



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

PROPOSALS FOR THE RE-ORGANIZATION OF APIRG

(Presented by South Africa)

SUMMARY	
<p>South Africa through this working paper indicates its understanding of the proposed Options. The two options as suggested by ICAO provide the opportunity to comment and improve on them.</p> <p>The working paper outlines the reasons why South Africa supports Option 2 as contained in Working Paper 2 by the Secretariat of the Extraordinary Meeting of APIRG.</p> <p>Action: The action to be taken by the meeting is at paragraph 4.</p>	
<p>References:</p> <p>APIRG/EO Meeting, Lusaka, Zambia 10 – 11 July 2014. ICAO Special Regional Air Navigation Conference Report, Durban 2008. APIRG 19. ICAO GANP, Doc 9750, Fourth Edition.</p>	
<p>Related ICAO Strategic Objective(s):</p>	<p><i>Enhance Global Civil Aviation Safety; Air Navigation Capacity & Efficiency; and Environmental Protection</i></p>

1. INTRODUCTION

1.1 The APIRG 19 meeting, held in Dakar, Senegal in October 2013, agreed and decided to reorganize the APIRG and its working methods. The decision was informed by various factors which have been outlined comprehensively in WP/2 of the APIRG/EO.

1.2 South Africa acknowledges the work and efforts that went into the research and development of the aforementioned working paper.

2. DISCUSSION

2.1 In WP/02, ICAO indicated that as part of the development of the proposal, the Secretariat undertook a review of PIRG restructuring initiatives in other ICAO Regions. This is viewed as an important part before one could make such an important decision. It is however very important if ICAO could share with the meeting the results of such an exercise.

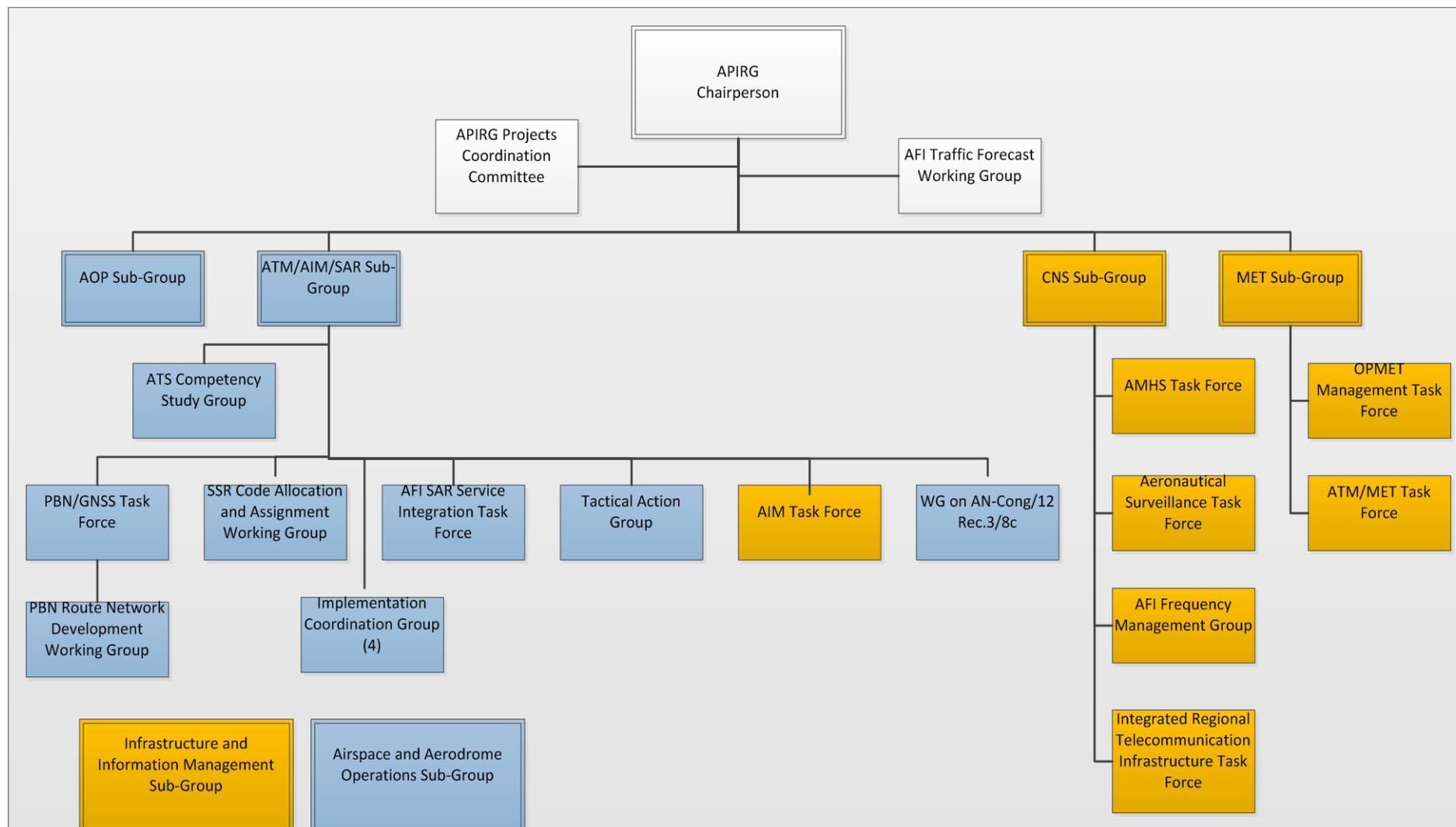
2.2 WP/02 presented by the ICAO Secretariat presents two different options. The structural proposal hereunder is a concept that is supported by South Africa as it is intended to address issues of resources associated with activities within the framework of APIRG. The ASBU modules which provide timelines for the technology that supports CNS, Information Management and other requirements of the Air Navigation System necessitates the APIRG structural change.

