



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
EXTRAORDINARY MEETING (APIRG/EO)  
(Lusaka, Zambia, 10 to 11 July 2014)**

**Agenda Item 6:-Any other business**

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

*(Presented by the Secretariat)*

<b>EXECUTIVE SUMMARY</b>	
<p>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 done to the corresponding PIRG's meeting reports by the Air Navigation Commission up to March 2014.</p>	
<b>References:</b>	<p><b>PIRG meetings documentation and procedural handbooks</b></p> <ol style="list-style-type: none"> <li>1. APANPIRG/24, Bangkok (Thailand), 24-26 June 2013 <a href="http://www.icao.int/APAC/Pages/apanpirg.aspx">http://www.icao.int/APAC/Pages/apanpirg.aspx</a> <i>Require subscription to ICAO portal</i></li> <li>2. NATSPG/49, Paris (France), 24-28 June 2013 <a href="http://www.paris.icao.int/documents_natspg/index.php">http://www.paris.icao.int/documents_natspg/index.php</a> <i>Username: NATSPG, Password: PARIS1965</i></li> <li>3. GREPECAS PPRC/2, Lima (Peru), 16-18 July 2013 <a href="http://www.icao.int/SAM/Pages/CRPP2.aspx">http://www.icao.int/SAM/Pages/CRPP2.aspx</a></li> <li>4. APIRG/19, Dakar (Senegal), 28-31 October 2013 <a href="http://www.icao.int/ESAF/Pages/apirg19.aspx">http://www.icao.int/ESAF/Pages/apirg19.aspx</a> <i>Open access</i></li> <li>5. EANPG/56, Paris (France), 25-28 November 2013 <a href="http://www.paris.icao.int/eanpg/eanpg_organigramme.htm">http://www.paris.icao.int/eanpg/eanpg_organigramme.htm</a> <i>Username: EANPG, Password: tour2forc</i></li> </ol>
	<ol style="list-style-type: none"> <li>6. MIDANPIRG/14, Jeddah (Saudi Arabia), 15-19 December 2013 <a href="http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx">http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx</a> <i>Open access</i></li> <li>7. C-WP/14154 — <i>Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) – Results up to March 2014</i></li> </ol>
<b>Strategic objectives:</b>	<p>This paper relates to the <i>Safety and Air Navigation Capacity and Efficiency</i> – <i>Increase the capacity and improve the efficiency of the global civil aviation system</i> Strategic objective.</p>

## 1. INTRODUCTION

1.1 During 2013 and 2014 several PIRG meetings were held in the Asia and Pacific, North Atlantic, African and Indian Ocean, European, and the Middle East regions and their corresponding reports were reviewed by the Air Navigation Commission (ANC). It was highlighted in the summary of the ANC's review of PIRG and RASG meeting reports the need for a coordination approach involving all 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 during 2013 and up to March 2014.

## 2. DISCUSSION

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

#### a) Executive summary of last meeting

- i) Nineteenth Meeting of the AFI Planning and Implementation Regional Group (APIRG/19), Dakar, Senegal (28 to 31 October 2013).
- ii) Adoption of regional priorities and performance targets based on sub-groups work and outcome of ASBU Workshop.
- iii) 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).

#### b) Coordination between PIRGs and RASGs

- i) 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 airprox 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.
- 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 Planning and Implementation Group (GREPECAS)**

- a) Executive summary of last meeting
  - i) The second meeting of the Programmes and Projects Review Committee (PPRC/2), Lima, Peru (16 to 18 July 2013).
  - ii) Revised methodology for processing priority “U” deficiencies involving the application of the hazard identification and risk assessment.
  - iii) Establishment of regional air navigation priorities and targets consistent with the new version of the Global Air Navigation Plan (GANP) and the ASBU. On this respect with the Declaration of Bogotá (December 2013) and Trinidad & Tobago (April 2014) the respective Civil Aviation Authorities of the SAM and CAR regions approved the selected air navigation priorities and target.
  - iv) Support the GANP to produce an online Regional Performance Dashboard and annual Global Air Navigation Report.
  - v) Follow up the AN-Conf/12 Recommendations by GREPECAS Programme and Project.
  - vi) Follow up on the implementation activities of the projects under the PBN, ATFM, Automation and Situation Awareness, ground-ground/air-ground communication infrastructure, aerodrome, AIM and Aeronautical Meteorological GREPECAS Programmes.
- b) Coordination between PIRGs and RASGs
  - i) Consistent use of standard Spanish and English phraseology in accordance with the ICAO *Procedures for Air Navigation Services – Air Traffic Management PANS-ATM* (Doc 4444).

- ii) Bird strike reduction programme.
  - iii) Runway safety: infrastructure issues.
- c) Actions by the ANC on the report of the GREPECAS PPRC/2
- i) Review of this report not required by the ANC.

## 2.4

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

- a) Executive summary of last meeting
  - i) 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).
  - ii) Actions on ASBU modules for PBN, CDO and CC.
  - iii) 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 meeting
  - 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.
- 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.
- 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.

## 3. **CONCLUSION**

3.1 The meeting is invited to note the content of this information paper.

— END —