



INTERNATIONAL CIVIL AVIATION ORGANIZATION

TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)

Kuala Lumpur, Malaysia, 8 – 11 September 2014

Agenda Item 2: Global and Inter Regional Activities

PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) ACTIVITIES
IN OTHER REGIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This Information Paper provides an update on the activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG's meeting reports by the Air Navigation Commission.

Strategic objectives:

This paper relates to the *Safety and Air Navigation Capacity and Efficiency* strategic objectives.

References:

PIRG meetings documentation and procedural handbooks

1. APANPIRG/24, Bangkok (Thailand), 24-26 June 2013
<http://www.icao.int/APAC/Pages/apanpirg.aspx>
Requires subscription to ICAO portal
2. APIRG/19, Dakar (Senegal), 28-31 October 2013
<http://www.icao.int/ESAF/Pages/apirg19.aspx>
Open access
3. EANPG/55, Paris (France), 25-28 November 2013
http://www.paris.icao.int/eanpg/eanpg_organigramme.htm
Username: EANPG, Password: tour2forc
4. MIDANPIRG/14, Jeddah (Saudi Arabia), 15-19 December 2013
<http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx>
Open access
5. C-WP/14154 — Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) – Results up to March 2014
6. NATPSG/50, Paris (France), 23-27 June 2014
http://www.paris.icao.int/documents_natspg/index.php
Username: NATSPG, Password: PARIS1965
7. APIRG/EO, Lusaka (Zambia), 10-11 July 2014
<http://www.icao.int/ESAF/Pages/apirg-eo.aspx>
8. GREPECAS/17, Cochabamba (Bolivia), 21-25 July 2014
<http://www.icao.int/GREPECAS/Pages/default.aspx>

1. INTRODUCTION

1.1 PIRG meetings were held in Asia and Pacific, North Atlantic, African and Indian Ocean, European, Middle East and Caribbean and South America Regions and their corresponding reports were reviewed by the Air Navigation Commission (ANC) up to March 2014. For the meetings held during 2014, the reports will start to be reviewed by the ANC from September 2014. The ANC's review of PIRG and RASG meeting reports the need for coordination with regional groups by the Secretariat at Headquarters and also between PIRGs and RASGs within the same region. This information paper provides an update on PIRGs activities up to July 2014.

2. DISCUSSION

2.1 The Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG)

a) Executive summary of last meetings

- 1- Nineteenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/19), Dakar, Senegal (28 to 31 October 2013).
 - i) Adoption of regional priorities and performance targets based on sub-groups work and outcome of ASBU Workshop.
 - ii) Implementation of User Preferred Route (UPR) using Performance Based Navigation (PBN) based on a catalogue developed in close coordination with the Air Navigation Service Provider (ANSP), International Air Transport Association (IATA), International Federation of Air Line Pilots' Associations (IFALPA) and International Federation of Air Traffic Controllers' Associations (IFATCA).
- 2- Extraordinary Meeting of the AFI Planning and Implementation Regional Group (APIRG/EO), Lusaka, Zambia (10 to 11 July 2014)
 - i) agreed to reduce the number of APIRG contributory bodies from 23 discipline-oriented bodies currently to 4 performance-based bodies in the new structure, reflecting combinations of the Performance Improvements Areas (PIAs) of Aviation System Block Upgrades (ASBUs). These include: two Sub-groups, one Projects Coordination Committee; and one Traffic Forecasting Group.
 - ii) agreed that APIRG will identify projects from applicable ASBU modules and regional performance objectives to be addressed by the Sub-groups, through project teams of qualified experts from States and relevant organizations.
 - iii) requested the Secretariat to finalize the terms of reference of the new contributory bodies based on guidance provided by the meeting, and consequential amendments to the APIRG Procedural Handbook to reflect the new structure and working methods of the Group.
 - iv) discussed transitional arrangements to ensure continuity of the work of APIRG, while preparing the operationalization of the new structure and working methods, including identification and prioritization of relevant projects. The transition period will end at the next meeting of the APIRG in 2015.

