



THIRD PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) - REGIONAL AVIATION SAFETY GROUP (RASG) GLOBAL COORDINATION MEETING

ICAO Headquarters, Montréal, 5 October 2016

REPORT

1. INTRODUCTION

- 1.1 The third PIRG-RASG Global Coordination Meeting was held in Montréal on 5 October 2016. The meeting was opened by D/ANB and chaired by the DD/SAF. The approved meeting agenda is shown at Appendix A of this report.

2. OBJECTIVES

- 2.1 The objective of the coordination meeting was to report and address actions taken by Council related to PIRGs/RASGs activities and share experiences, mechanisms, plans and challenges in the efficient and effective coordination between PIRGs and RASGs in the same region as well as globally.

3. ATTENDANCE

- 3.1 The meeting was attended by the Director Air Navigation Bureau, Deputy Director Air Navigation and Efficiency ANB, Deputy Director Aviation Safety ANB, Regional Directors, Chairpersons of PIRGs/RASGs and other participants. The list of participants is attached in Appendix B.

4. SUMMARY OF DISCUSSIONS

4.1 Air Navigation Bureau future work programme update

- Public Outlook, by Annex: www.icao.int/a39-anworkprog.
- Provides concise details on standards-making activities in support of the GASP and GANP objectives.

4.2 **Update: Global Aviation Safety Plan (GASP)**

- 2017-2019 edition: maintains the framework, objectives and safety performance enablers of the 2014-2016 edition.
- New global aviation safety roadmap ensures that safety initiatives deliver the intended benefits associated with the GASP objectives through enhanced coordination.
- Safety Performance Indicators - new appendix in the GASP. Represents a complete set of SPIs from which the regions can select which will lead to a core set of global SPIs. It was stressed that these should be kept to a few and simple.
- First step towards the development and implementation of harmonized global indicators. Need to harmonize SPI to facilitate exchange of safety information at regional and global levels - GASP SPIs should be based on globally applicable set of SPIs.
- EI target of 60% should be for specific areas instead of seen as a global target.
- GASP should be more tangible and specific. For example, the need to clarify the classification of severity of risk.
- GASP/GANP relationship should be more tangible and specific.
- RASGs as the regional leader for defining the global targets to be reflected in the future GASP.

4.3 **Update: Global Air Navigation Plan (GANP)**

- 5th edition of the GANP (2016-2031) includes the 2016 edition of the aviation system block upgrades (ASBU) document.
- Six-year cycle for the blocks to align with Assembly cycles.
- Update of the ASBU framework and all technical roadmaps.
- Concept of performance-based approach as foundation for implementation strategies.
- Creation of GANP webpage.
- Guidance on how to measure the health (performance) of the system.
- Initially for capacity, efficiency and predictability.
- First step towards harmonized global indicators in all 11 key performance areas.

4.4 **ANC review of PIRG and RASG meeting reports**

- Objective of review is to ensure ANC has best possible understanding of issues faced by regions.
- To contribute to the ANWP and its prioritisation.
- To allow ANC to understand and share best practices.
- No increase in workload for ROs or States.

- New: Guidance for ROs on the format and content of meeting reports and process for ANC reviews of meeting reports.
- The new guidance includes SRP review using remote conferencing in which PIRGs and RASGs and ROs are invited (report review of PIRG and RASG from single region are conducted simultaneously).

4.5 Actions to be taken related to the Council’s review of the consolidated annual report on PIRGs and RASGs (C-DEC 208/14)

The Council:

- noted the progress and outcomes of the PIRGs and RASGs activities;
- noted the progress made in the regional implementation of the GANP and GASP;
- noted that the limited involvement of State authorities in PIRG and RASG meetings and other activities was a concern in several regions, and presented a challenge to the efficiency and effectiveness of these groups in the achievement of their objectives;
- urged States to provide the necessary level of support to the respective PIRGs and RASGs through the active and continuous participation, technical expertise and experience of its experts;
- requested the Secretary General to conduct an awareness campaign and seek improvements through:

C-DEC 208/14 Item	Responsible	Proposed Action
Highlight during the discussion of the Assembly working paper on the Report on the ICAO Safety and Air Navigation Implementation Support Plans, Mechanism and Programmes, the need for States to support the PIRG and RASG meetings.	Assembly, TE	Completed
Discuss in ICAO regional meetings of Directors General of Civil Aviation and regional Civil Aviation Commission/Conference meetings concerning the support and roles of PIRGs and RASGs.	Regional Directors	Regional Directors to include in next meetings agendas.
Consider co-scheduling of meetings of PIRGs and RASGs and Directors-General of Civil Aviation.	Regional Directors	Regional Directors to consider and inform ANB whether beneficial and feasible to be reported in ANC report during Council 210th Session.
Council Representatives were invited to submit to the Secretariat any proposals that could be considered for inclusion in this package of recommendations. It was understood that the working paper that would be developed as a result would first be presented for consideration to the Air Navigation Commission before being presented to the Council.	Council	Proposals to be reviewed by ANB and ANC and to be included in ANC report to Council during 210th Session.