2.3 South Africa agrees that the number of subsidiary bodies and its associated resource requirements adds to the already high resource burden placed on the respective States.

2.4 The APIRG Projects Coordination Committee (APCC) as proposed is acceptable and its mandate and key functions are very clear and relevant. It is particularly exiting to note that the APCC will be tasked to ensure continuity between the APIRG meetings and to take the necessary action to avoid implementation delays in between meetings of APIRG. However South Africa would like to see the APCC also assisting States with the development and implementation of Air Navigation Strategies.

2.5 The AFI Traffic Forecasting Working Group remains an important and relevant forum of ICAO and its retention is supported.

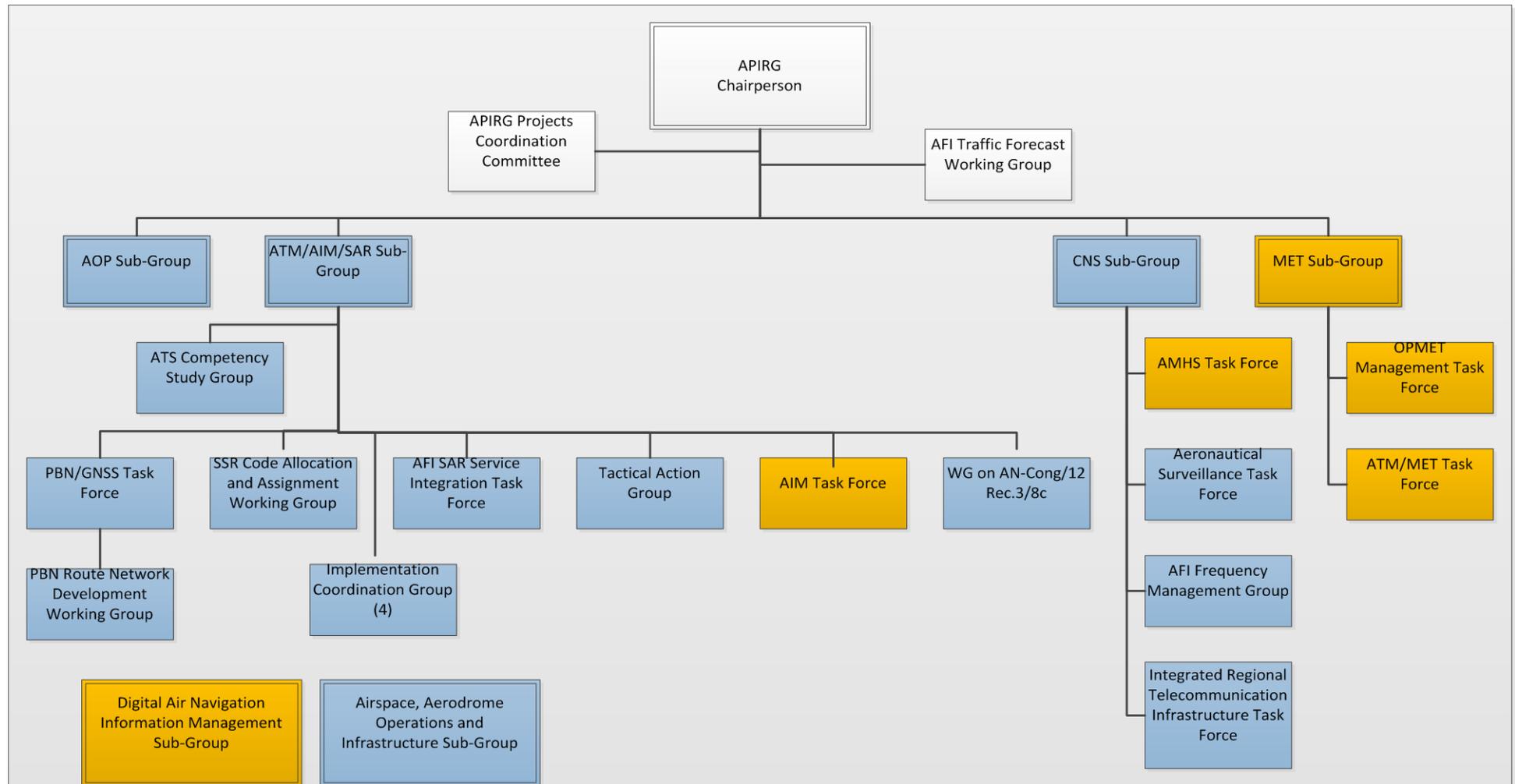
2.6 **Option 1** calls for the establishment of the Infrastructure & Information Management Sub-Group (IIM/SG) and the Airspace & Aerodrome Operations Sub-Group (AAO/SG). It is not clear from the descriptions (in the provided Terms of References) how the old structure/work programs/expectations would be dissolved into the proposed structure. The interpreted distribution is indicated as follows:



