



INTERNATIONAL CIVIL AVIATION ORGANIZATION

THE THIRD MEETING OF THE AERODROMES OPERATIONS AND
PLANNING – WORKING GROUP (AOP/WG/3)

Malaysia, 2 – 4 June 2015

Agenda Item 2: Review Outcome of Relevant Meetings

**SECOND PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) —
REGIONAL AVIATION SAFETY GROUP (RASG) -- GLOBAL COORDINATION MEETING**

(Presented by the Secretariat)

SUMMARY

This Paper presents relevant information from the PIRG-RASG Global Coordination Meeting, held on 5th February 2015 at ICAO Headquarters Montreal Canada.

This Paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- B: *Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system*
- E: *Environmental Protection – Minimize the adverse environmental effects of civil aviation activities*

1. INTRODUCTION

1.1 The Second PIRG-RASG Global Coordination Meeting was held in Montreal on 5th February 2015. The Meeting was attended by the President of the Council, Directeur de Cabinet, Director ANB, Deputy Director Air Navigation & Efficiency ANB, Deputy Director Aviation Safety ANB, Regional Directors, Chairpersons of PIRG/RASG and other participants.

2. DISCUSSION

2.1 The intended outcomes were a collective understanding of the Presidents ‘No Country Left Behind Campaign’; Regional Office direction to focus on implementation; shift to measurable projects implemented through the PIRGs & RASG; expanded reporting via Regional Dashboards and consideration of a Global Aviation Implementation Symposium later this year. The Meeting Report is placed at Attachment to this Paper.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the information contained in this Paper.

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Organization

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internationale

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de Aviación Civil
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Международная
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منظمة الطيران
المدني الدولي

国际民用
航空组织

THE PRESIDENT OF THE COUNCIL

Ref.: M 1/7 – IMP55347

MAR 3 2015

Mr. Norman Lo, Chairman, APANPIRG
Mr. John T. Kagoro, Chairman, APIRG
Mr. Phil Roberts, Chairman, EANPG
Mr. Normando A. Medeiros, Chairman, GREPECAS
Mr. Ali Ahmed Mohamed, Chairman, MIDANPIRG
Mr. Ásgeir Pálsson, Chairman, NAT SPG
Mr. Zakhele Thwala, Acting Chairman, RASG-AFI
Mr. H. M. C. Nimalsiri, Chairman, RASG-APAC
Mr. Gerold Reichle, Chairman, RASG-EUR
Mr. Ismaeil Mohammed Al Blooshi, Chairman, RASG-MID
Mr. Oscar Derby, Co-Chair, RASG-PA
Mr. Gerardo M. Huetto, Co-Chair, RASG-PA

Dear Chairmen,

I refer to the Second Planning and Implementation Regional Group (PIRG) – Regional Aviation Safety Group (RASG) Global Coordination Meeting held on 5 February 2015 at the International Civil Aviation Organization (ICAO) Headquarters in Montréal. I am pleased to attach the meeting report which includes the next steps for which I invite you as Chairs of the Regional Groups to lead the actions in your regions in coordination with the ICAO Regional Directors.

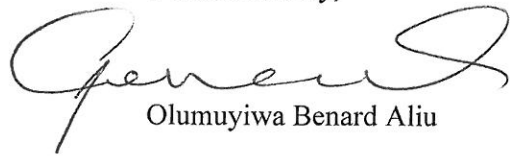
As I said during my opening address, I congratulate you for having achieved regional agreement on safety and air navigation priorities, indicators, metrics, and targets which have been incorporated on the regional dashboards on the ICAO public web site. We now have to focus on the implementation and timely attainment of the established targets. We will also be more transparent in publicizing achievements relating to Standards and Recommended Practices (SARPs) implementation. This will be accomplished through a global communications campaign designed to complement the regional dashboards we launched last year.