C-DEC 208/14 Item	Responsible	Proposed Action
Secretary General to submit recommendations that would enhance participation by Member States in the PIRGs and RASGs, for consideration by the Council at the 210th Session.	Secretary General	To be included in the ANC report to Council during 210th Session.
Review of the terms of reference of PIRGs and RASGs, including the role of meetings and other working methods, and the expected availability of States for active, qualified and continuous participation and contribution to these.	Council	ANC to review and report to Council during 210th session, ANB to support ANC in coordination with ROs.
Issue State letter highlighting the importance of the coordination and decision-making roles of PIRGs and RASGs and the necessity of Directors General of Civil Aviation engaging in and actively participating in these processes.	Secretary General	ANB to draft and issue by December 1, 2016 (Post-meeting note: postponed until after C210 review of ANC paper).

4.6 **In relation to identifying opportunities for increased participation of States in PIRG and RASG activities and work programmes, especially the lower EI States, the meeting shared the following comments:**

- RASGs should focus on States with lower EIs and get them to GASP minimum target level;
- Need to increase participation from those States who are below 60% EI;
- Reach out more to industry partners and international organizations;
- Consider State budgets impact on participation in PIRG/RASG meetings and activities;
- States may not realize importance of PIRG/RASG participation;
- PIRG/RASG organizational structures should be flexible to meet the needs of the region but objectives should be common;
- Directors General meetings or even higher level (in governments) commitment can contribute to increased participation of States.
- Rotation of meetings in the States of region, based on host State covering ICAO's cost, can be beneficial to improve participation.
- More focus on States needs can help to increase participation.
- Identify States that are key players in the region and promote the success that can be achieved through regional cooperation.
- Reach out to those States who can benefit from more direct assistance by playing a more active coordination role which may improve political will needed for States to pool resources, participate in regional efforts, earmark voluntary funds and build capacity.
- Making the involvement of RASG activities more rewarding or attractive by showing how participation can lead to benefits in aviation safety policy, planning and implementation activities.

- Develop an engagement strategy that outlines a plan for engagement and communication with safety stakeholders and partners to enhance the level of participation in RASGs and supports its subsidiary bodies. An additional objective of this strategy is to get buy-in of high-level CEOs/DGs.
- Development of engagement criteria in order to assess level of participation in RASG activities which includes: effective implementation of safety action plans, mitigation measures and achievement of safety targets within set timelines.
- Promote participation in the RASGs as an opportunity for States to share best practices and to take part in collaborative safety improvement activities thereby improving implementation of effective risk mitigation.
- Make use of ad-hoc RASG Action Teams (sub-regional or State) to promote/assist/support/ and monitor the establishment of the predictive system of the SSP in States that are developed enough to sustain this type of organization.
- Revive promotional material (pamphlets, newsletters, etc.) for distribution to States and promote the RASG website (<http://www.icao.int/safety/Implementation/Lists/RASGSPIRGS/AllItems.aspx>).

4.7 **PIRG/RASG Coordination Achievements (EUR Proposal)**

- Future of regional arrangements within the ICAO EUR Region. Potential merger of EANPG and RASG-EUR to form a EUR Systems Planning Group.
- Discussion commenced at COG-65 (Prague, Czech Republic, 30 May to 3 June 2016). Good initial reaction and agreement in principle to consider options.
- More work now required with COG & RCOG to discuss options and details.
- Next steps include: engage with States in the Region, recognizing that PIRGs and RASGs were established by the Council; proposal will need to be made to amend the arrangements in the Region.
- The meeting agreed and stressed that regions should have the flexibility to apply regional planning and implementation coordination, and support mechanism model that best suits the regions characteristics and needs to achieve the regional targets and implementation of plans.

5. **NEXT STEPS**

- Implement actions for C/DEC 208/14;
- Regional dashboards transfer to iSTARS and State and regional briefings to include regional targets;
- RASGs meeting during GANIS, December 2017;
- 4th PIRG-RASG Global Coordination meeting during 13th AN-Conference, Montréal, third quarter 2018.

APPENDIX A

AGENDA

1. Approval of the agenda
2. Air Navigation Bureau future work programme update, including expectations related to the next edition of global plans, KPIs, etc.
3. Outcome of the Air Navigation Commission review of Planning and Implementation Regional Group and Regional Aviation Safety Group meeting reports.
4. Actions to be taken related to the Council's review of the Consolidated Annual Report on Planning and Implementation Regional Groups and Regional Aviation Safety Groups (C-DEC 208/14)
5. PIRG-RASG coordination achievements
6. Next meeting to be held during the Thirteenth Air Navigation Conference, Montréal, third quarter 2018
7. Any other business

APPENDIX B
LIST OF PARTICIPANTS

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