- b) Coordination between PIRGs and RASGs
- i) APIRG/19 identified 14 out of 18 Block 0 modules which are related to the safety Key Performance Area (KPA). Their implementation needs to be coordinated and addressed through regional aviation safety mechanisms (RASG-AFI, AFI Plan) and other relevant safety initiatives for the AFI Region.
 - ii) Reduced Vertical Separation Minimum (RVSM) monitoring, Quality Management Systems (QMS), civil military coordination and Search And Rescue (SAR).
- c) Actions by the ANC on the APIRG/19 report
- i) Regional implementation strategies for Global Navigation Satellite System (GNSS) revealed different approaches to the type of system or service under consideration. There was continued discussion on the merits of Satellite-Based Augmentation System (SBAS), whereas the Secretariat considered that in the AFI Region priority should be given to the use of basic GNSS services and Aircraft Based Augmentation System (ABAS) to support implementation of PBN.
 - ii) The improved quality of the APIRG report was noted, as well as the established coordination with RASG-AFI to address the 2012 Abuja safety targets.
 - iii) The APIRG/19 reported on the limited implementation of Strategic Lateral Offset Procedures (SLOP) in the AFI Region but the ANC remarked that, even though the PIRG regarded it as a “critical” procedure, it did not generate a conclusion to address it. Furthermore, the recently approved SLOP micro offsets should be considered, especially as it was alleged that a high number of airport incidents occur in parts of the region. Similarly, the ANC remarked on the region not meeting the target level of safety for RVSM and the lack of corrective action, and that the APIRG in coordination with RASG-AFI should take appropriate action.
 - iv) Also reported in the AFI Region, the issue of missing flight plans highlighted the safety aspects of this issue and the AFI Region should be encouraged to resolve it as soon as possible. Similar issues were faced by other regions where suitable solutions might be available. There could be an alternative way to accept an aircraft without a flight plan if the reason was due to a breakdown in communications or not the fault of the operator. Similarly, the Secretariat was requested to look into the issue of GNSS vulnerabilities encountered by the AFI and other regions.
 - v) Caution was expressed regarding AIM/SWIM aspirations insomuch as the transition needed careful planning and a robust and reliable infrastructure to support the functionality. The communications network also needed to be suitable for and implemented across the entire region.

2.2 **The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)**

- a) Executive Summary of last meeting
- i) The twenty-fourth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24), Bangkok, Thailand (24 to 26 June 2013). The meeting adopted 45 Conclusions and 14 Decisions.
 - ii) Endorsed the Asia/Pacific Seamless ATM Plan and encouraged States to active participation in the timely implementation of the Plan. The Plan identified 42 implementation elements to improve safety, efficiency and capacity in the region incorporating ASBU and regional elements with a phased manner.
 - iii) Identified large height deviation interface areas where expeditious ATS interfacility data communications (AIDC) implementation is needed. and urged States to engage in AIDC trials and implement AIDC.
 - iv) Urged States to make arrangements for senior civil and military decision-makers to facilitate the implementation and maintenance of SAR agreements.
- b) Coordination between PIRGs and RASGs
- i) Establishment of runway safety teams and runway safety programmes.

Note: A coordination meeting between APANPIRG Chair and RASG Chair will be held on 9 September in conjunction with APANPIRG/25 to identify items for avoiding duplication of efforts and coordination between PIRG and RASG to assist each other to achieve regional targets.

- c) Actions by the ANC on the APANPIRG/24 report
- i) In Appendix A, page A-1, in relation to the PIRG conclusion/decision on the five-letter name codes, the President noted that the action by the Commission had been completed. He recalled that a briefing had been given by the Secretariat, and remarked that more information would be forthcoming on this topic.
 - ii) The Commission *agreed* on the following: to make the PIRGs and RASGs aware that the Commission had not stopped reviewing individual PIRG meeting reports and would, during its 195th Session, commence the review of the RASG meeting reports; to provide PIRGs and RASGs with C/DEC 183/9, C-MIN 199/6; and to inform APANPIRG members on the status of the items in the report. It was also *agreed* to request the Secretariat to present a briefing on the runway safety programme; and to provide further information on the difficulties that some States had with insufficient fleet capability, barometric vertical navigation and the lack of SBAS.

2.3

The CAR/SAM Regional Planning and Implementation Group (GREPECAS)

- a) Executive summary of last meeting
- i) The Seventeenth Meeting of the Caribbean and South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS), Cochabamba, Bolivia (21-25 July 2014).
 - ii) GREPECAS ended a full cycle with its new organization based on programs and projects. As a lesson learned: establishing metrics and measuring performance is showing to be more difficult than expected.
 - iii) GREPECAS agreed to adopt the new eANP template according with an action plan to implement the three volumes of CAR/SAM eANP. The corresponding sections of the NAM/CAR Regional Performance Based-Air Navigation Plan (NAM/CAR RPBANIP) and SAM Performance Based-Air Navigation Plan (SAM PBAIP) both aligned with ASBU methodology will be included in the new CAR/SAM eANP, Volume III.
 - iv) Web-based RAIM availability prediction service (acquired through Regional Project RLA/06/901) will be available for SAM Region by mid-September 2014. This service could be extended to States of other regions that might be interested.
 - v) States-Industry collaborative process for the CAR and SAM Regions as a mechanism to define the steps required to implement near-term and mid-term operational capabilities already defined in regional plans.
 - vi) It was requested that ICAO conduct a revision of the Uniform methodology for the identification, assessment and reporting of air navigation deficiencies.
- b) Coordination between PIRGs and RASGs
- i) GREPECAS noted the results of the fourth edition of the RASG-PA Annual Safety Report (ASR), which identified the three main risk areas in the Pan American Region: Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss Of Control In-Flight (LOC-I). Recently, Mid-Air Collision (MAC) was added to the list.
 - ii) Main challenges in Pan American Region: Some states have low levels of Effective Implementation (EI) of the 8 Critical Elements (CEs). Delayed implementation of the ICAO State Safety Programme (SSP) and Safety Management Systems (SMS).

