



International Civil Aviation Organization  
Western and Central African Office

**Eleventh Meeting of the Aerodrome Operational Planning Sub-Group  
 (AOPSG/11)  
 (Dakar, Senegal, 3 to 7 August 2015)**

**Agenda Item 2: Review of outcome of the APIRG Extraordinary Meeting**

**Review of the outcome of APIRG Extraordinary Meeting (10-11 July 2014)**  
*(Presented by the Secretariat)*

<b>SUMMARY</b>
<p>This working paper presents outcome of the APIRG Extraordinary Meeting and proposes actions in order to give effect to outcome of the APIRG/EO.</p> <p>Action by the meeting is at <b>paragraph 3.</b></p>
<b>REFERENCES</b>
<ul style="list-style-type: none"> <li>– APIRG/19 Report</li> <li>– APIRG/EO Report</li> </ul>
<p>This Working Paper is related to Strategic Objectives: <b>A, B &amp; E</b></p>

**1. INTRODUCTION**

1.1 The Extraordinary Meeting of APIRG (APIRG/EO) was convened in Lusaka, Zambia, 10-11 July 2014. A Copy of the report of the Meeting is provided at **Appendix A** to this working paper. The Group discussed and agreed on changes in its organizational structure and working methods.

1.2 The Group recalled that the Special AFI Regional Air Navigation Meeting of 2008 (SP AFI/08 RAN) recognized the need to have a clearly defined strategy to implement Air Traffic Management (ATM) systems and to align work programmes of States, regions and ICAO Headquarters. Accordingly, the SP AFI/08 RAN Meeting had agreed that APIRG should review its structure to determine if changes would be beneficial in light of performance based approach to air navigation planning.

1.3 The Group further recalled that the Twelfth Air Navigation Conference (AN-Conf/12) under Recommendation 6/1–*Regional performance framework–planning methodologies and tools*, inter alia, requested States and PIRGs to focus on implementing the ICAO Aviation System Block Upgrades (ASBUs) Block 0 Modules according to their operational requirements, recognizing that these modules were ready for deployment.

1.4 At the APIRG 19th Meeting in Dakar, Senegal from 28 to 31 October 2013, the Group discussed the alignment of the Regional Air Navigation System Implementation Plan with the ASBU Methodology. In this regard, the APIRG/19 Meeting agreed that, within the ASBU framework, due consideration should be given to planning, implementation, monitoring and reporting aspects. Furthermore, project management principles should be applied by the APIRG and contributory bodies for ASBUs, as necessary. Accordingly the APIRG/19 Meeting had agreed on Decision 19/48: Re-organization of APIRG.

1.5 During the APIRG/EO the Secretariat presented to the meeting two reorganization options based on the four Performance Improvement Areas (PIAs) of the ICAO Aviation System Block Upgrades (ASBUs) methodology, and accordingly the Decision EO/01 was made: **Reorganization of APIRG.**

### **DECISION EO/01: RESTRUCTURING AND RE-ORGANIZATION OF APIRG**

**That:**

- a) **the organizational structure of APIRG is adopted as described in Appendices B, C, D, E, and F to the report, and will become effective following the next APIRG meeting;**
- b) **the APIRG Projects Coordination Committee (APCC) is established with the preliminary terms of reference and composition as per Appendix D to the report to be reviewed and finalized at the next APIRG meeting; and**
- c) **projects be identified from ASBU modules and regional performance objectives adopted by APIRG, to be carried out by teams of experts provided by States and concerned international organizations.**

## **2. DISCUSSION**

2.1 The meeting will note from the report of the APIRG/EO that the AOP SG, as are all other existing Sub-Groups of APIRG, have been replaced by new Sub-Groups that are largely aligned with the four ASBUs Performance Improvement Areas:

1. Airport Operations
2. Globally Interoperable Systems and Data
3. Optimum Capacity and Flexible Flights
4. Efficient Flight Paths

2.2 In this respect, the following organizational structure was adopted.

- Projects Coordination Committee (APCC)
- Airspace and Aerodrome Operations Sub- Group (AAO/SG),
- Infrastructure and Information Management Sub-Group (IIM/SG)
- Traffic Forecasting Group (TFG),

2.3 The meeting may also note from the discussion in the APIRG/EO report that:

- AGA expertise will be in AAO/SG
- ATM expertise will primarily be in the AAO/SG
- Since there are no direct SAR modules in the current ASBUs Modules, for organizational purposes SAR expertise will also be in the AAO/SG
- AIM expertise will primarily be in the IIM/SG
- CNS expertise will be in both the Sub-Groups
- The tasks that require to be undertaken within the framework of APIRG will be identified in the form of Project under the SGs, provided that APIRG may itself establish projects
- There is less emphasis on standing bodies, in favour of Project Teams.
- There is an enhanced focus of the participation of appropriate expertise in the Sub-Groups and Project Teams.

2.4 The meeting may further note from the discussion in the APIRG/EO report that the AAO/SG will be required to focus on ASBU Performance Improvement Areas PIA 1 (Airport Operations), PIA 3 (Optimum Capacity and Flexible Flights), and PIA 4 (Efficient Flight Paths)

2.5 The meeting may wish to take advantage of this last session of the AOP Sub-Group to ensure that individual delegations establish a clear common appreciation of the new arrangements impact of the restructuring of APIRG as reflected in the APIRG/EO report.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information in this working paper;
- b) discuss the new structure and working methodology in order to establish clear common appreciation of the arrangements for future AOP activities.

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