



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

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

**Agenda Item 2: Review of the Current Structure and Presentation and Discussion of the Proposals developed by the Secretariat for a revised Structure and new Working Methods of the APIRG**

**BENCHMARKING WITH OTHER ICAO REGIONAL OFFICES**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
<p>This paper presents information on the organizational aspects of Planning and Implementation Regional Groups in other ICAO Regions, and highlights specific elements which were taken into consideration in developing the proposal for the reorganization of APIRG and working methods.</p>	
<p><b>References :</b></p> <ul style="list-style-type: none"> <li>• ICAO Twelfth Air Navigation Conference ( AN-Conf./12) Report</li> <li>• Nineteenth AFI Planning and Implementation Regional Group Meeting (APIRG/19) Meeting Report</li> <li>• ICAO Global Air Navigation Plan (GANP, Doc 9750), Fourth Edition</li> </ul>	
<i>Strategic Objectives:</i>	<p>This working paper is related to the following ICAO strategic objectives for the 2014-2016 Triennium:</p> <p style="margin-left: 40px;">A: Enhance Global Civil Aviation Safety; B: Air Navigation Capacity and Efficiency; and E: Environmental Protection</p>

**1. INTRODUCTION**

1.1. At its Nineteenth meeting in Dakar, Senegal from 28 to 31 October 2013, APIRG agreed on its reorganization in order to give effect to, inter alia, outcome of the Twelfth Air Navigation Conference (AN-Conf./12), in particular, adoption of the Fourth Edition of the GANP (Doc 9750), which focuses on implementing the ICAO Aviation System Block Upgrades (ASBUs) Block 0 Modules. In this regard, the APIRG/19 Meeting had formulated the following Decision:

## DECISION 19/48 RE-ORGANIZATION OF APIRG

**That:**

- a) **The APIRG review its working methods and organizations using project management principles and other methodologies as and when necessary, and consider making adjustments to better support the ICAO performance framework in its planning and implementation activities aligned with the Aviation System Block Upgrades (ASBUs); and**
- b) **The Secretariat:**
  - i) **develop a revised structure of the APIRG taking due account of the best practices/benchmarking, established regional targets and priorities, and the need for synergies between similar or complementary activities; and**
  - ii) **accordingly call for an APIRG extraordinary meeting *on this issue in 2014***

## 2. DISCUSSION

2.1. As part of the benchmarking exercises, the Secretariat reviewed the organizational structure of the four other Planning and Implementation Regional Groups (PIRGs), representing all other ICAO Regions. Observations and Conclusions therefrom is summarized hereunder.

### *ASIA/PAC Planning and Implementation Regional Group (APANPIRG)*

At the time of reviewing developments in other ICAO Regions, the APANPIRG had commenced review of their organization in response to, amongst others, outcome of the AN-Conf./12. Proposed organizational structures under APANPIRG, which were under consideration included the ones provided at **Appendix A** to this Information Paper. It will be noted that the proposal included a two stage change process, i.e. an organization structure to be applied up to 2015, and one to be used beyond 2016. It may also be noted that the ASIA/PAC Region has a Regional Sub Office, located in Beijing, which in the context of the proposal at Appendix A was expected to address implementation aspects related to Performance Based Navigation (PBN).

### *EUR/NAT Planning and Implementation Regional Group (EANPG)*

The EANPG organizational structure is provide at **Appendix B** to this Information Paper. For many years the EANPG, which had adopted a structure with Programme Coordinating Group (COG) met on an annual basis. Notably, despite significant diversity in composition of the EANPG (North Atlantic, Western Europe, Eastern Europe, Mediterranean, etc.) its meetings were relatively manageable and held in about four days. The COG played a significant role in this regard.

### ***CAR/SAM Regional Planning and Implementation Group (GREPECAS)***

At its Sixteenth Meeting in March 2011, the GREPECAS, through Decision 16/45 - *New GREPECAS Organisation*, and Decision 16/47 - *Transformation of the GREPECAS subgroups*, approved the transformation of the Subgroups and their respective Task Forces into programmes and projects. It will be noted that the GREPECAS structure does not have the level of *Sub-Groups*. Instead, it features several project based on sub-structures. The structure also features Programmes and Projects Review Committee (PPRC) which is the only layer between the Programmes and the Group (GREPECAS). The GREPECAS structure and terms of reference of the PPRC are reflected at **Appendix C** to this Information Paper.