2.4 **The European Air Navigation Planning Group (EANPG)**

- a) Executive summary of last meeting
 - i) The Fifty-fifth Meeting of the European Air Navigation Planning Group, Paris, France (25-28 March 2013).
 - ii) Six modules out of the Global Air Navigation Plan (GANP)/ASBU Block 0 were agreed as high priority (i.e. B0-APTA, B0-SURF, B0-FICE, B0-ACAS, B0-SNET and B0-DATM).
 - iii) Actions on ASBU modules for PBN, CDO and CC.
 - iv) Assistance was provided to States in PBN implementation and the optimization of the ATS route network.
- b) Coordination between PIRGs and RASGs
 - i) Coordinate with RASG compliance with RVSM-related safety oversight requirements.
 - ii) List of air navigation deficiencies and English language requirements.
- c) Actions by the ANC on the report of the EANPG/55
 - i) The EANPG regular issues statements on achieving target levels of safety for RVSM in the EUR Region. Other regions have been less successful in meeting the RVSM targets. The EANPG/55 concluded that the EUR Region will organize a dedicated RVSM and Regional Monitoring Agency (RMA) symposium addressed to States (civil and military authorities) and airspace user organizations. The ANC commented on the importance of holding the symposium, that it should be of global interest and that the ANC should follow-up on the outcomes.
 - ii) The ANC commended the work of the PIRGs on the regional planning for the implementation of the ASBUs, and particularly the EANPG for the development of a template that other regional groups should, if not already done, consider. The ANC also remarked on the EANPG's unique use of a statement to declare an achievement or a specific aim. In the case of the EANPG/55, a statement referred to the prioritization of PBN approaches in the ICAO EUR Region, within the framework of Assembly Resolution 37-11. The EANPG aim focuses initially on improving runways with non-precision approach, where the cost and safety benefit analyses may be more favourable. The ANC suggested that a review of Assembly Resolution A37-11 should consider the EANPG approach.

2.5 **Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)**

- a) Executive Summary of last meeting
 - i) The fourteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14), Jeddah, Saudi Arabia (15 to 19 December 2013).

- ii) Endorsement of a Draft MID Air Navigation Strategy; which includes the prioritization of the ASBU Block 0 Modules, and associated indicators and metrics. The agreed high priority ASBU Block 0 Modules are: B0-APTA, B0-SURF, B0-ACDM, B0-FICE, B0-DATM, B0-AMET, B0-FRTO, B0-ACAS, B0-CDO, B0-TBO and B0-CCO).
 - iii) Action for the establishment of the MID Region ATM Enhancement Programme (MAEP).
 - iv) Agreement to establish a Regional OPMET Center (ROC) in Saudi Arabia by mid-2015.
- b) Coordination between PIRGs and RASGs
- i) Transfer of the aerodromes safety activities from MIDANPIRG to RASG-MID.
 - ii) Coordination for the development of PBN approaches in a number of airports registering a high number of unstabilized approaches to reduce the risk of Controlled Flight Into Terrain (CFIT) and Runway Excursions.
- c) Actions by the ANC on the report of the MIDANPIRG/14
- i) The MIDANPIRG was commended for its work on the development and maintenance of regional contingency and emergency plans. Evidence through recent discussions in the Safety Management Panel on the scope and purpose of the safety management system requirement for service providers to establish emergency response plans suggested it was a global issue.
 - ii) Another potential global issue was highlighted by MIDANPIRG in that only five of fifteen MID States were compliant with the Annex 3 provisions for the implementation of quality management systems for meteorology. The ANC commented on whether it was indicative of the status of implementation in other regions.

2.6

The North Atlantic Systems Planning Group (NATSPG)

- a) Executive summary of last meetings
- 1- The Forty-nine Meeting of the North Atlantic Systems Planning Group (NATSPG/49), Paris, France (24 to 28 June 2013).
 - i) Developing a draft concept of operation for the NAT in 2025 and an action plan taking into account future capabilities and technical requirements of NextGen and SESAR programmes.
 - ii) Development of NAT Service Development Roadmap (SDR) providing a mapping of NAT Region implementation plans with GANP and ASBU modules, identifying priorities and setting targets.
 - iii) Development of a harmonized inter-regional NAT and APAC AIDC guidance document.