In relation to the PIRGs and RASGs, I look to you as elected Chairpersons to be champions and accountable for your regions' progress and achievements, including promoting the "No Country Left Behind" campaign. This will require a more active role than has been the practice in the past. The focus must shift from holding meetings to implementing programmes and projects which should be measured and reported on. It will also require effective coordination between PIRGs and RASGs to avoid any gaps or duplication in each group's work.

We agreed on a way forward to enhance your capability to guide and support the harmonized regional implementation of our Global Aviation Safety and Air Navigation Plans, including the selection of performance indicators and the commencement of data collection to measure this implementation and performance.

I look forward to inviting you to the next meeting to be held in conjunction with the 39th Session of the ICAO Assembly planned for September/October 2016. In the meantime, I hope you will participate actively in the preparations for the Global Aviation Development Implementation Symposium planned to be held in Montréal from 24 to 26 November 2015, contributing to the programme by showcasing examples of successes in your regions.

Yours sincerely,



Olumuyiwa Benard Aliu

Enclosure:

Report on the Second PIRG-RASG Global
Coordination Meeting

cc: Secretary General, ICAO
President, Air Navigation Commission
Director, Air Navigation Bureau, ICAO
ICAO Regional Directors



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

ICAO Headquarters, Montréal, 5 February 2015

REPORT

1. INTRODUCTION

1.1 The Second PIRG-RASG Global Coordination Meeting was held in Montréal on 5 February 2015. The agenda is shown at Appendix A of this report.

2. OBJECTIVES

2.1 The intended outcomes were a collective understanding of the President's *No Country Left Behind* campaign; regional office direction to focus on implementation; shift to measurable projects implemented through the PIRGs and RASGs; expanded reporting via Regional Dashboards; and consideration of a Global Aviation Implementation Symposium later this year.

3. ATTENDANCE

3.1 The meeting was attended by the President of the Council, Directeur de Cabinet, 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 **President's vision and requests of Regional PIRG and RASG Chairs/Leaders (President Dr. Olumuyiwa Benard Aliu)**

4.1.1 The President of the Council opened the meeting with remarks, summarized as follows:

- The President of the Council urged the States and regions to ensure effective SARP implementation as a fundamental priority for ICAO.

- Planning and related work programme has been adjusted to ensure No Country Left Behind where ICAO assistance and State implementation capacities are concerned.
- Chairpersons of PIRGs and RASGs are accountable for regions' progress and achievements. Effective coordination is needed to avoid gaps or duplications.
- Focus on the implementation of established safety and air navigation targets.
- Launch of global communication campaign outlining priorities, targets and achievements related to SARP implementation to complement Regional Dashboards.
- Proposal to hold a Global Aviation Development Implementation Symposium in November 2015 to discuss and consolidate strategies of various stakeholders.

4.2 **Global developments affecting PIRGs and RASGs (D/ANB)** (Refer to the presentation in Appendix C)

- D/ANB referenced iKits to be available in 2016.
- D/ANB referred to Regional Dashboards next steps. Completion of initial metrics for second half of 2015 and handover of Regional Dashboards to regional offices by late 2015 or early 2016.
- D/ANB discussed “Measuring Global Air Navigation” and “Measuring Global Aviation Safety” and the “Proposed Core Key Performance Indicators (KPIs)”.
- Discussions among participants were focused on the following:
 - Value to capture this data, a challenge to obtain it at regional level. More value if collected at sub regional level in regions with large variances. Availability of data allows to do cost/benefit analysis and avoids duplication.
 - For MID region, it is difficult to measure using these indicators. Need to find appropriate indicators for regions.
 - Some of these KPIs are not available in Asia/Pacific region. They are more customer focused. Much of the KPI information can be obtained by industry organizations i.e. CANSO, ACI, IATA.
 - Availability of facilities is important for AFI region. For Caribbean region, there is a need to fix basic elements, proposed KPIs are end products. Basic needs to be in place to measure properly. There is a need to have guidance material on how to measure.
- D/ANB indicated that regions with a higher air transport growth such as Asia and MID need to start measuring to solve latent safety risk.
- D/ANB asked the regions to choose 5 to 10 KPIs and share the information with others. EUR region information should be shared with other regions.