### ***MID Planning and Implementation Regional Group (MIDANPIRG)***

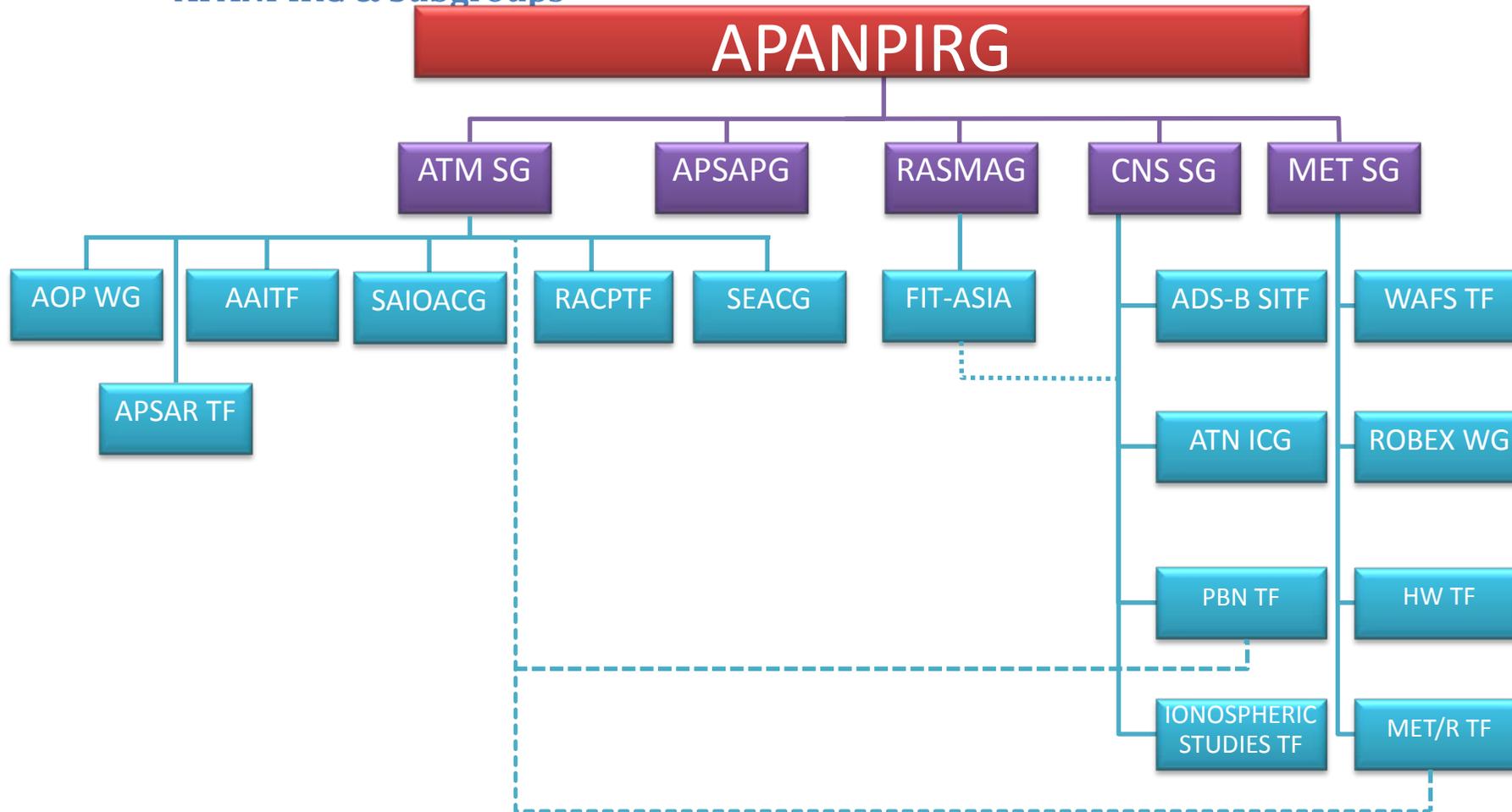
The MIDANPIRG commenced work after the AN-Conf./12 to reorganize itself. **Appendix D** to this Information Paper is a proposed structure of MINDANPIRG which was considered by the Fourteenth Meeting of MIDANPIRG in December 2013. It will be noted that largely, the two options considered by MIDANPIRG feature Sub-Groups each based on individual air navigation disciplines, except two of the Sub-Groups which are based on areas of air traffic management (ATM). The structure also features two Boards at the level of the Group. A group called Air Navigation Systems Implementation Group (ANSIG) with a pivotal was proposed in the reorganization. Its terms of reference are reflected in Appendix D to this Information Paper.

