the ANC on the NATSPG/51

- i) The report of NATSPG/51 will be reviewed by the ANC in September 2015.

3. Items, which ANC considered good examples for sharing and possible application by other PIRGs

3.1 The ANC appreciated the EANPG/56 report and its alignment with the Global Air Navigation Plan (GANP), and the related ASBU modules. This allowed the ANC to effectively assess the level of progress in the region regarding the GANP modules, with proposals on how to further develop the ASBU block 1 and 2 modules.

3.2 The ANC noted the work of the EANPG on search and rescue capability in the EUR Region and agreed on this work being important globally.

3.3 The ANC commended the EANPG on its tracking of air navigation deficiencies in its region and on providing continuous focus on resolving them.