4.3 **ANC reviews of PIRG and RASG reports, and Council report (President of ANC and Director of Cabinet)**

- Identify challenges, shortcomings and best practices, and share them with other regions. Project management principle is seen by the Air Navigation Commission (ANC) as a good trend. Regional implementation projects help foster implementation.
- It is important for the ANC that the regional activities are related to global strategies in the GANP and GASP. 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). ICAO needs to find the right balance when updating GASP and GANP.
- 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.
- Propose a project monitoring template to serve as a quick reference for on-going projects.
- 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.

4.4 **PIRG – RASG Coordination – APAC example of coordination mechanism (ICAO Regional Director, Bangkok APAC)**

- The Chairman of APANPIRG and RASG-APAC explained the implemented coordination mechanism. It seems to have improved the coordination among these two groups and it was shared with the participants of the meeting (refer to the presentation in Appendix C).

4.5 **Implementation progress, challenges and lessons learned so far (Chairs and Regional Directors)**

- Regional offices should focus more on implementation and producing fewer and more concise reports of meetings. It will allow them to spend more time to assist States with the implementation.

5. **NEXT STEPS**

- RO/RASG/RSOO/COSCAP alignment for achieving regional priorities and targets.
- Each region to establish a mechanism for PIRG-RASG coordination and include it in procedural handbooks/manuals by December 2015.
- Focus on implementation of iKits and regional training.
- 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.
- It was agreed that EUR region key performance indicators information and experience will be shared with Asia/Pacific, Middle East and other regions as necessary to pool the collected information. This information will be collected between the PIRGs. Ten indicators for safety and air navigation will be chosen to start collecting the data. Norman Lo and Phil Roberts will start sharing the information through ANB Headquarters involving the corresponding

Regional Offices.

- 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.
 - 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.
 - The next PIRG-RASG Global Coordination Meeting is suggested to be held during the 39th Session of the Assembly.
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APPENDIX A

AGENDA

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
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APPENDIX B
LIST OF PARTICIPANTS

PIRGs-RASGs

Mr. N. Lo, Chair, APANPIRG
Mr. J. T. Kagoro, Chair, APIRG
Ms. P. Assoumou Koki, Second Vice-Chair Person APIRG
Mr. P. Roberts, Chair, EANPG
Mr. Á. Pálsson, Chair, NAT SPG
Mr. Z. Thwala, Acting Chair, RASG-AFI
Ms. T. Grobotek, Vice-Chair, RASG-AFI
Mr. G. Reichle, Chair, RASG-EUR
Mr. O. Derby, Co-Chair, RASG-PA
Mr. H. M. C. Nimalsiri, Chair, RASG-APAC
Mr. I. M. Al Blooshi, Chair, RASG-MID
Mr. A. Baumann, Second Vice-Chairperson of RASG-MID
Mr. M. F. Al Dossari, RASG-MID

ICAO


Dr. O. Aliu, President of the Council
Mr. F. Zizi, President of the Air Navigation Commission

