THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE A

Agenda Item 4: **Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)**
4.3: Implementing ASBUs for performance improvement

INCREASING THE EFFICIENCY AND EFFECTIVENESS OF APIRG AND RASG-AFI

(Presented by 54 Contracting States, Members of the African Civil Aviation
Commission (AFCAC) [2])

EXECUTIVE SUMMARY

This paper highlights some achievements made by the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) in improving its contribution to regional air navigation development. The paper also outlines some proposals to improve the efficiency and effectiveness of APIRG and the Regional Aviation Safety Group - Africa-Indian Ocean (RASG-AFI).

Action: The Conference is invited to:
a) note the progress of APIRG and RASG-AFI activities;
b) endorse the proposal to better involve the Director General of Civil Aviation (DGCA) and other decision-makers, in order to facilitate ownership of the outcomes and implementation thereof;
c) urge States, industry and donors to support the implementation of priority activities identified by APIRG and RASG-AFI;
d) urge States and industry and all the partners to support the implementation of the proposed strategy of integration of APIRG and RASG-AFI to enhance their efficiency and effectiveness; and
e) request ICAO to continuously encourage all Member States to provide the necessary support and technical expertise to their respective PIRGs and RASGs.

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1.   **INTRODUCTION**

1.1   The objectives of APIRG are to ensure the continuous and coherent development and implementation of the Africa-Indian Ocean (AFI) Air Navigation Plan (ANP); and conduct follow-up to the Global Air Navigation Plan (GANP, Doc 9750) activities as required. APIRG therefore continually addresses deficiencies in the aerodromes and ground aids (AGA), communications, navigation, and surveillance (CNS), air traffic management (ATM), meteorological (MET), search and rescue (SAR) aeronautical information management (AIM) and the *Procedures for Air Navigation Services – Aircraft Operations (*PANS-OPS) fields.

1.2   The functions of the Regional Aviation Safety Group - Africa-Indian Ocean (RASG-AFI) include analysis of safety information and hazards to civil aviation at the regional level and review of the action plans developed within the region to address identified hazards; conduct of follow-up to the Global Aviation Safety Plan (GASP) activities as required; and coordination with the relevant PIRG on safety issues. Currently, RASG-AFI activities are focused on the resolution of significant safety concerns (SSCs), fundamentals of safety oversight (FSO), aircraft accident investigation (AIG) and emerging safety issues such as runway safety, controlled flight into terrain (CFIT), and loss of control in flight (LOC-I).

1.3   Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) have established the regional priorities, implementation indicators and targets in air navigation and aviation safety for the regional implementation of the GANP and GASP.

1.4   The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report to the Council on PIRGs and (ASGs. The report focuses not only on the outcomes of the PIRGs and RASGs meetings but also on the regional safety and air navigation implementation progress and challenges.

2.   **DISCUSSION**

2.1   The twentieth meeting of the AFI planning and implementation regional group (APIRG/20), which was held in Yamoussoukro, Côte d'Ivoire (30 November to 2 December 2015), operationalized the new structure of the APIRG with a reduced number of contributory bodies from twenty three discipline-oriented bodies previously to four performance-based bodies. The *Procedural Handbook* of APIRG was amended accordingly.

2.2   APIRG/20 identified priority projects for the AFI Region, derived from applicable aviation system block upgrade (ASBU) modules and regional performance objectives, and based on the status of implementation of air navigation requirements as established by the sub-groups. The application of the new eANP in three volumes and related amendment procedures was also acknowledged and is being populated.

2.3   The twenty first meeting of the Africa-Indian Ocean Region (AFI) Planning and Implementation Regional Group (APIRG/21) was held back to back with the fourth Regional Aviation Safety Group (RASG/AFI/4), at the InterContinental Hotel, Nairobi, Kenya, from 9 to 11 October 2017 with sponsorship from Air Traffic Navigation Services (ATNS), Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA), Boeing and Airbus.

2.4   APIRG/21 noted the need to prioritise and intensify assistance to States through a mechanism such as the proposed establishment of regional air navigation supporting teams. The specific objective of the mechanism is to support States in their efforts to implement air navigation operational improvements taking a harmonized and cost-effective implementation approach.

2.5   APIRG/21 and RASG/AFI/4 adopted the revised Abuja safety targets as well as the AFI Air Navigation Services (ANS) performance indicators and targets proposed by AFCAC.

2.6   Furthermore, in order to support achievement of the above objectives, the Group agreed on the following actions:

   a) redefine and adopt AFI Air Navigation regional performance objectives;

   b) adopt the AFI performance-based approach to achieve the defined regional air navigation performance objectives in a regional modernization programme;

   c) reflect this performance-based approach in Volume III of the regional Air Navigation Plan;

   d) APIRG Secretariat to revise the AFI regional implementation strategy in the framework of the Regional modernization programme and APIRG sub-groups' activities; and

   e) States to establish National Air Navigation Plan Multidisciplinary Teams, provided with the adequate resources, including training, to collaboratively develop and implement national air navigation plans initiatives.