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

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

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## APANPIRG & Subgroups

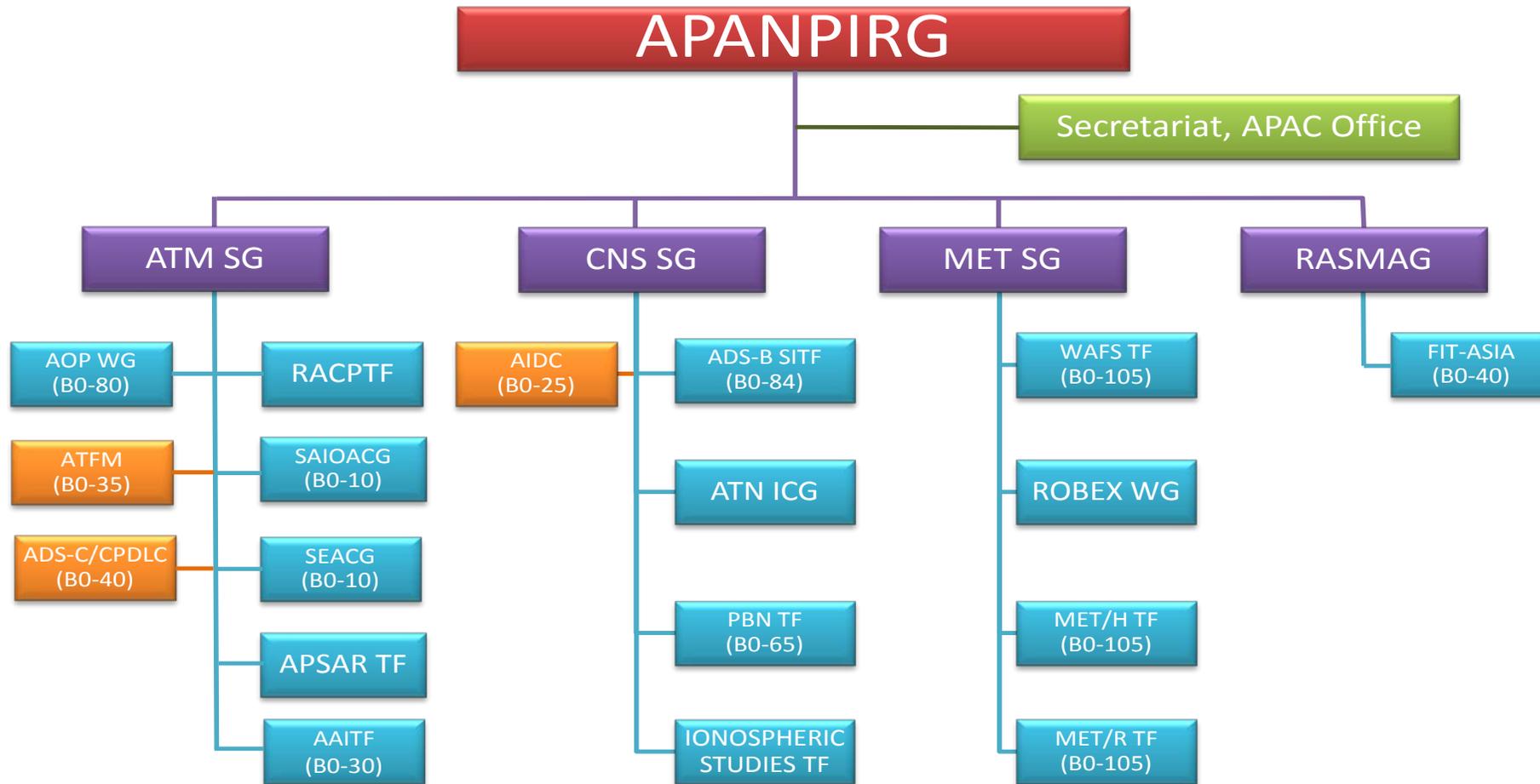


### Legend

APSAPG - Asia/Pacific Seamless ATM Planning Group  
 RASMAG- Regional Air Space Monitoring Advisory Group  
 AOP WG - Aerodrome Operation Working Group  
 AAITF - AIS – ATM Implementation Task Force  
 SAIOACG - South Asia Indian Ocean ATM Coordination Group  
 RACPTF - Regional ATM Contingency Plan Task Force  
 SEACG - South East Asia ATS Coordination Group

FIT-ASIA - FANS Implementation Team, Asia  
 ADS-B SITF - ADS – B Study and Implementation Task Force  
 ATN ICG - ATN Implementation and Coordination Group  
 PBN TF - Performance Based Navigation Task Force  
 WAFS TF - World Area Forecast System Task Force  
 ROBEX WG - ROBEX Working Group  
 HW TF - Hazardous Weather Task Force  
 MET/R TF - Meteorological Requirements Task Force

## Proposed APANPIRG Structure (2013 - 2015)



### Legend

- ASBU modules are shown as B0-xx
- ASBU modules in orange box (B0-25, B0-35, B0-40) are currently not addressed

