



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

2.1 Result of the Second PIRG and RASG Global Coordination Meeting

RESULTS OF THE SECOND PIRGs & RASGs GLOBAL COORDINATION MEETING AND THE FOLLOW-UP OF PROPOSED ACTIONS

(Presented by the Secretariat)

SUMMARY	
This working paper presents information on the results of the Second Planning and Implementation Regional Group (PIRG) - Regional Aviation Safety Group (RASG) Global Coordination Meeting and the actions proposed by the meeting to follow-up the implementation activities.	
REFERENCES	
<ul style="list-style-type: none"> Final Report of the Second PIRG& RASG Global Coordination Meeting (Montreal, Canada, on 5 February 2015) 	
<i>ICAO Strategic Objectives:</i>	<i>A - Safety</i> <i>E - Environmental protection</i>

1. Introduction

1.1 The PIRG - RASG global coordination meetings follow-up the air navigation and safety activities in all ICAO regions and establish guidelines that should be performed by PIRGs and RASGs to meet the ICAO strategic objectives in air navigation and safety areas.

1.2 The second PIRG - RASG global coordination meeting was attended by the Regional Directors of ICAO Regional Offices as Secretaries of the PIRG - RASG, the Chairmen and Vice-Chairmen of the PIRG - RASG, the President of the Council, the Director of Cabinet, the Director of the Director Air Navigation Bureau (ANB), Deputy Director Air Navigation and Efficiency ANB, Deputy Director Aviation Safety ANB. The agenda of the meeting is presented as **Appendix A** to this working paper.

1.3 The intended outcomes of the meeting were to give a collective understanding of the ICAO President of the Council campaign called "*No Country Left Behind*", to define the direction of the Regional Offices focused on implementation; to change orientation towards measurable projects implemented through the PIRG and RASG; to establish extended reports through Regional Dashboards; and to establish considerations on the Aviation World Forum to be held in Montreal, Canada, from 23 to 25 November 2015.

2 Discussion

2.1 On the first agenda item, the President of the ICAO Council expressed his vision and requirements of the President and PIRGs and RASGs Secretariats, remarking the following:

- a) urged the States and regions to ensure effective SARP implementation as a fundamental priority for ICAO;
- b) that the planning and related work programme be adjusted to ensure “No Country Left Behind” where ICAO assistance and State implementation capacities are concerned;
- c) that Chairpersons of PIRGs and RASGs are accountable for regions' progress and achievements, being the effective coordination needed to avoid gaps or duplications;
- d) To focus on the implementation of established safety and air navigation targets;
- e) The launch of global communication campaign outlining priorities, targets and achievements related to SARP implementation to complement Regional Dashboards;
- f) The Proposal to hold a Global Aviation Development Implementation Symposium in November 2015 on the implementation of the global aviation development.

2.2 The Director of the Air Navigation Bureau (ANB) on the second agenda item, commented aspects of the global development affecting PIRGs and RASGs such as:

- a) The development of a iKit (implementation supporting Kit) to be available by 2016;
- b) Regional Dashboards next steps, as the completion of initial metrics for second half of 2015 and handover of Regional Dashboards to regional offices by late 2015 or early 2016;
- c) Discussions on the measuring global air navigation and global aviation safety and the proposed core key performance indicators (KPIs).
- d) Regions with a higher air transport growth such as Asia and Mid East need to start measuring to solve latent safety risk.
- e) Regions to choose 5 to 10 KPIs and share the information with others.

2.3 With respect to the third agenda item regarding the PIRG and RASGs reports, the President of the Air Navigation Commission and the Director of Cabinet, informed:

- a) The identification of challenges, shortcomings and best practices, and sharing them with other regions;
- b) That the project management principle is seen by the Air Navigation Commission (ANC) as a good trend, and that the Regional implementation projects help foster its implementation;
- c) The importance for the ANC that the regional activities be related to global strategies in the GANP and GASP;
- d) That SAR and Global tracking should be included in GANP, as well as Flight and Flow – Information for a Collaborative Environment (FF-ICE) and System Wide Information Management (SWIM);
- e) That ICAO needs to find the right balance when updating GASP and GANP;
- f) That ANC acknowledges that the main use of PIRG/RASG reports is for the regions but a proper balance and standardized format for the content of the reports is preferred;
- g) The proposal of a project monitoring template to serve as a quick reference for on-going projects;
- h) That the report of regional activities to the Council has a new format which focuses on targets and results in line with ICAO's enhancement of performance management.