- 2- Fiftieth Meeting of the North Atlantic Systems Planning Group (NAT SPG/50), Paris, France (23-27 June 2014).
 - i) In order to commemorate its 50th Meeting, a dedicated session was held on 23 June 2014 to review the achievements of the NAT SPG since its inception and outlook towards the future.
 - ii) NAT SPG/50 agreed on 32 Conclusions addressing the performance monitoring, planning and implementation issues, operational and safety improvements, safety monitoring and update of documents issued under the authority of the NAT SPG. The meeting also reviewed and approved its work programme, including sub-groups.
 - iii) NAT SPG/50 endorsed as well the Draft 2013 Annual Safety Report and Safety Priorities and Targets Summary and updated the Volcanic Ash Contingency Plan– North Atlantic Region (NAT Doc 006, Part II) as a Provisional Edition 2014 effective 13 November 2014.
 - iv) A presentation on the preliminary economic impact of civil aviation on the global economy showed that aviation in the ICAO NAT Region amounted to nearly 600 billion USD, which was more than one quarter of the global economic impact of aviation (2,200 billion USD), and supported 4.7 million jobs (close to 10%, of 57 million jobs globally).
- b) Coordination between PIRGs and RASGs
 - i) There is no RASG for North Atlantic region. In the NAT SPG structure, the NAT Safety Oversight Group, reporting to the NAT SPG has safety related responsibilities, including the monitoring of the implementation of the GASP and the production of the NAT Region Safety Report. (NAT SPG/49)
 - ii) NAT SOG was assigned responsible of monitoring the implementation of GASP in ICAO NAT Region and coordination would be required with adjacent RASGs to avoid duplication of efforts. (NAT SPG/50)
- c) Actions by the ANC on the report of the NATSPG/49
 - i) The Commission agreed to review the direction given to separation and airspace safety panel such that its work was coordinated with global activities as, for example, trials in the North Atlantic, to ensure timely development of global provisions.

2.7 **ANC general comments applicable to all PIRGs**

2.7.1 The ANC expressed its appreciation of the work undertaken by the PIRGs and RASGs and their proactive approach to the implementation and resolution of air navigation and safety matters. In particular the ANC noted that, within and in neighbouring regions, the PIRGs and RASGs were engaged in collaborative efforts with each other and other organisations. The ANC, however, remarked that there was a need for a coordination approach involving all regional groups, by the Secretariat at Headquarters and also between PIRGs and RASGs within the same region. Furthermore, the support and advice provided by the Secretariat to the regional groups also needs to be consistent and harmonised.

2.7.2 The ANC recommended that PIRGs (and where appropriate, RASGs) provide regular status information on the implementation of ICAO Standards and Recommended Practices (SARPs) and in particular those initiatives related to ASBUs. The status information would be useful in the determination of necessary updates to the GANP and global aviation safety plans and the air navigation work programme.

2.7.3 The issue of multiple uses of the same three (3) and five (5) letter name codes for navigational aids and waypoints continues to be raised by the PIRGs. The Secretariat was requested again by the ANC to determine the means by which the existing job card on the matter would be presented to the Commission for review.

2.7.4 The ANC was informed that the review of air navigation plans in electronic format in all regions was nearing completion, with the anticipated approval by the Council of a new template, and will entail an enhanced involvement of PIRGs in the amendment process.

2.7.5 The ANC considers the reviews of PIRG meeting reports a vital source of information on the implementation of SARPs, are often the inspiration of new work items and key in efforts to standardise and harmonise regulations and operations globally. The ANC will continue to review PIRG and RASG meeting reports and provide Council with an annual report.

2.8 **Items which ANC considered good examples for sharing and possible application by other PIRGs**

2.8.1 The lessons learned and best practices of the PIRGs and RASGs, as well as comments in this regard resulting from the ANC reviews of meeting reports, are being shared with all PIRGs and RASGs through the coordination mechanism of the Secretariat, which includes the presentation of this paper at PIRG meetings which are supported by ANB, annual training of regional officers at Headquarters, meeting of PIRG and RASG Chairpersons and Secretaries every two years, etc. and regular coordination by the ANB Implementation Section. In this regard, the Commission commended the following highlighted best practices and requested these be shared with other regions for application as deemed appropriate by the PIRGs:

a) APIRG/19

- The work programme planning based on the revised GANP and ASBUs.
- The proposed future project-based work programme and organisation for APIRG.
- The PIRG/RASG coordination established for working arrangements to address the regional safety targets (Abuja, July 2012).
- The establishment of the Africa Flight Procedure Programme (AFPP).
- The establishment of the ATS Competencies Study Group to address shortcomings in ATC training and ATS personnel competency given the importance of workforce issues in Africa.
- The resolution of missing Flight Plan issues.
- The assessment and mitigation of GNSS vulnerabilities.
- The implementation of basic GNSS as the priority while looking at existing studies and solutions in undertaking the impact analysis of the implementation of GNSS/SBAS in the AFI Region.

b) EANPG/55

- The regional planning for ASBU implementation and EUR ASBU Implementation Plan Publication.
- The template developed to monitor implementation planning activities.
- The progress achieved in the transition from AIS to AIM.

c) MIDANPIRG/14

- The PIRG/RASG coordination of work on safety-related issues.
- The implementation of Annex 3 provisions related to quality management systems for MET should be monitored.
- The common template for PIRG reports publishing the meeting report in two parts separating the meeting narrative and appendices.