### Abbreviation

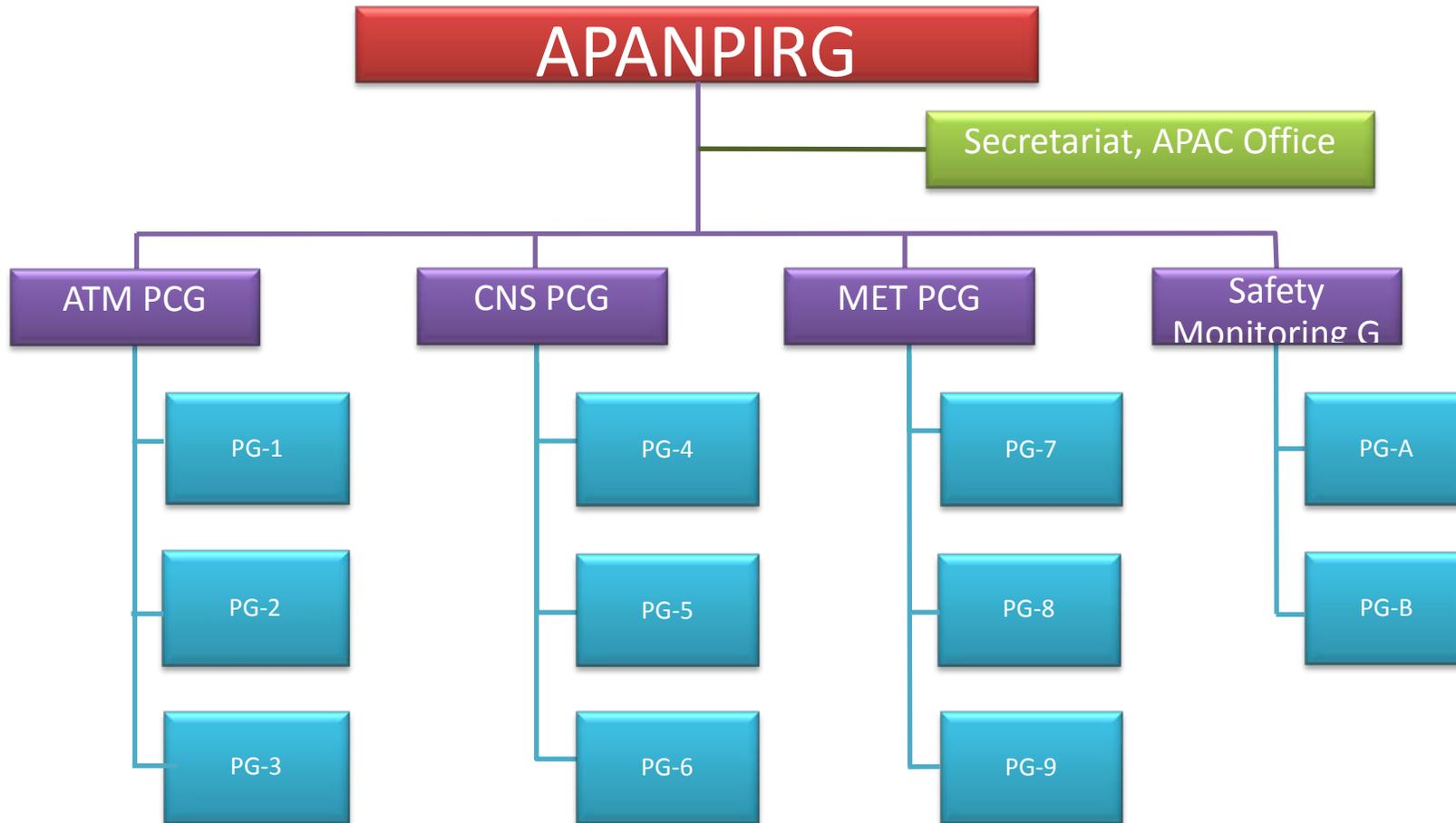
APSAPG	- Asia/Pacific Seamless ATM Planning Group	FIT-ASIA	- FANS Implementation Team, Asia
RASMAG	- Regional Air Space Monitoring Advisory Group	ADS-B SITF	- ADS – B Study and Implementation Task Force
AOP WG	- Aerodrome Operation Working Group	ATN ICG	- ATN Implementation and Coordination Group
AAITF	- AIS – ATM Implementation Task Force	PBN TF	- Performance Based Navigation Task Force
SAIOACG	- South Asia Indian Ocean ATM Coordination Group	WAFS TF	- World Area Forecast System Task Force
RACPTF	- Regional ATM Contingency Plan Task Force	ROBEX WG	- ROBEX Working Group
SEACG	- South East Asia ATS Coordination Group	MET/H TF	- Meteorological Hazards Task Force
		MET/R TF	- Meteorological Requirements Task Force

Draft 27/02/2013

## WAY FORWARD (2016 - )

- APANPIRG would become a high-level decision body- meets every year to monitor progress on implementation of projects.
- Sub Groups would be changed to Project Coordination Groups (PCG) to effectively manage projects focussing on implementation rather than planning.
- Authorization for conclusions/decisions for technical matters on specific subject (regional guidance manuals) would be delegated to PCGs.
- TFs would be changed to project groups to deal with ASBU implementation and to working group to deal regional programmes.
- TORs for SGs and TFs would be reviewed and changed as needed.

## Example of proposed APANPIRG Structure (after 2016)



### Legend

- PG (Project Group) will be established with tasks assigned by PCG(Project Coordination group), taking into account ASBU implementation and APANPIRG priority.
- PG will be composed of experts on the subject allocated to the PG. If needed multidisciplinary experts will participate depending on the project requirements.
- Safety Group will not be a project group. The group will monitor airspace safety and recommend safety enhancement.