2.4 With respect to agenda item 4 on the mechanisms of coordination PIRG-RASG, example in the APAC region, the Presidents of the APANPIRG and RASG-APAC explained the implemented coordination mechanism that would improve coordination between these two groups and is presented as **Annex of Appendix B** of this working paper.

2.5 Also on this agenda item, the Directors of the Regional Offices and the PIRG and RASG Presidents, informed the implementation progress, challenges and lessons learned so far. On this respect, the meeting considered that the Regional Offices should focus more in the implementation, produce fewer and more concise meeting reports and devote more time to assist States in the implementation.

2.6 Finally the meeting considered as the last agenda item, the next steps to be taken that are summarized below:

- a) RO/RASG/RSOO/COSCAP alignment for achieving regional priorities and targets;
- b) Each region to establish a mechanism for PIRG-RASG coordination and include it in procedural handbooks/manuals by December 2015;
- c) Focus on implementation of iKits and regional training;
- d) Regions need to work on measuring against implementation and performance indicators, and targets, especially in regions with a high traffic growth with latent safety risk affectation;
- e) It was agreed that EUR region will share the (KPI) and experience with Asia/Pacific, Middle East and other regions as necessary to pool the collected information. This information will be collected between the PIRGs. Ten (KPI) indicators for safety and air navigation will be chosen to start collecting the data;
- f) It was agreed to hold a Global Aviation Development Implementation Symposium 24-26 November 2015. There is a need to mobilize the aviation community for the symposium. The concept of No Country Left Behind should be the theme;
- g) Determine the States' role in the symposium to contribute to the programme. The regions to identify the topics and speakers. Plan the implementation with the help of all partners; and
- h) next PIRG-RASG Global Coordination Meeting is suggested to be held during the 39th Session of the Assembly.

2.7 With based on the aforementioned results, the secretariat prepared a chart with the actions to be implemented regionally to follow-up the actions suggested by the second meeting Second PIRG & RASG Global Coordination Meeting in order to be analyzed and approved by the Meeting for its execution. The chart with the follow-up actions is presented as Appendix B to this working paper.

3 Suggested actions

3.1 the Meeting is invited to:

- a) take note of the information provided in this working paper; and
- b) review the results of the Second PIRG & RASG Global Coordination Meeting as well as the activities planned for its follow-up which are presented in section 2 of this working paper and corresponding Appendixes.

APPENDIX A

AGENDA

**Second Planning and Implementation Regional Group (PIRG) –
Regional Aviation Safety Group (RASG) Global Coordination Meeting**

(Montreal, Canada, 5 February 2015)

1. President's vision and requests of Regional PIRG and RASG Chairs/Leaders (President of the Council)
2. Global developments affecting PIRGs and RASGs (D/ANB)
3. ANC reviews of PIRG and RASG reports, and Council report (President of the ANC and Directeur de Cabinet)
4. PIRG-RASG Coordination-APAC example of coordination mechanism (APAC Regional Director)
5. Implementation progress, challenges and lessons learned so far (Chairs and Regional Directors)
6. Next steps

APPENDIX B

ACCIONS BY PIRG-RASG AND ICAO ON THE RESULTS OF THE SECOND PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) - REGIONAL AVIATION SAFETY GROUP (RASG) GLOBAL COORDINATION MEETING

(Montreal, Canada, February 5, 2015)

REQUIREMENTS	RESPONSABLES	ACTION	IMPLEMENTATION DATE
Ensure effective implementation of ICAO SARPS as a matter of priority	<ul style="list-style-type: none"> Regional Offices States 	<ul style="list-style-type: none"> Consider the regional implementation as priority Inclusion of Regional Dashboards Inclusion of performance based regional plans Inclusion in GREPECAS and RASG PA programmes and projects Inclusion in national plans. Launching global campaigns highlighting priorities and goals. 	December 2015
Effective coordination PIRG RASG	<ul style="list-style-type: none"> Regional Offices States 	<ul style="list-style-type: none"> Analyse ASIA/PAC, APANPIRG-RASG APAC format (see Annex of Appendix B) Each Region establishes a PIRG-RASG coordination mechanism and its inclusion in PIRG-RASG procedures handbook, RASG-PIRG coordination mechanisms 	December 2015
Global Aviation Development Implementation Symposium	<ul style="list-style-type: none"> ICAO Montreal Regional Offices States 	Draft a WP for the Global Aviation Forum on behalf of Regional States	October 2015
Development of iKITs (implementation)	<ul style="list-style-type: none"> ICAO Montreal D/ANB 	<ul style="list-style-type: none"> Distribution among regional States Regional training Verify regional impact PBIP 	2016
Completion of metrics in Regional Dashboards and handover to regional offices	<ul style="list-style-type: none"> ICAO Montreal D/ANB Regional Offices 	Regional Dashboards Updating	Late 2015 or early 2016
Proposals for main KPIs to	<ul style="list-style-type: none"> ICAO Montreal 	Verify regional impact	2015-2016