2.9 PIRGs organization

2.9.1 In follow-up to AN-Conf/12 recommendations (November 2012) and A38 resolutions (October 2013), and as discussed during the PIRG-RASG Global Coordination Meeting (March 2013), PIRGs have progressed in reviewing and updating their organisations and working methods, at the same time as re-aligning regional air navigation objectives and implementation plans with the revised GANP priorities and new ASBU methodology. PIRG organisations have evolved from consisting of many contributory bodies and holding frequent meetings, to less contributory bodies and a programme and projects work methodology which relies more on periodic web-based meetings and regular coordination by electronic correspondence, rather than more costly and infrequent face-to-face meetings, to progress the work. The following PIRGs have completed the re-organisation and are in varying stages of transition:

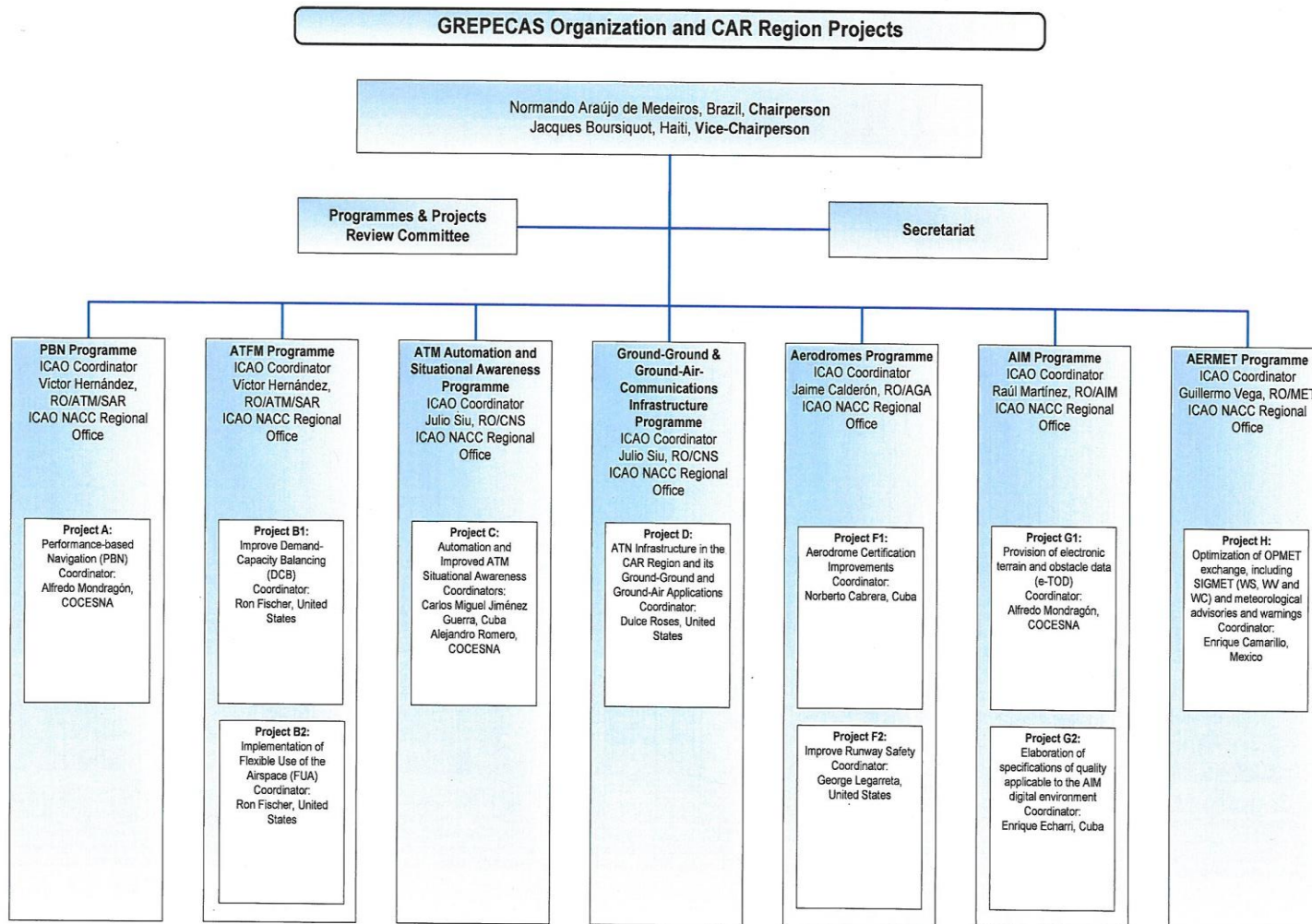
- GREPECAS – since 16th meeting held in April 2011 (prior to AN-Conf/12)
- APANPIRG – since 22nd meeting held in September 2011 (prior to AN-Conf/12)
- MIDANPIRG – since 14th meeting held in December 2013
- APIRG – since extraordinary meeting held in July 2014