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## **EANPG PROGRAMME COORDINATING GROUP (COG)**

### **TERMS OF REFERENCE**

#### **Establishment**

The COG was established by EANPG/37 according to the following Decision 37/26  
**“Creation of an EANPG Programme Coordinating Group (COG)”**

That:

- a) an EANPG Programme Coordinating Group (EANPG-COG) be established to facilitate the on-going work undertaken within the EANPG framework, and to assist the Chairman and the Secretariat and to expedite follow-up work of the EANPG and its working groups between plenary meetings, taking into account the work undertaken by other bodies active in the air navigation field in the EUR Region as well as in adjacent Regions and to ensure that duplication of work does not occur;
- b) the EANPG-COG be composed of the Chairman and Vice-Chairmen of the EANPG, Representatives from Czech Republic, France, Germany, Italy\*, Portugal, Russian Federation, Spain, United Kingdom, United States, as well as from relevant State groupings (e.g. Nordic States, Benelux States, Baltic States), a representative of the grouping of States composed of Azerbaijan, Georgia, Kazakhstan, Republic of Moldova and Ukraine\*\*, and International Organizations (IAC\*\*, CEC, EUROCONTROL, IACA, IATA);
- c) the EANPG-COG invite additional State representatives in those cases when it may discuss matters of particular concern to them;
- d) preview draft Conclusions and Decisions emerging from the work of EANPG working groups and other input for the attention of the EANPG;
- e) prepare and refine EANPG material to assist and guide the ICAO Secretariat in its work in support of the EANPG; and
- f) carry out specific tasks given to it by the EANPG to advance its work at the required speed.

\* EANPG Decision 43/42 – Expansion of the membership of COG to include Italy

\*\* EANPG Decision 44/13 – additional participation of Grouping of States and IAC

#### **MANDATE:**

*(EANPG Decision 43/2 - Mandate of the EANPG Programme Coordinating Group (COG) refers)*

That the EANPG Programme Coordinating Group:

- a) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by the EANPG;
- b) direct the work programmes and tasks of contributory bodies in the best manner commensurate with the overall EANPG work programme;

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\* EANPG/43 decided to expand the membership of COG and include Italy (EANPG Decision 43/42)

\*\* EANPG Decision 44/13 – additional participation of Grouping of States and IAC

- c) ensure that contributory bodies have clearly defined tasks, deliverables and target dates in line with the goals of the EANPG; and
- d) review the reports made to COG by the contributory bodies to provide guidance to these bodies as may be necessary and to determine which subjects have matured for submission to the EANPG for conclusion and/or decision.

### **Objectives**

As (a), (d), (e) and (f) of the above EANPG Decision 37/26

### **Major Tasks**

To assist the chairman of the EANPG and the Secretariat in particular:

- a) to prepare the agenda for EANPG meetings, including the background notes;
- b) to prepare the list of working/information papers that could be expected to be sufficiently mature for submission to the EANPG;
- c) to provide guidance in the preparation of the documentation for EANPG meetings;
- d) to coordinate and harmonize the work of the contributory bodies of the EANPG;
- e) to review outstanding shortcomings and deficiencies in accordance with the Council approved Uniform Methodology; and
- f) in doing so, best advantage will be taken of modern communications methods, particularly electronic mail, facsimile, etc. to keep the Members and the Secretary in permanent touch with each other.

### **Composition**

As (b) of the above EANPG Decisions 37/26, 43/42 and 44/13.

That the EANPG Programme Coordinating Group (EANPG-COG):