Mr. D. Azema, Directeur de Cabinet, Office of Secretary General
Ms. N. Graham, D/ANB
Mr. S. Creamer, D/ANB (Appointed)
Mr. R. Macfarlane, DD/AN
Mr. C. Radu, DD/SAF
Mr. M. Cintron, ICAORD, Mexico
Mr. L. Fonseca De Almeida, ICAORD Paris
Mr. F. Hoyer, ICAORD, Lima
Mr. M. S. Jallow, ICAORD, Dakar
Mr. M. R.M. Khonji, ICAORD, Cairo
Mr. A. Mishra, ICAORD, Bangkok
Mr. P. Zo'o Minto'o, A/ICAORD, Nairobi
Mr. M. Vreedenburgh (C/IMP)
Mr. N. Rallo, C/OAS
Mr. G. De Leon, TO/IMP-AN
Mr. D. Gardilic, TO/OAS
Mr. N. Hinchliffe, TO/AMO
Mr. G. Iovino, TO/IMP-SAF
Mr. P. Issa Mbengue, RO/FS (Nairobi)
Mr. M. Tumusiime, RO/FS (Nairobi)
Mr. A. Zavala, Consultant/IMP-SAF
Mr. R. Na, Intern IMP-SAF

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APPENDIX C

2ND PIRG-RASG GLOBAL COORDINATION MEETING




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The slide features a world map centered on the Atlantic Ocean, overlaid on a background of binary code (0s and 1s) and circuit-like patterns. The map is rendered in a light, textured style.

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Agenda

- **President's vision and requests** of PIRG and RASG Chairs/Leaders
- **Global developments** affecting PIRGs and RASGs
- **ANC Reviews** of PIRG and RASG reports, and Council Report
- **PIRG-RASG Coordination** – APAC example of coordination mechanism
- **Implementation progress, challenges and lessons learned** so far
- **Next steps**




5 February 2015 2

The slide includes an aerial photograph of an airport runway. A single aircraft is visible on the runway, positioned towards the bottom center of the frame. The runway is flanked by taxiways and other airport infrastructure.


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Intended Outcomes

- Collective understanding of the '*No Country Left Behind*' campaign
- Regional office direction to **focus on Implementation**
- Shift to **measurable projects** implemented through PIRGs and RASGs
- **Expanded reporting** on implementation via the Regional Dashboards
- Introduction of key performance indicators
- Consideration of a **Global Aviation Implementation Symposium** later this year



5 February 2015 3

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Follow-up of actions agreed last meeting

- Every region has established regional safety and air navigation priorities and targets
- Regional dashboards launched to report on implementation progress
- PIRG-RASG coordination exists in every region
- ANB global coordination, support and sharing of lessons learned and best practices between PIRGs and RASGs
- PIRG-RASG Global Coordination meeting every two years

5 February 2015 4

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Next Steps

- RO/RASG/RSOO/COSCAP alignment for regional priorities and targets
- Each region to establish a mechanism for PIRG-RASG coordination and include in procedural handbooks/manuals
- Focus on implementation -- iKITS and regional training
- Measure against indicators and targets and report
- Programme Management approach to activities

5 February 2015 5

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Global Developments Affecting PIRGs and RASGs

2nd PIRG-RASG Global Coordination Meeting


D/ANB

5 February 2015 6

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Global developments affecting PIRGs and RASGs

- **Planning**
 - GANP/GASP updates planned, new regional air navigation plans
- **Implementation**
 - Implementation Kits (iKITS), RASG/RSOO/COSCAP alignment, performance indicators, regional targets
- **Reporting**
 - Global Aviation Safety Reports/Global Air Navigation Reports, Regional Safety Reports, Regional Dashboards




