International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

Fifteenth Meeting (MIDANPIRG/15)
(Bahrain, 8 – 11 June 2015)

Agenda Item 3:   Global and Regional Developments

PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG)
ACTIVITIES IN OTHER REGIONS

(Presented by the Secretariat)

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.

1. **INTRODUCTION**

1.1   Meetings of Planning and Implementation Regional Groups (PIRGs) were held in several ICAO Regions during 2013, 2014 and 2015. The corresponding reports were reviewed by the Air Navigation Commision (ANC) and/or Council during their 2014/2015 Sessions.

2. **DISCUSSION**

2.1   The Secretariat prepared summaries of PIRG activities up to May 2015 (Summary No. 3 and No. 4), which are attached to this information paper.

3. **ACTION BY THE MEETING**

3.1   The MIDANPIRG is invited to note the summaries of PIRG activities contained in this information paper.

APPENDIX A

**PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG)
ACTIVITIES IN OTHER REGIONS**

SUMMARY NO. 3

Date: 29 October 2014
Prepared by: IMP-AN Section, HQ, Montréal

1.   This summary provides an update on activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of corresponding PIRG meeting reports performed by the Air Navigation Commission (ANC) up to October 2014.

> *References:* **PIRG meeting documentation and procedural handbooks**

- *MIDANPIRG/14, Jeddah (Saudi Arabia), 15-19 December 2013*
  http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx

- *NATSPG/50, Paris (France), 23-27 June 2014*
  http://www.paris.icao.int/documents_natspg/index.php
  Username: NATSPG, Password: PARIS1965

- *APIRG/EO, Lusaka (Zambia), 10-11 July 2014*
  http://www.icao.int/ESAF/Pages/apirg-eo.aspx

- *GREPECAS/17, Cochabamba (Bolivia), 21-25 July 2014*
  http://www.icao.int/SAM/Pages/GREPECAS17.aspx

- *APANPIRG/25, Bangkok (Thailand), 8-11 September 2014*
  http://www.icao.int/APAC/Pages/apanpirg.aspx

- C-WP/14154 — *Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) – Results up to March 2014*

2.   In 2013 and 2014, several PIRG meetings were held in the Middle East, North Atlantic, African and Indian Ocean, Caribbean and South America, and the Asia and Pacific regions. Their corresponding reports were reviewed or will be reviewed by the Air Navigation Commission (ANC) during Sessions of 2014 and early 2015. It was highlighted in the summary of the ANC's review of PIRG and RASG meeting reports that there is a need for Secretariat's coordination with all regional groups and as well as between PIRGs and RASGs within the same region. This information paper provides an update on PIRG activities up to October 2014.

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

a) Executive summary of last meeting:

i)   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 aviation system block upgrade 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); and

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; and

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) MIDANPIRG was commended for its work on the development and maintenance of regional contingency and emergency plans. The Safety Management Panel has discussed recently the scope and purpose of the SMS requirement of service providers to establish emergency response plans. Evidence from these discussions suggest the requirement is a global issue.; and

ii) another potential global issue was highlighted by MIDANPIRG. Only five out 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.

2.2   **The North Atlantic Systems Planning Group (NATSPG)**

a) Executive summary of last meeting

i) Fiftieth Meeting of the North Atlantic Systems Planning Group (NATSPG/50), Paris, France (23 to 27 June 2014);

ii) NAT SPG/50 agreed on 32 Conclusions addressing a large area of issues related to planning and implementation, technical and operational aspects, amendments to regional documents (including a new revised version of the NAT Region Volcanic Ash Contingency Plan) and safety of operations;

iii) supported a project to implement air traffic service (ATS) surveillance capability using space-based reception of automatic dependent surveillance – broadcast (ADS-B) signals. As the NAT Region was envisaged as the first place that satellite-based ADS-B ATS surveillance be used, it was appropriate that the NAT SPG be involved in the decision making process;

iv) reviewed and approved the draft 2013 NAT Annual Safety Report (NAT ASR) and discussed whether it could be made public, taking into consideration some safety

sensitive information published in the document that could be misunderstood or misinterpreted by an unaware reader. Information available in the draft 2013 ASR would be used to populate the ICAO Regional Performance Dashboards that provided a glance of both Safety, and Air Navigation Capacity and Efficiency strategic objectives; and

v) discussed the geographical applicability of the European Union law and especially the Single European Sky regulations. Agreed on reminding the European Commission that the development and implementation of any binding Single European Sky regulation must be fully consistent with the provisions of the ICAO Convention, specifically in regard to the airspace over the high seas with the provision of United Nation Convention on the Law of the Sea (UNCLOS III).

b) Coordination between PIRGs and RASGs

i) in the NAT Region, the NAT SPG ensures the planning and supervision of the aviation system as a whole. The Safety Oversight Group (SOG), reporting directly to the NAT SPG, is the contributory body in charge with safety related issues, including the monitoring of the implementation of the GASP in the NAT Region. The SOG is also the main contributor and the responsible body that produces the NAT Annual Safety Report (NAT ASR). The Chairman of the SOG is a regular participant in NAT SPG and RASG-EUR meetings.

c) Actions by the ANC on the report of the NATSPG/50

i) ANC congratulated the NAT SGP for the draft 2013 Annual Safety Report and safety priorities and targets summary, and strongly suggested that the NAT ASR document be made available to the public;

ii) expressed support for the NAT SPG position regarding upholding the Chicago Convention and ICAO provisions for services on the high seas as referred in Conclusion 50/32; and

iii) congratulated the NAT SGP on its 50th meeting.

