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 1B: **Flight Safety and RASG-APAC activities**

**REPORT OF THE COORDINATION MEETING BETWEEN THE CHAIRPERSON OF
APANPIRG AND RASG-APAC**

(Presented by the Secretariat)

SUMMARY

This paper summarizes the outcomes of the coordination meeting between APANPIRG & RASG APAC held on 9th September 2014

References: WP/25, WP/28, IP/02, IP/04 and IP/06

Strategic Objectives:
   A: **Safety** *– Enhance global civil aviation safety*
   B: ***Air Navigation Capacity and Efficiency***—*Increase the capacity and improve the efficiency of the global aviation system*

Action by the meetings is at Para 3 to this Working Paper

1.   INTRODUCTION

1.1   On 19th March 2013 the PIRG-RASG Global Coordination Meeting was held in Montreal, chaired by the President of the ICAO Council. The GCM was attended by the Chairs of PIRG, RASGs and ICAO. Among other the outcomes included:

   i)   Confirmed the need for a coordination mechanism between RASGs and PIRGs in each region to ensure consistency of action and avoid overlap.

   ii)   Encouraged the sharing of successful initiatives among each other

1.2   The APANPIRG/24 Meeting held in June 2013 adopted Decision 24/1 "*That APANPIRG coordinates with APAC-RASG to ensure consistency of action and avoid overlap*".

1.3   The APRAST/4 Meeting developed a Conclusion 4/11 that *APRAST would engage APANPIRG to develop a process to facilitate the review of SEI outputs that have implications for air navigation.*

2.   SUMMARY OF THE COORDINATION MEETING

2.1   The first APANPIRG-RASG-APAC Coordination Meeting was held in Kuala Lumpur, Malaysia, on 9 September 2014. The meeting was attended by the APANPIRG Chair, APRAST Co- Chairs, ATM, CNS & MET Sub Group Chairs and Secretariat.

2.2   The meeting agreed upon coordination mechanism principles, coordination topics, lead regional groups for each, and the next steps, which include presentation to the APANPIRG and RASG-APAC for endorsement, following which the regional group procedural handbooks will be updated to incorporate the coordination mechanism.

2.3   The outcomes of the meeting are summarized in the Appendix to this paper.

3.   ACTION BY THE MEETING

3.1   APANPIRG is invited to review and approve the proposed coordination mechanism and framework presented in the Appendix to this paper.

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APPENDIX

1.0   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 (e.g. Review and implementation support of subsequent versions of the Asia/Pacific Seamless ATM Plan by the RASG) ;

- 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 deficiencies listed under ATM air navigation deficiencies will be shared with RASG for further monitoring and resolution if deemed necessary;

- 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 and APANPIRG are not limited to the following:

- Involvement of RASG-APAC APRAST in APANPIRG RASMAG and vice versa;
- 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;

2.0   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/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
SMS		X
LPR (Language Proficiency Requirements)		X
ACASII		X
Pressure Altitude Responding Transponder		X

3.0   Next Steps

- Present coordination mechanism to APANPIRG

- Present coordination mechanism to AP-RAST and RASG-APAC

- Update PIRG and RASG procedural handbooks

- 2nd Global PIRG-RASG Coordination meeting will be held on the morning of Friday 6 February 2015 in conjunction with the High Level Safety Conference

- Present coordination mechanism to PIRG-RASG coordination meeting

- RASG to present a paper to HLSC which is a progress report against its priorities and targets, along with any unique information they wish to provide

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