5 February 2015 7

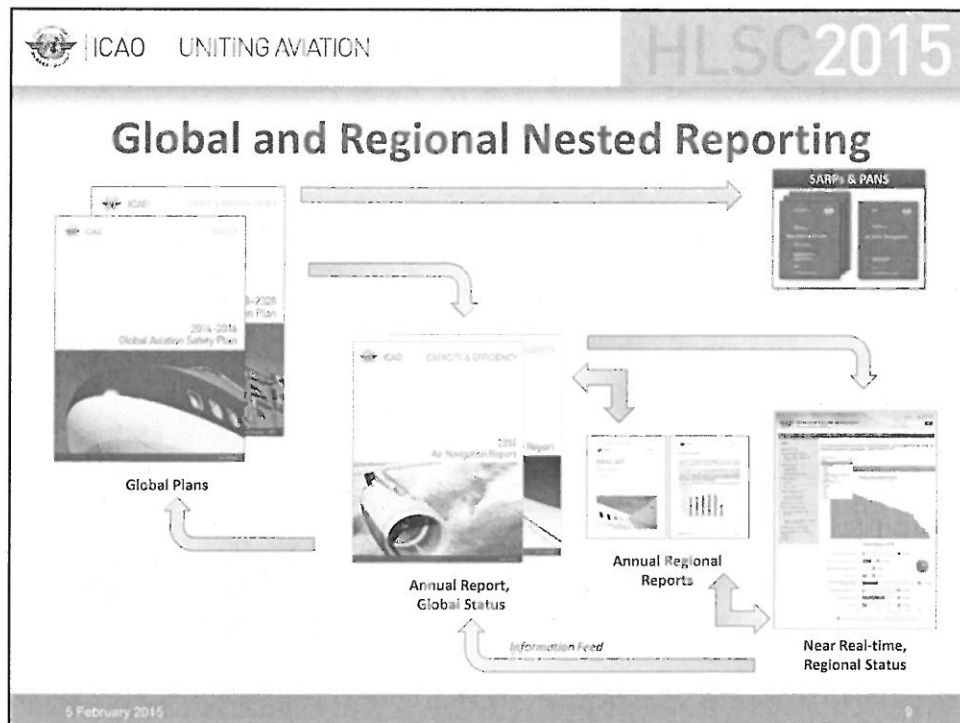
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Implementation Kits (iKITS) for 2016

- Initial steps to improve demand/capacity balancing
- Facilitate recognition through the harmonization of airworthiness regulatory approvals
- Improved Efficiency of Surface Operations
- Enhancing Safety at Aerodromes
- Improved Throughput at Aerodromes
- Early steps towards user-preferred routing
- Optimized aerodrome departure/arrival rates under all meteorological conditions
- Advanced ATM Procedures for TMA Efficiency (updated and expanded PBN I-Kit)
- In-Flight Accident Reduction Tool



5 February 2015 8




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Dashboards Next Steps

- **Completion of initial metrics (~2nd half of 2015)**
 - Region-specific targets
 - FIR-based metrics (ATFM, ground-ground)
 - ASBU Environmental Benefits
- **Hand-over of the Dashboards to ROs (~late 2015 to early 2016)**
 - Creation of management interface for agreements and metrics
 - Testing and feedback (2 months)
 - ICT migration plan and training
 - Regional office training plan
 - Maintenance of the dashboards system
 - Metric selection and data collection
 - Continued ANB and ICT support

5 February 2015 10

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Measuring Global Air Navigation

Proposed Core Key Performance Indicators

Capacity throughput KPIs

- Peak Arrival Capacity
- Peak Arrival Throughput

Customer-focused KPIs : On-Time Punctuality / Schedule Delay

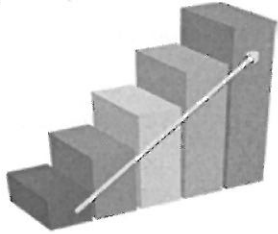
- Actual off-block time against scheduled departure time
- Actual on-block time against scheduled arrival time

Flight efficiency KPIs


- Taxi-Out Additional Time
- Taxi-In Additional Time

Delay KPIs (if ATFM exists)

- En-Route ATFM Delay
- Airport/Terminal ATFM Delay



5 February 2015 11

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Measuring Global Aviation Safety

Proposed Core Key Performance Indicators (HLSC/15-IP/1 Appendix)

Effective Implementation of State Safety Oversight System

- USOAP EI scores overall
- Number and duration of USOAP CMA SSCs by technical area
- Number and percentage of certified international aerodromes

Progress in SSP/SMS Implementation

- Percentage of implemented gap analysis questions (per operator and State)

Frequency and Severity of Accidents and Incidents


- Occurrences by type per number of departures (rate)
- Number and distribution of occurrences by severity level and category

Fleet Modernization and Industry Certification

- Percentage of operated aircraft above 20 years
- Number of operators holding industry certifications (IOSA, etc.)