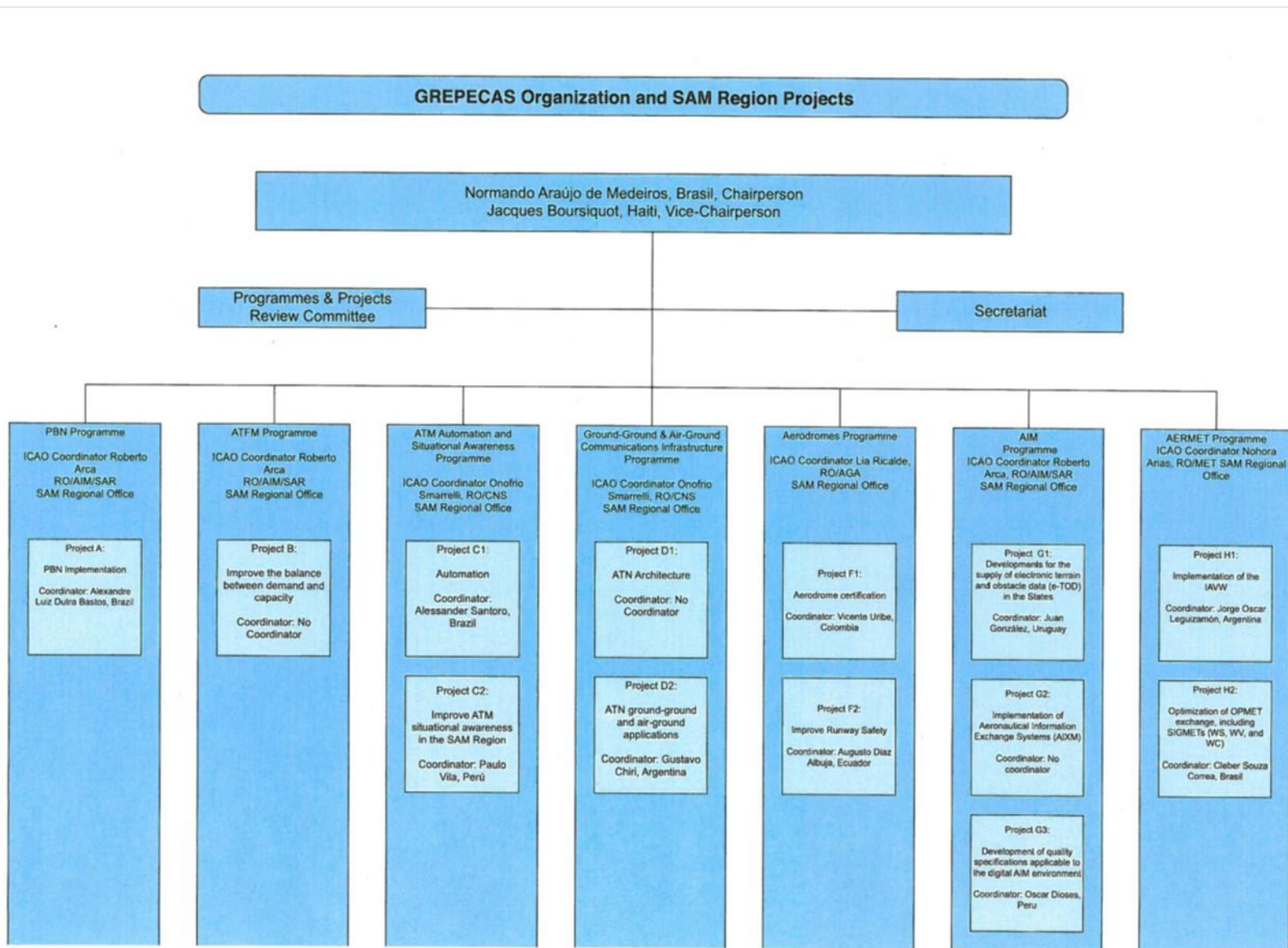
2.9.2 The new organisations for the above mentioned PIRGs are presented in the Appendices to this paper. The experiences and lessons learned by these PIRGs will serve as a useful reference for APANPIRG as it embarks on a similar re-organisation.

3. ACTION BY THE MEETING

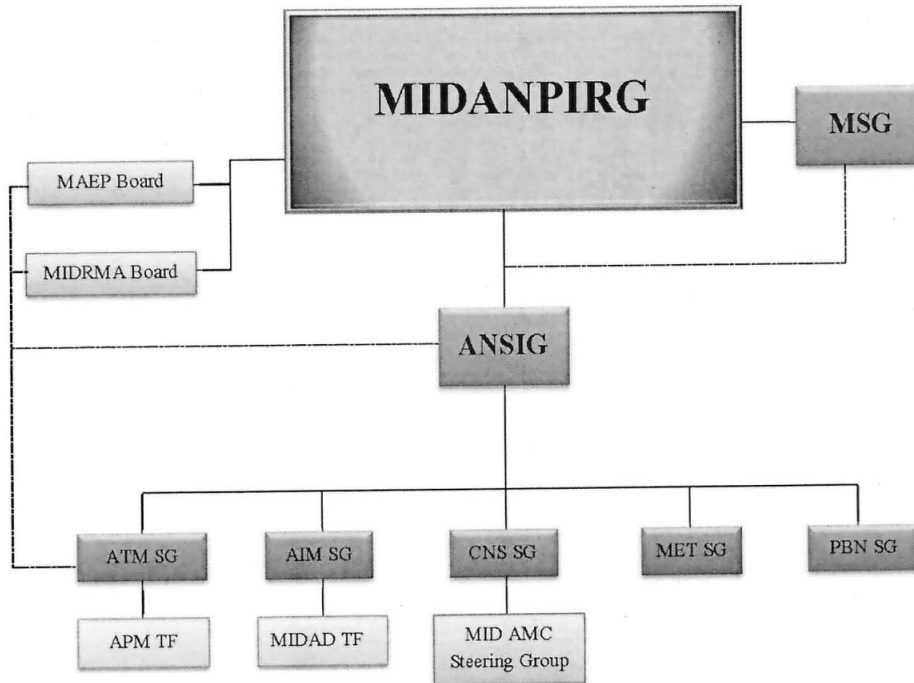
3.1 The meeting is invited to note the content of this information paper including with examples of other PIRGs new organizational structures.