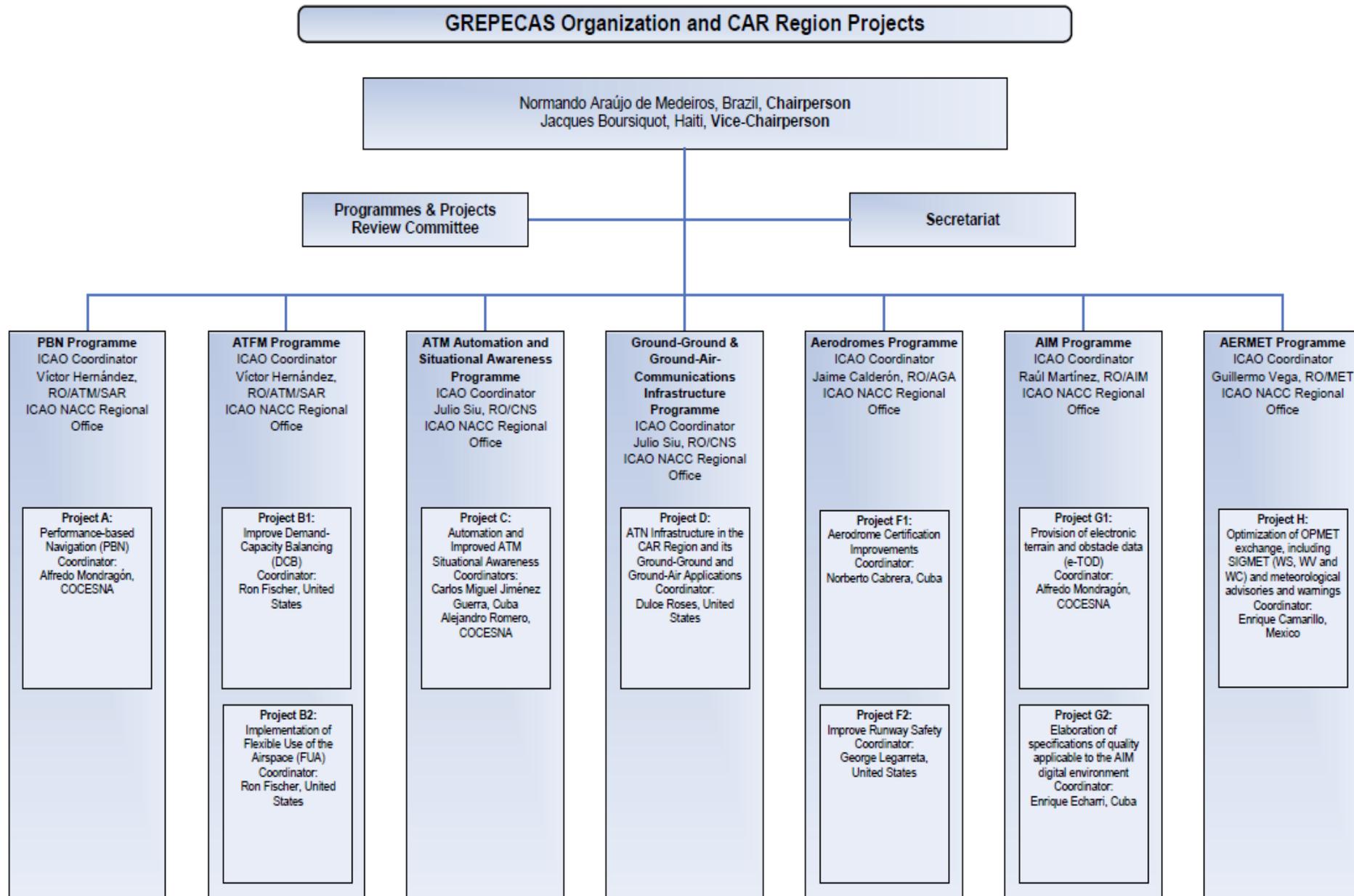
- a) facilitate the on-going work undertaken within the EANPG framework, assist the Chairman and the Secretariat to expedite follow-up work of the EANPG and its contributory bodies between plenary meetings, taking into account the work undertaken by other bodies active in the air navigation field in the EUR Region as well as in adjacent Regions, and ensure that duplication of work does not occur;
- b) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by the EANPG;
- c) carry out specific tasks given to it by the EANPG to advance its work at the required speed;
- d) review outstanding deficiencies in accordance with the Council approved Uniform Methodology (Appendix A refers);
- e) ensure that the work programme of the EANPG and the tasks assigned to its contributory bodies cover all air navigation planning and implementation aspects of the entire EUR Region;
- f) direct the work of contributory bodies in the best manner commensurate with the overall EANPG work programme, with clearly defined tasks, deliverables and target dates;
- g) prepare the Agenda for EANPG meetings, including the background notes;
- h) preview draft Conclusions and Decisions emerging from the work of EANPG contributory bodies and other input for the attention of the EANPG;
- i) prepare and refine EANPG working/information papers to assist and guide the ICAO Secretariat in its work in support of the EANPG, and

- j) in doing so, best advantage will be taken of modern communications methods, particularly electronic mail, facsimile, etc. to keep the Members and the Secretary in permanent touch with each other.