REQUIREMENTS	RESPONSABLES	ACTION	IMPLEMENTATION DATE
measure global implementation of air navigation and safety areas KPI capacity performance KPI focus on client: programmed Punctuality/delay KPI flight efficiency KPI delays (If any ATFM)	<ul style="list-style-type: none"> D/ANB 	Selection of 5 to 10 KPIs	
Implementation of regional projects	PIRG and RASG	Establishment of regional project	Implemented
Inclusion in GANP SAR and Tracking Global aspects	ICAO Montreal	Regional activities impact, GREPECAS, Regional and National plans	2015-2016
Standardized formats for PIRG- RASG reports	ICAO Montreal	GREPECAS and RASG-PA report adjustment	Late 2015
Project monitoring template	ICAO Montreal	GREPECAS and RASG-PA report adjustment	Late 2015
New template to report regional activities to the Council	ICAO Montreal	Use of new format	Late 2015
Next PIRG-RASG Global Coordination Meeting	ICAO Montreal		ICAO 39th Session Assembly Last quarter 2016
RO/RASG/RSOO/COSCAP alignment of priorities and targets	<ul style="list-style-type: none"> Regional Offices SRVSOP 	Alignment with regional priorities and goals	December 2015
Focus on implementation of fewer meetings and more effective	Regional Offices		Being carried out since GREPECAS/16
Support the States in the implementation	Regional Offices	Missions of support to the implementation	Continuous activity

ANNEX OF APPENDIX B

1. Coordination Mechanism Principles

- PIRG and RASG 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 PIRG and RASG to avoid duplication and gaps and to ensure alignment and harmonization of priorities, plans and actions;
- Secretariat will present a paper reporting on regional group coordination activities at each regional group plenary meeting and their key subsidiary bodies as appropriate;
- Chairs of APANPIRG and RASG 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;
- Chairs will agree which regional group shall lead on each coordination topic and ensure coordination, information sharing and cross-reporting to the other group Chair, and if there is any change in lead regional group responsible, plan and ensure a smooth transition. Each group leading a coordination topic should identify any implications on the activities of the other group and highlight them to the other group and the Secretariat;
- Safety management, safety oversight system and flight operations safety aspects will usually fall under the RASG;
- Air navigation facilities and services implementation aspects will usually fall under the PIRG;
- Areas of coordination between PIRG and RASG is primarily in AGA and ANS safety areas;
- OPS (Annex 6) deficiencies listed under ATM air navigation deficiencies will be shared with RASG for further monitoring and resolution if deemed necessary;
- Cooperation to ensure that the priority ASBUs are implemented in the most efficient and safe manner; and
- ICAO will update the Procedural Handbooks of the regional groups to incorporate the coordination mechanism; and

NOTE: EXAMPLES OF POSSIBLE FUTURE COORDINATION ACTIONS BETWEEN RASG-APAC AND APANPIRG INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:

- Involvement of RASG-APAC APRAST and APANPIRG RASMAG in each other's activities;
- Establishment of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety incidents/concerns/occurrences for onward reporting to RASG-APAC APRAST for further action;

2. LEAD REGIONAL GROUP RESPONSIBILITIES

2.1 Aerodromes related topics

Coordination Item	PIRG	RASG
Aerodrome Infrastructure and Adjacent Land Use	X	
Runway Safety Programmes		X
Runway Safety Teams		X
Bird/Wildlife Management Programmes/Strike Incidents		X
Ground Operations, FOD, Ramp Procedures		X

2.2 ANS related topics

Coordination Item	PIRG	RASG
RVSM/LHDs (RASMAG)	X	
Other ATS Incidents	X	
ATS Phraseology	X	
Civil/Military Coordination	X	
SAR	X	

2.3 Other topics

Coordination Item	PIRG	RASG
Sistemas de Gestión de la Seguridad Operacional (SMS)		X
Language Proficiency Requirements (LPR)		X
Sistema de alerta de tráfico y evasión de colisión II (ACAS II)		X
Pressure Altitude Responding Transponder		X