5 February 2015 12

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**ANC Reviews of PIRG and RASG Reports,
and Council Report**
2nd PIRG-RASG Global Coordination Meeting

P/ANC

5 February 2015 13

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**PIRG-RASG Coordination – APAC
example of coordination mechanism**
2nd PIRG-RASG Global Coordination Meeting

APAC

5 February 2015 14

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Implementation Progress, Challenges and Lessons Learned So Far
2nd PIRG-RASG Global Coordination Meeting

Chairs and RDs

5 February 2015 15

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Next Steps
2nd PIRG-RASG Global Coordination Meeting

D/ANB

5 February 2015 16

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Next Steps

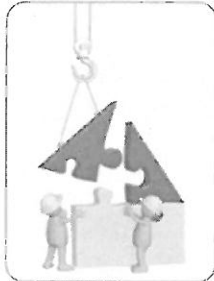
- RO/RASG/RSOO/COSCAP alignment for regional priorities and targets
- Each region to establish a mechanism for PIRG-RASG coordination and include in procedural handbooks/manuals
- Focus on implementation – iKITs and regional training
- Measure against implementation and performance indicators and targets and report
- Application of programme management approach to RO activities
- Complete new regional ANPs and revised AN deficiencies methodology
- Prepare for the Global Aviation Implementation Symposium
 - No Country Left Behind
 - Contribute to programme, identify topics/speakers

5 February 2015 17

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Global Aviation Implementation Symposium


- **Date and Location:** Montréal, 24 to 26 November 2015
- **Theme:** No Country Left Behind
- **Unique symposium focused on implementation, allowing:**
 - States to highlight their priority needs
 - ICAO to showcase available assistance and success stories
- **Participants:**
 - States, industry, international and regional organizations, and financial institutions
- **Objectives:**
 - Support ICAO Resource Mobilization Strategy
 - Secure collaborative support from donors and partners on voluntary contributions and ICAO coordination role



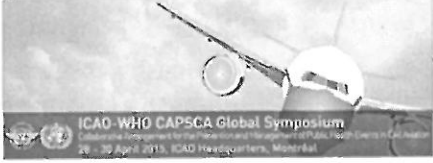
5 February 2015 18

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Other Key Global Events 2015




ICAO / UNOOSA AeroSPACE Symposium
18 - 20 March 2015, ICAO Headquarters, Montreal



ICAO - WHO CAPSCA Global Symposium
Celebrating the Partnership for the Promotion and Harmonization of Public Health Security in Civil Aviation
29 - 30 April 2015, ICAO Headquarters, Montreal




Remotely Piloted Aircraft Systems (RPAS) Symposium
23 - 25 March 2015, ICAO Headquarters, Montreal



Block Upgrade Demonstration Showcase and Symposium (BUDSS)
19 - 21 May 2015
ICAO Headquarters, Montreal