**Composition:**

That the EANPG Programme Coordinating Group (EANPG-COG):

- a) be composed of the Chairman and Vice-Chairmen of the EANPG, Representatives from Czech Republic, France, Germany, Italy, Portugal, Russian Federation, Spain, United Kingdom, United States, as well as from relevant State groupings (e.g. Nordic States, Benelux States, Baltic States, etc.), a representative of the grouping of States composed of Azerbaijan, Georgia, Kazakhstan, Republic of Moldova and Ukraine and International Organizations (CEC, IAC/CIS, IACA, IATA, EUROCONTROL); and
  - b) invite additional State representatives in those cases when it may discuss matters of particular concern to them.
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PPRC/2 Appendix A to Report on Agenda Item 4 4A-1

## **APPENDIX A**

### **PROPOSED REVISED GREPECAS PROGRAMMES AND PROJECTS REVIEW COMMITTEE**

#### **TERMS OF REFERENCE AND WORK PROGRAMME**

##### **1. Introduction**

PPRC activities are performed by high-level member State representatives on behalf of all GREPECAS member States. The representatives selected to the PPRC shall focus their activities on the review of GREPECAS programmes and projects with regard to objectives, implementation progress, challenges encountered results achieved and not duplicate the work performed by the technical experts. The PPRC will make recommendations for approval by GREPECAS on programme and project results, as well as the establishment, modification and termination of programmes and projects.

##### **2. Membership**

The PPRC comprises the GREPECAS Chairperson, Vice-Chairperson, Secretary and Co-Secretary, eight States of the CAR Region and eight States of the SAM Region identified by the Directors of Civil Aviation of the States. Other GREPECAS member States may participate in meetings if the agenda includes a topic of interest. The international organizations listed in the GREPECAS Procedural Handbook and affected States of other Regions may participate in meetings as Observers when relevant to the agenda.

##### **3. The Terms of Reference of the Committee are:**

- a) coordinate and harmonize GREPECAS administrative matters and participate in its internal management and scheduling of events;
- b) review and approve the planning, progress and execution of programmes and projects to ensure their alignment with the GREPECAS terms of reference, ICAO strategic objectives, business plan and global air navigation plan; and
- c) follow-up on high-risk safety deficiencies and take action to promote their resolution.

##### **4. In order to comply with its Terms of Reference the Committee shall:**

- a) review and propose amendments to the GREPECAS Procedural Handbook;
- b) review the GREPECAS work methodology and propose specific actions to improve its performance;

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The PPRC Member States for the CAR Region are, Cuba, Dominican Republic, Haiti, Honduras (in representation of Central America in the rotation scheme and as selected by the COCESNA Executive Committee), Jamaica, Mexico, Trinidad and Tobago and United States selected by Conclusion 4/1 of the Fourth Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/4) held in San Pedro Sula, Honduras, from 20 to 24 June 2011. The PPRC Member States of the SAM Region are Argentina, Bolivia, Brazil, Chile, Colombia, Panama, Paraguay and Venezuela as ratified at the Twelfth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/12), held in Lima, Peru, from 3 to 6 October 2011 (ref. paragraph 2.3.5 of the Final Report).

- c) follow-up on the programmes and projects on a continuous basis and, if necessary, intervene in project development to ensure that results are achieved according to approved timeframes;
- d) ensure that the programmes and projects are aligned with the Global Air Navigation Plan (GANP) Aviation System Block Upgrade (ASBU) modules;
- e) prepare reports on PPRC activities, progress and results of programmes and projects for each GREPECAS meeting and annual GREPECAS reports in between GREPECAS meetings;
- f) measure the progress of implementation targets for air navigation improvements adopted by GREPECAS;
- g) prepare the draft agenda for GREPECAS meetings; and
- h) in cases of high-risk safety deficiencies, request the respective ICAO Regional Office to request the Air Navigation Bureau to inform the Air Navigation Commission.