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

a) Executive summary of last meeting:

i) extraordinary meeting of the AFI Planning and Implementation Regional Group (APIRG/EO), Lusaka, Zambia (10 to 11 July 2014);

ii) agreed to reduce the number of APIRG contributory bodies from current 23 discipline-oriented bodies to four 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;

iii) 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;

iv) requested that the Secretariat 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; and

v) 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 with the next meeting of the APIRG in 2015.

b) Coordination between PIRGs and RASGs

i) Nil

c) Actions by the ANC on the APIRG/EO report

i) review of this report is not required by the ANC.

2.4   The Caribbean/South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS)

a) Executive summary of last meeting

i) The Seventeenth Meeting of GREPECAS was held in Cochabamba, Bolivia, from 21 to 25 July 2014;

ii) GREPECAS ended a full cycle with the new organization based on programmes and projects. The meeting concluded that establishing metrics and measuring performance are showing to be more difficult than expected;

iii) GREPECAS agreed to adopt a new eANP template according to an action plan to implement the three volumes of CAR/SAM eANP. Both corresponding Sections of the NAM/CAR Regional Performance Based-Air Navigation Plan (NAM/CAR RPBANIP) and SAM Performance Based-Air Navigation Plan (SAM PBAIP) aligned with aviation system block upgrade (ASBU) methodology will be included in the new CAR/SAM eANP, Volume III;

iv) web-based receiver autonomous integrity monitoring (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; and

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.

c) Actions by the ANC on the report of the GREPECAS/17

i) the report of GREPECAS/17 will be reviewed by the ANC in the first quarter of 2015.

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

a) Executive summary of last meeting

i) The twenty-fifth meeting of the APANPIRG/25 was held in Kuala Lumpur, Malaysia, from 8 to 11 September 2014;

ii) APANPIRG/25 established the APAC regional air navigation priorities and associated targets, and approved its use in the ICAO APAC Regional performance dashboard;

iii) developed air navigation reporting forms (ANRFs) for 15 ASBU Modules and the matrix of responsibilities for the ASBU modules and seamless ATM elements;

iv) developed a web-based seamless ATM implementation progress reporting process and urged States/Administration to report the status at least once a year;

v) developed the data link implementation strategy guidance material;

vi) adopted the initial concept of operation for the APAC Aeronautical Common Regional virtual private network (CRV) considering the cost benefits for CRV operations as a major enabler for achieving the roadmap of the Global Air Navigation Plan (GANP) 4th Edition, and urged States/Administrations to become partners;

vii) adopted the PAN Regional ICD for ATS interfacility data communications (AIDC) as regional guidance for the AIDC implementation in the APAC and NAT Regions;

viii) established the AIDC Implementation Task Force to accelerate implementation of AIDC within the Asia/Pacific;

ix) agreed to establish a mechanism to coordinate an Afghanistan Airspace Contingency Planning between the ICAO EUR/NAT Office (Paris), MID Office (Cairo) and the Asia/Pacific Office (Bangkok) including affected States and users;

x) established the Performance Based Navigation (PBN) Implementation Coordination Group to monitor and progress the PBN implementation in the Asia/Pacific Region;

xi) established an APAC Volcanic Ash Exercises Steering Group to organize and conduct volcanic ash exercises in the APAC Region;

xii) agreed to conduct an Asia/Pacific human performance seminar/workshop for optimal ATC and SAR operational safety and efficiency;

xii) established the AIDC Implementation Task Force to accelerate implementation of AIDC within the Asia/Pacific; and

xiii) established the APANPIRG Contributory Bodies Structure Review Task Force with members consisting of Chairpersons/Vice Chairpersons of APANPIRG Contributory Bodies (sub-groups, working Groups and task forces) to review the existing APANPIRG structure and TORs of the contributory bodies and suggest new structure to APANPIRG/26 to meet the changing environment.

b) Coordination between PIRGs and RASGs

i) Supported the establishment of processes that collect and exchange air traffic safety related information between the APANPIRG and RASG-APAC and to avoid duplication of efforts; and

ii) The first APANPIRG/RASG-APAC Coordination Meeting was held in Kuala Lumpur, Malaysia, on 9 September 2014. APANPIRG/25 meeting approved coordination mechanism and framework between APANPIRG and RASG-APAC.

