



INTERNATIONAL CIVIL AVIATION ORGANIZATION
WESTERN AND CENTRAL AFRICAN OFFICE

First Meeting of the APIRG Airspace and Aerodrome Operations Sub-Group
(AAO SG/1)

(Dakar, Senegal, 29 to 31 May 2017)

Agenda Item 6: AFI Air Navigation Deficiencies Database

INPUTS TO THE APIRG FIRST ANNUAL REPORT (2016)

(Presented by the Secretariat)

SUMMARY
This working paper presents the need by APIRG to initiate the publishing of its first annual report in 2017 pursuant to the requirements in the GANP.
Action by the meeting is at paragraph 3 .
REFERENCES: <ul style="list-style-type: none">– Fifth Edition of the GANP– Report of the APCC/1 Meeting
This Working Paper is related to Strategic Objectives: A & B

1. INTRODUCTION

1.1 The first meeting of the APCC was reminded of the requirement of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP) for PIRGs and RASGs to produce annual report on implementation progress in their respective regions.

1.2 It was agreed that, learning from the experience gained by the RASG-AFI with the publication of the first and second editions of its annual reports in May 2015 and June 2016, similar steps should be taken by APIRG to initiate the publishing of its first annual report in 2017. Accordingly, an Annual Air Navigation Report Team involving industry will be established.

2. DISCUSSION

2.1 ICAO is required to review the GANP every three years and, if necessary, all relevant Air Navigation Planning documents through the established and transparent process. The appendices to the GANP should be analysed annually by the Air Navigation Commission to ensure they remain accurate and up to date.

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2.2 The progress and effectiveness of ICAO Regions and States against the priorities set out in their respective regional and State air navigation plans should be annually reported, using a consistent reporting format, to ICAO. This will assist regions and States in adjusting their priorities to reflect actual performance and address any emerging air navigation issues.

2.3 The Air Navigation planning and implementation performance framework prescribes that reporting, monitoring, analysis and review activities be conducted on a cyclical, annual basis. The Air Navigation reporting form will be the basis for performance monitoring relating to Block Upgrade implementation at the regional and national levels. The Regional Performance Dashboards also present regional implementation results, highlighting what States and groups of States are achieving in collaboration with their respective Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs).

2.4 Reporting and monitoring results will be analysed by ICAO and aviation stakeholders and then utilized in developing the annual Global Air Navigation Report. ICAO encourages States to make initial analyses and to report results to ICAO rather than to provide raw data.

2.5 The report results will provide an opportunity for the world civil aviation community to compare progress across various ICAO Regions in the establishment of Air Navigation infrastructure and performance-based procedures.

2.6 They will also provide the ICAO Air Navigation Commission with detailed annual results on the basis of which tactical adjustments will be made to the work programme, as well as triennial policy adjustments to the GANP.

2.7 Guided by the GANP, the regional national planning process should be aligned and used to identify those Modules which best provide solutions to the operational needs identified. Depending on implementation parameters such as the complexity of the operating environment, the constraints and the resources available, regional and national implementation plans will be developed in alignment with the GANP. Such planning requires interaction between stakeholders including regulators, users of the aviation system, the air navigation service providers (ANSPs), aerodrome operators and supply industry, in order to obtain commitments to implementation.

2.8 Accordingly, deployments on a global, regional and subregional basis and ultimately at State level should be considered as an integral part of the global and regional planning process through the Planning and Implementation Regional Groups (PIRGs). In this way, deployment arrangements including applicability dates can be agreed and collectively applied by all stakeholders involved.

2.9 Some Modules are well suited for regional or subregional deployment and the regional planning processes under the PIRG are designed to consider which Modules to implement regionally, under which circumstances and according to agreed time frames.

2.10 Accordingly, an Annual Air Navigation Report Team involving industry will be established. The membership of the Annual Air Navigation Report Team will include as a minimum, representatives from stakeholders including regulators, users of the aviation system, the air navigation service providers (ANSPs), aerodrome operators and supply industry.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) note the requirement of the Global Air Navigation Plan (GANP) for PIRGs and RASGs to produce annual report on implementation progress in their respective regions;
- b) urge States to make initial analyses and to report results of planning, implementation and performance monitoring of Block Upgrade at the national levels to ICAO rather than to provide raw data.; and
- c) take note of the APCC decision for the establishment of the Annual Air Navigation Report Team will include including regulators, users of the aviation system, the air navigation service providers (ANSPs), aerodrome operators and supply industry.
