



**ASSEMBLY — 40TH SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 29: Aviation Safety and Air Navigation Regional Implementation Coordination Mechanisms**

**UPDATE ON REGIONAL IMPLEMENTATION SUPPORT MECHANISMS**

(Presented by the Council of ICAO)

**REVISION NO. 1**

**EXECUTIVE SUMMARY**

ICAO has been working to facilitate the planning, coordination and implementation of air navigation and safety activities through various regional mechanisms, such as the planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs). This paper provides an update on ICAO activities in support of the PIRGs and RASGs.

**Action:** The Assembly is invited to:

- a) adopt the proposed Assembly Resolution as presented in the appendix;
- b) note the revised Terms of Reference of the PIRGs and RASGs (available at <https://www.icao.int/Meetings/a40/Pages/documentation-reference-documents.aspx>); and
- c) urge States, regional and international organizations, service providers and industry to actively participate in the work of the PIRGs, RASGs and their respective contributory bodies.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2020-2022 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	Doc 10004, <i>Global Aviation Safety Plan</i> Doc 9750, <i>Global Air Navigation Plan</i>

## 1. BACKGROUND

1.1 States continue to face challenges regarding the implementation of ICAO Standards and Recommended Practices (SARPs). With the establishment of the No Country Left Behind initiative, ICAO is working to help better identify and coordinate assistance to States in need of support so that they may foster sustainable local and regional prosperity and fully benefit from improved global connectivity. A safe, secure and sustainable global aviation system, based on the effective implementation of global Standards, plans and policies, provides States with efficient access to the global market and new opportunities for prosperity.

1.2 To provide assistance, ICAO works directly with States through regional implementation support mechanisms to ensure more effective implementation of SARPs as well as regional air navigation and safety plans, and the alignment of these with the *Global Air Navigation Plan* (GANP, Doc 9750) and the *Global Aviation Safety Plan* (GASP, Doc 10004).

1.3 Through various regional mechanisms ICAO promotes: regional planning and implementation; exchange of information; data collection; identification and elimination of air navigation deficiencies; and the coordination of activities, in order to enhance safety and air navigation implementation efforts.

1.4 These actions complement the work of regional implementation support mechanisms such as the planning and implementation regional groups (PIRGs) and the regional aviation safety groups (RASGs) which have been established by the Council to, inter alia, identify regional priorities as well as targets and indicators related to air navigation and aviation safety for the regional implementation of the GANP and the GASP.

1.5 PIRGs serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional air navigation plans and associated work programmes, based on the GANP and relevant ICAO provisions.

1.6 RASGs serve as regional cooperative forums that determine regional priorities and develop and maintain the regional aviation safety plans and associated work programmes, based on the GASP and relevant ICAO provisions, integrating global, regional, sub-regional, national and industry efforts for the continued enhancement of aviation safety worldwide.

## 2. UPDATE OF THE TERMS OF REFERENCE OF THE PIRGS AND RASGS

2.1 As the last review of the Terms of Reference of the PIRGs and RASGs took place nearly a decade ago, an update and harmonization of the Terms of Reference of PIRGs and RASGs was needed to accommodate the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 The updated Terms of Reference include, inter alia, what is expected of each role player. Each State should be represented by a senior-level delegate, preferably from the civil aviation authority, and should be supported by advisors with the requisite technical knowledge in the subject matters under consideration.

2.3 The importance of a collaborative and proactive role by airspace users, international and regional organizations, and industry is included in the update. States, international organizations and industry should serve as partners in the PIRGs and RASGs, and their joint commitment is fundamental for successful improvement of air navigation planning, implementation and safety worldwide.

2.4 The updated Terms of Reference invite States, international organizations and industry to submit working papers, research works, etc. so as to share and enhance the work of their respective PIRGs and RASGs, and contributory bodies.

2.5 With regard to structure, the updated Terms of Reference highlight that PIRGs and RASGs have the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of each region's implementation work programme while maintaining, to the extent possible, alignment with the established Terms of Reference, the regional work programme and the ICAO Global Plans.

2.6 To ensure efficiency and effectiveness, PIRG and RASG contributory bodies shall only be formed when it has been clearly established that they will make a substantial contribution to the required work. A contributory body will be dissolved when it has completed its assigned tasks or if the tasks cannot be usefully continued.