• APANPIRG and RASG-APAC shall coordinate and support each other to achieve the agreed targets for the established regional priorities and implementation plans endorsed by the respective group ;

• Continuous coordination by Secretariat for both APANPIRG and RASG-APAC to avoid duplication and gaps and to ensure alignment and harmonization of priorities, plans and actions;

• Chairs of APANPIRG and RASG-APAC 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;

• Cooperation to ensure that the priority ASBUs are implemented in the most efficient and safe manner;

c) Actions by the ANC on the APANPIRG/25

i) The report of APANPIRG/25 will be reviewed by the ANC on first quarter 2015.

3.   ANC general comments applicable to all PIRGs

3.1   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 harmonized.

3.2　　　　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.

3.3　　　　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.

3.4　　　　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.

3.5　　　　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.

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

4.1　　　　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) MIDANPIRG/14

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

　　　　b) NATSPG/50

　　　　　　i)　Share with other regions the work undertaken on the mandating of datalink (Conclusion 50/29 refers) but recognized that the work was in phase of maturing.

APPENDIX B

**PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGS)
ACTIVITIES IN OTHER REGIONS**

SUMMARY NO. 4

Date: 15 May 2015
Prepared by the IMP-AN Section, HQ, Montréal

1.   This summary 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 meeting reports by the Air Navigation Commission (ANC) up to May 2015.

References: **PIRG meeting documentation and procedural handbooks**

ICAO Secure Portal http://portal.icao.int/
Note: To access EANPG/56, Paris (France), 24-27 November 2014, request access for EANPG group

2.   During November 2014, EANPG/56 meeting was held in the European region and the corresponding report was reviewed by the Air Navigation Commission (ANC) during April/May 2015 Sessions. It was highlighted by the ANC to continue with the coordination approach, involving all regional groups by the Secretariat and also between PIRGs and RASGs within the same region. This information paper provides an update on PIRG activities up to May 2015.

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

a)   Executive summary of last meeting

   i)   The EANPG/56 meeting was attended by 92 representatives of 35 Member and non-Member States and by observers from eight international organizations. The report contains thirty-six Conclusions and eight Decisions. The Conclusions were concerning the Secretariat and States.
   ii) EANPG reviewed occurrences involving civil and military aircraft over High Seas, especially over Baltic Sea.
   iii) The EANPG followed up on the latest status of PBN implementation in EUR Region.
   iv) EANPG requested that ICAO Headquarters issue a State letter to urge States to use the ICARD database for five-letter name-code (5LNC) reservations and to release all un-used 5 LNCs.
   v)   A revised Volcanic Ash Contingency Plan – EUR Region was prepared by EANPG and a task force was created to align EUR and NAT Volcanic Ash contingency plans.
   vi) EANPG noted that RVSM operations in the ICAO Region met the four safety objectives for the year 2013 according to EUR RMA and RMA EURASIA.
   vii) EANPG reviewed list of air navigation deficiencies.
   viii) EANPG reviewed search and rescue capabilities in EUR Region in accordance with Annex 12 – *Search and Rescue* requirements and discussed ways and means to address this situation.

  b) Coordination between PIRGs and RASGs

      i)   The ANC noted the concern expressing the lack of resources for some parts of the RASG work programme (R-REP and IE-REST (EUR Regional expert safety team) activities).

      ii)   The EANPG invited its members to contribute to the activities of the RASG-EUR, in particular those of the R-REP and IE-RAST related to runway safety, and to occurrence reporting and analysis.

  c) Actions by the ANC on the report of the EANPG/56

      i)   The ANC discussed the consequences of the use of aerodrome control tower(TWR) frequencies by ground vehicles involved in runway operations – reference in Conclusion 56/4. Some hazards related to ground vehicles using frequencies intended for communication between the tower and aircraft, were emphasized. General support for this Conclusion to assist in the reduction of runway incursions globally and further work was needed to enhance Doc 9870 – *Manual on the Prevention of Runway Incursions*. Some reservations regarding possible safety hazards are reflected in the note of this Conclusion.

      ii)   The ANC noted the States having a difficulty to access some ICAO documents and suggested to bring forward this issue to the Council in the discussion of digital rights management.

3.   Items which ANC considered good examples for sharing and possible application by other PIRGs.

3.1   The ANC appreciated the report and its alignment with the Global Air Navigation Plan (GANP), and the related ASBU modules. This allowed the ANC to effectively assess the level of progress in the region regarding the GANP modules, with proposals on how to further develop the ASBU block 1 and 2 modules.

3.2   The ANC noted the work of the EANPG on search and rescue capability in the EUR Region and agreed on this work being important globally.

3.3   The ANC commended the EANPG on its tracking of air navigation deficiencies in its region and on providing continuous focus on resolving them.

- END -