5 February 201518

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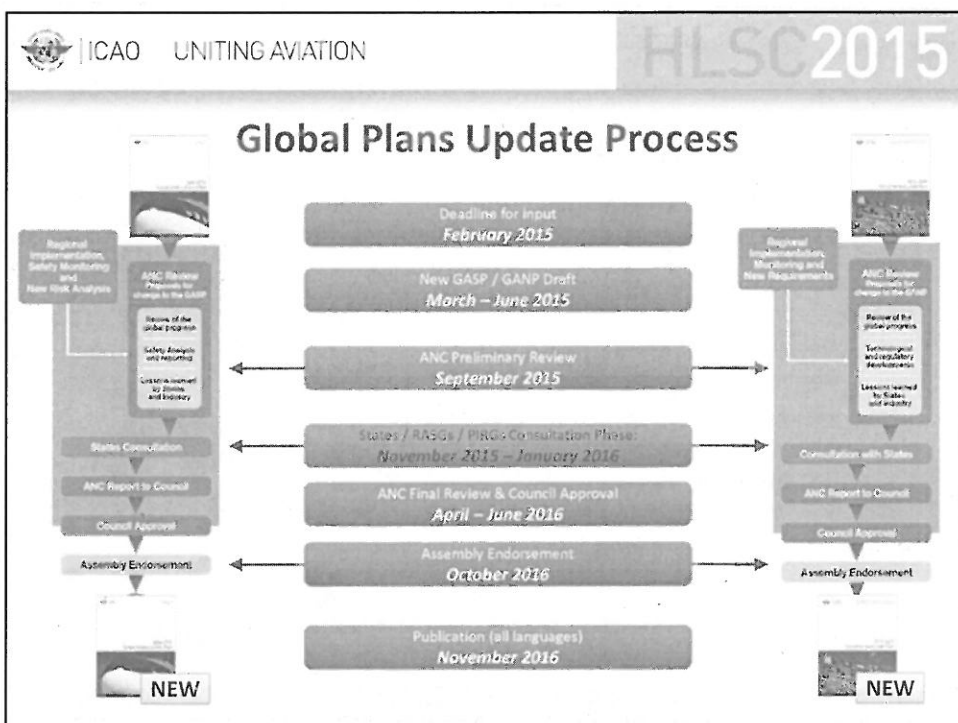


THANK YOU

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BACKUP SLIDES

5 February 2015 21



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New Regional ANP implementation

eANP volume	eANP Activity/Task	Responsibility	Completion Date
Vol. I, II & III	Population of eANP with existing data completed	Regional offices	September 2014
Vol. I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015
Vol. I	Approval of the content of Volume I of eANP by the Council	Regional offices/ANB	End 2015
Vol. II	Approval of the content of Volume II by regional agreement	Regional offices	End 2015
Vol. III	Inclusion of Volume III on web-based platform	ANB/regional offices	End 2015
Consequential amendments	Consequential amendments to ICAO documentation related to ANPs to ensure harmonization	ANB	Mid 2015

5 February 2015 23

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Regional Safety Strategy

Objectives and Work Programme

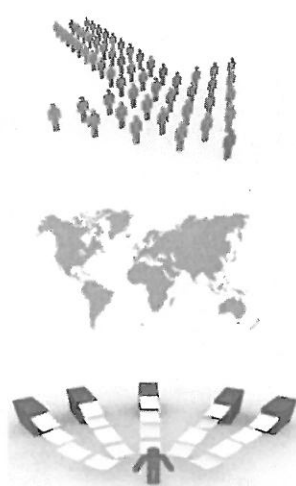
- Aligned and complementary

RASGs

- Data-driven approach by region
- Regional priorities aligned with the GASP
- Focus mitigation measures on RS, LOC-I, CFIT
- All aviation stakeholders
 - States, international organizations and industry

RSOs and COSCAPs – Increasing roles

- Support improvement of State's EI levels
- Regional offices coordinate support for COSCAPs and RSOs