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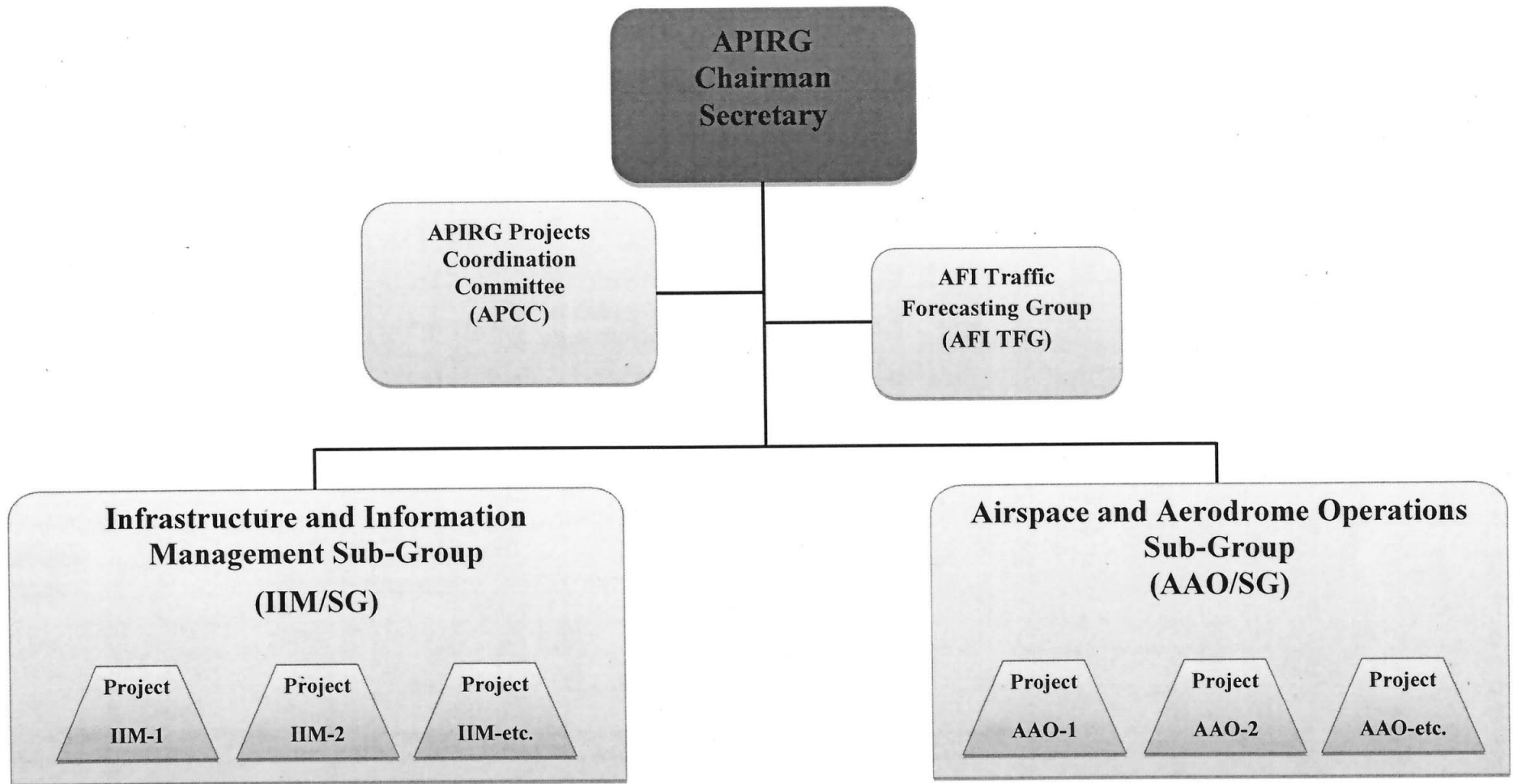