2.7 Given the global nature of civil aviation, the updated Terms of Reference include a section related to participation by civil aviation commissions and conferences in the work of the PIRGs and RASGs, particularly, the African Civil Aviation Commission, Arab Civil Aviation Organization, European Civil Aviation Conference and Latin American Civil Aviation Commission.

2.8 To ensure proper feedback from the regions, States are encouraged to identify and report through PIRGs and RASGs on recommendations and specific actions or enhancements that would require consideration by ICAO to address challenges, including the need for amendment proposals to global provisions and guidance materials.

2.9 To ensure proper access for States, to take advantage of facilities available in regional offices and to reduce travel costs, PIRG and RASG meetings will be convened in the regional offices to the extent possible.

2.10 It was recalled that some PIRGs and RASGs would benefit from meeting more frequently which would have a positive impact on implementation and regional coordination. This would also lead to more frequent regional reporting, related to the identification and rectification of challenges, to the ANC and Council in a timely manner.

2.11 A high-level global coordination meeting between all PIRG and RASG Chairpersons and Secretaries will be convened on a biennial basis by ICAO. With regard to regional specificities related to the work of PIRGs and RASGs, the updated Terms of Reference allow for the expansion and inclusion of additional items particular to a region thus maintaining flexibility of their work.

### 3. CONCLUSION

3.1 The PIRG and RASG regional planning and implementation processes are the principal engines of ICAO's regional planning framework. The process merges the top-down approach of global guidance and regional harmonization with the bottom-up approach constituted by States' national planning.

3.2 ICAO's support to various regional mechanisms is critical to the effective implementation of ICAO SARPs which are critical elements of States' safety and air navigation responsibilities. Coordination and cooperation between ICAO, PIRGs and RASGs is key to ensure a more effective regional planning and implementation mechanism with proper feedback to ICAO. The update of the PIRG and RASG Terms of Reference is helping facilitate this coordination and cooperation.

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## APPENDIX

### DRAFT RESOLUTION FOR ADOPTION BY THE 40TH SESSION OF THE ASSEMBLY

#### **28/xx: Regional implementation support mechanisms**

*Whereas* ICAO strives to achieve the goal of a safe and orderly development of civil aviation through cooperation among Member States and other stakeholders;

*Whereas* further progress in improving the global safety, capacity and efficiency of civil aviation is best achieved under the leadership of ICAO through a cooperative, collaborative and coordinated regional approach in partnership with all stakeholders;

*Recognizing* that planning and implementation regional groups (PIRGs) serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional air navigation plans, and associated work programmes, based on the *Global Air Navigation Plan* (GANP, Doc 9750) and relevant ICAO provisions;

*Recognizing* that regional aviation safety groups (RASGs) serve as regional cooperative forums that determine regional priorities, and develop and maintain the regional aviation safety plans, and associated work programmes, based on the *Global Aviation Safety Plan* (GASP, Doc 10004) and relevant ICAO provisions, integrating global, regional, sub-regional, national and industry efforts for the continued enhancement of aviation safety worldwide;

*Recognizing* that regular PIRG and RASG meetings have the effect of coalescing and recording regional progress on planning and implementation;

*The Assembly:*

1. *Notes* the revised and harmonized Terms of Reference of the PIRGs and RASGs to further support the implementation and update of the GANP and GASP;
2. *Resolves* that ICAO shall support the PIRGs and RASGs in addressing the relevant Strategic Objectives of the Organization;
3. *Urges* Member States, regional and international organizations, service providers and industry to participate in the work of the PIRGs and RASGs, and their respective contributory bodies, to, inter alia, ensure the continuous and coherent development and implementation of regional air navigation and regional aviation safety plans;
4. *Urges* Member States to demonstrate the political will necessary for taking remedial actions to address safety concerns, and air navigation deficiencies identified through the ICAO regional planning process;

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5. *Urges* Member States, regional and international organizations, service providers and industry to serve as partners in PIRGs and RASGs, and to recognize that their joint commitment is fundamental for success in improving implementation of regional plans and safety worldwide;
6. *Instructs* the Council to review the implementation challenges experienced in the regions, as reported by PIRGs and RASGs, and report to the Assembly, as necessary, on actions taken to further improve the regional planning and implementation mechanisms; and
7. *Instructs* the Council to ensure that PIRGs and RASGs report on an annual basis implementation progress as well as challenges experienced.

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