2.7   The AFI region established a close coordination between APIRG and RASG-AFI which relates to the following areas: RVSM safety monitoring; quality management systems (QMS) for AIM and MET; civil-military coordination; SAR; unsatisfactory condition reports (UCRs); accidents and incidents analysis; SSP/SMS implementation; English language proficiency (ELP); airspace contingencies and AIM.

2.8   APIRG and RASG-AFI addressed some challenges faced in States for the regional implementation of Standards and Recommended Practices (SARPs), PANS and policies, and associated recommendations and actions taken. Some of those challenges related to air navigation concern the insufficient progress in the development of national performance-based navigation (PBN) implementation plans; low level of implementation of ASBU methodology by stakeholders; slow pace in harmonizing the various aeronautical projects (CNS, ATM, AIM, MET, AGA and SAR); difficulty in collecting data related to air navigation system performance measurement and implementation.

2.9   Regional air navigation planning is normally accomplished by PIRGs. Assembly resolution A38-12, Appendix E states that Regional Air Navigation (RAN) meetings, although important instruments in the determination of the facilities and services, shall be convened only to address issues which cannot be adequately addressed through the PIRGs.

2.10   In these circumstances, PIRG and RASG meetings constitute the appropriate frameworks for policy makers to review and discuss implementation issues, and take ownership of the outcomes of the deliberations, the timely and effective implementation of which is necessary for improving aviation safety and air navigation performance in the region.

2.11   In December 2017, ICAO held a Global PIRG and RASG Forum, to bring together key stakeholders and discussed the way forward. The Forum highlighted the points raised in the Council Decision and recommended addressing the following issues:

   a) The need to align the work of the Groups as well as their organizational structures with the latest ICAO Global Plans, such as the Global Aviation Safety Plan which contains clear goals and targets for the RASGs;

   b) The integration of the Groups' work programmes with the ICAO business and operational plans;

c) The need to increase efficiency and avoid overlapping of activities, mainly looking at a new format for PIRG and RASG meetings; Improved reporting by the Groups to ensure the necessary information reaches ICAO Headquarters; and

d) enhanced monitoring to assess the Groups' efforts in reaching their established goals and targets.

2.12 The GASP's and GANP's Goals are supported by a set of roadmaps that present a series of enhancement initiatives aimed specifically at individual States, "Regions", which means primarily the PIRGs/RASGs, and industry. The PIRGs and RASGs then use the roadmaps to build their work program that focuses on the areas outlined in the GANP/GASP and requires data analysis to determine its success.

2.13 The organizational structure of the PIRGs and RASGs should take into account three main areas of the GASP: organizational challenges (improving EI), operational risks, and performance measurement (data) and, in the same way for the GANP in terms of operational capabilities (infrastructure) and analysis and predictive processes.

2.14 By 2019, the proposal is for the Regional Offices to schedule the PIRGs and RASGs at the same time: 1) A Plenary session, including participants from both PIRGs and RASGs, will open the meeting; 2) The groups will meet in parallel, each in their own stream; and 3) reconvene for a closing plenary, to address coordination issues and finalize the meeting report. This is already happening in some Regions.

2.15 The seventh meeting of the African DGCA held in Niamey-Niger 16 to 20 July 2018, discussed the efficiency of the APIRG and RASG-AFI as well as the above strategy of integration of the two groups.

2.16 Consequently, the AFI region is willing to adopt the proposed strategy to enhance the AFI planning and implementation regional group (APIRG) as well as the AFI regional aviation safety groups (RASG-AFI). By 2020, we look to the full integration of the two groups, which will follow the sub- groups structure previously described and will be aligned and integrated with the global plans.

3.   **CONCLUSION**

3.1 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) form the basis for regional frameworks for air navigation and safety planning and implementation. Therefore, ICAO should make use of its established regional groups (PIRGs and RASGs) to assist in monitoring planning and implementation progress and keeping up to date the regional plans and any related complementary documents.

3.2 Contracting States are urged to take remedial actions to address safety and air navigation deficiencies, including priority activities identified by PIRGs and RASGs and the Universal Safety Oversight Audit Programme (USOAP), through the application of GASP and GANP objectives and the ICAO regional planning and implementation processes.

3.3 Civil Aviation Authorities are encouraged to participate at the highest level in the PIRGs and RASGs meetings in order to facilitate the process of decision-making, planning and implementation.

3.4 There is a need to incorporate an agenda item on the status of implementation of the outcomes of the APIRG and RASG-AFI in the Order of Business of the regular DGCA meetings as well as during the ministerial meetings to facilitate the awareness of the outcomes of the above-mentioned meetings and to improve the implementation of the conclusions and decisions of these meetings.

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