APPENDIX B
MIDANPIRG ORGANIZATION

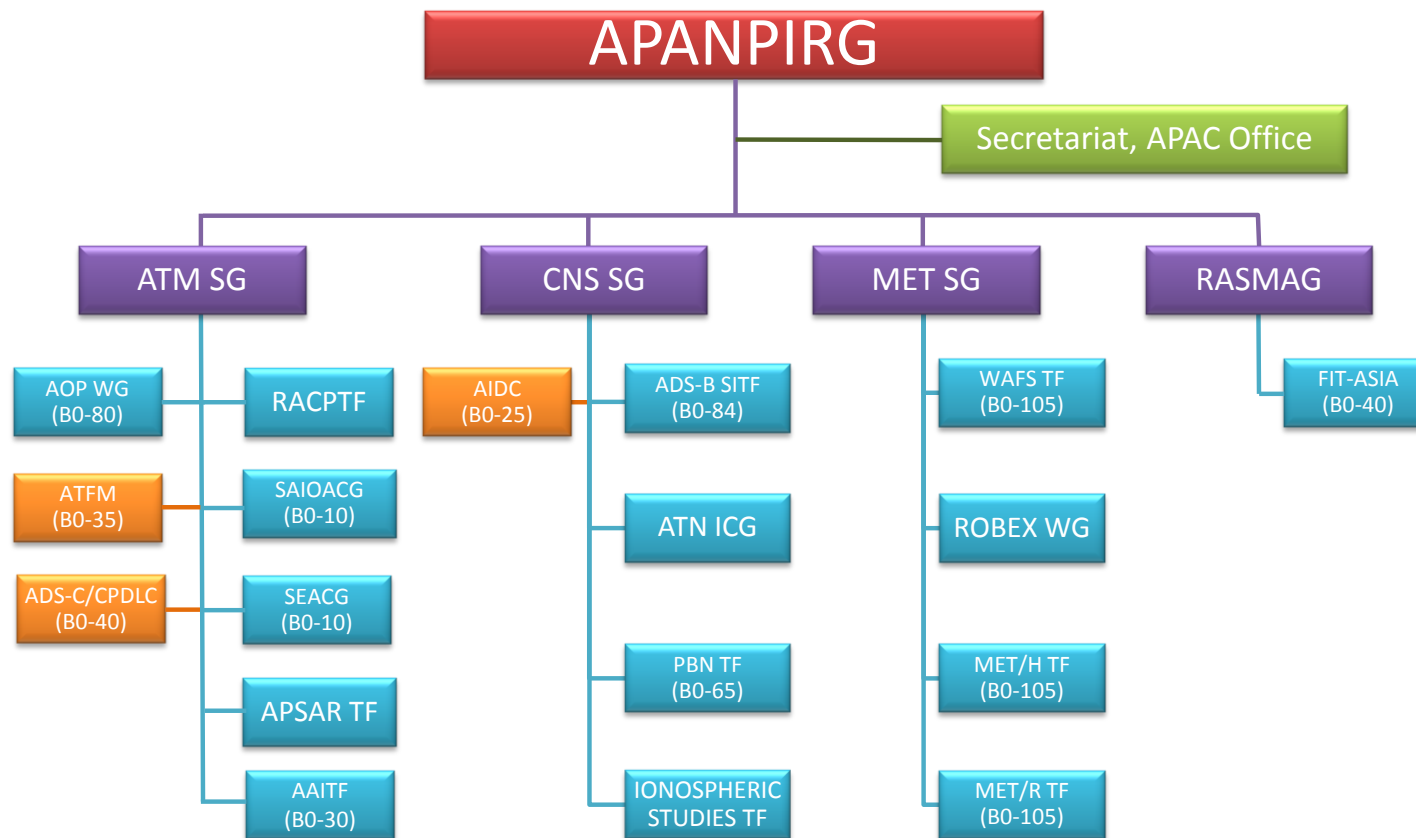


MSG	MIDANPIRG Steering Group	PBN SG	Performance Based Navigation Sub-Group
ANSIG	Air Navigation Systems Implementation Group	APM TF	ATM Performance Measurement Task Force
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
CNS SG	Communication Navigation Surveillance Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
MET SG	Meteorology Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

Figure 2: APIRG ORGANIZATIONAL STRUCTURE



Proposed APANPIRG Structure (2013 - 2015)



Legend

- ASBU modules are shown as B0-xx
- ASBU modules in orange box (B0-25, B0-35, B0-40) are currently not addressed

Abbreviation

APSAPG	- Asia/Pacific Seamless ATM Planning Group	FIT-ASIA	- FANS Implementation Team, Asia
RASMAG	- Regional Air Space Monitoring Advisory Group	ADS-B SITF	- ADS – B Study and Implementation Task Force
AOP WG	- Aerodrome Operation Working Group	ATN ICG	- ATN Implementation and Coordination Group
AAITF	- AIS – ATM Implementation Task Force	PBN TF	- Performance Based Navigation Task Force
SAIOACG	- South Asia Indian Ocean ATM Coordination Group	WAFS TF	- World Area Forecast System Task Force
RACPTF	- Regional ATM Contingency Plan Task Force	ROBEX WG	- ROBEX Working Group
SEACG	- South East Asia ATS Coordination Group	MET/H TF	- Meteorological Hazards Task Force
		MET/R TF	- Meteorological Requirements Task Force