5 February 2015 24

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AIR NAV. REGION	REGIONAL OFFICE	SAFETY	AIR NAVIGATION
AFI	ESAF	Aviation Safety Targets for Africa (Abuja Ministerial – July 2012) ✓	ANS Performance Indicators for Africa (APIRG/19 – October 2013) ✓
	WACAF		
MID	MID	MID Region Safety Strategy (DGCA-MID/2 May 2013) ✓	MID Region Air Navigation Strategy (MSG/4 – November 2014) ✓
ASIA/PAC	APAC	RASG-APAC Priorities and Targets (RASG-APAC/4 – November 2014) ✓	APANPIRG Priorities and Targets (APANPIRG/25 – September 2014) ✓
NAM	NACC	Port-of-Spain Declaration (NACC/DCA/5 – April 2014) ✓	Port-of-Spain Declaration (NACC/DCA/5 – April 2014) ✓
CAR			
SAM	SAM	Bogota Declaration (RAAC/13 - December 2013) ✓	Bogota Declaration (RAAC/13 - December 2013) ✓
EUR	EUR/NAT	Priority Safety Targets for the EUR Region (RASG-EUR/03 - February 2014) ✓	EUR ASBU Implementation Plan (EANPG/55 - November 2013) ✓
NAT		NAT Safety KPIs (NAT-SPG/50 – June 2014) ✓	NAT Service Development Roadmap (NAT-SPG/49 – June 2013) ✓


5 February 2015

25

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<h2>Regional Dashboards</h2>		
	<ul style="list-style-type: none"> Measuring against the Global Plans through regional indicators <ul style="list-style-type: none"> www.icao.int/safety/pages/regional-targets.aspx Shows the progress against regionally agreed indicators, ASBU modules and targets Shows the implementation status and performance by regional grouping – by UN Region, ICAO accreditation, PIRG, RASG, COSCAP, RSOO, etc. Ability to drill down on each indicator to see specific details on metric and data used 	
	<p>5 February 2015</p>	

5 February 2015

26


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APAC PIRG-RASG Coordination Mechanism Principles

Introduction

- **The PIRG- RASG Global Coordination Meeting (Montréal, 19 March 2013)**
 - Confirmed the need for a coordination mechanism between RASGs and PIRGs in each region to ensure consistency of action and avoid overlap.
 - Encouraged the sharing of successful initiatives with each other.
- **APANPIRG/24 meeting (June 2013) adopted Decision 24/1**
 - That APANPIRG coordinate with APAC-RASG to ensure consistency of action and avoid overlap.
- **RASG-APAC/3 Meeting (June 2013) adopted Decision 3/19**
 - That the ICAO APAC Regional Office be requested to coordinate with the Chairs of RASG-APAC and APANPIRG to investigate the scope of activities and to develop the mechanism(s) required to capture and analyze en-route navigation safety data.

5 February 2015 27

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APAC PIRG-RASG Coordination Mechanism Principles

Introduction (continued)

- **Coordination meeting between the Chairs of APANPIRG and RASG-APAC was held on 9 September 2014 during the APANPIRG/25 Meeting, attended by**
 - APANPIRG Chair
 - ATM, CNS & MET Sub Group Chairs
 - APRAST Co- Chairs and
 - Secretariat
- **The meeting agreed upon coordination mechanism principles, coordination topics and lead regional groups for each of the coordination topics.**

5 February 2015 28




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, endorsement and implementation support of subsequent versions of the Asia/Pacific Seamless ATM Plan by the RASG, not just the PIRG) ;
- 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;



Coordination Mechanism Principles

- Chairs of regional groups will attend a coordination meeting at the ICAO Regional Office once a year and hold periodic coordination web meetings between the face-to-face meetings;
- 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;




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Coordination Mechanism Principles

- Air navigation facilities and services implementation aspects will usually fall under the PIRG;
- Areas of coordination between PIRG and RASG are primarily in AGA and ANS safety areas;
- OPS deficiencies listed under ATM air navigation deficiencies will be transferred to RASG for further monitoring and resolution;
- ICAO will update the procedural handbooks of the regional groups to incorporate the coordination mechanism.

5 February 2015 31



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Coordination Mechanism Principles

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;
- 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.

5 February 2015 32



Lead Regional Group Responsibilities

- 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		X
Ground operations, FOD, ramp procedures		X

- ANS-related topics

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



Lead Regional Group Responsibilities

- Other topics

Coordination Item	PIRG	RASG
SMS		X
LPR		X
ACASII		X
Pressure Altitude Responding Transponder		X