2.7 From this interpretation, South Africa is concerned about:

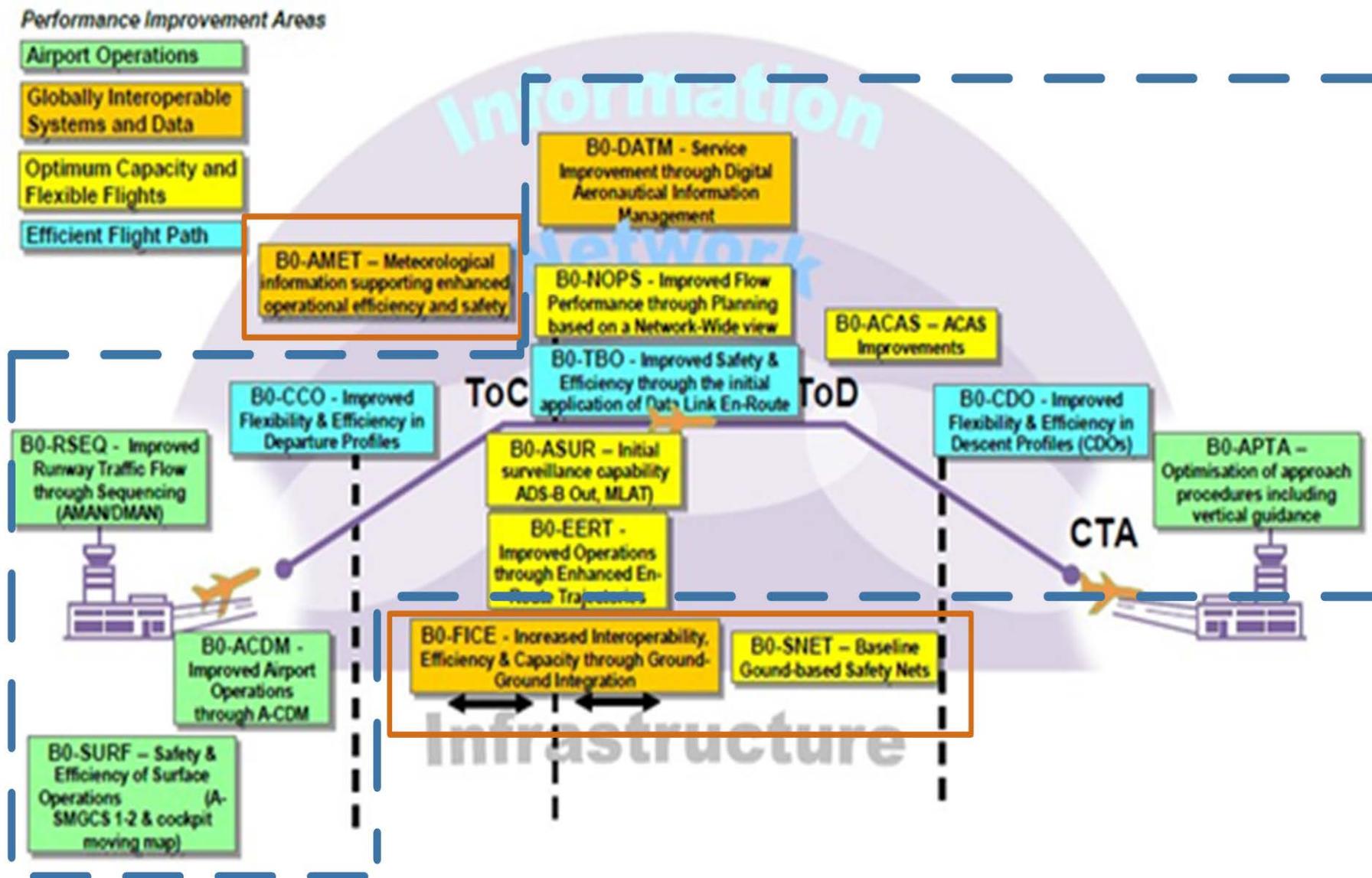
- The apparent lack of infrastructure coordination, interoperability and harmonization on the gate-to-gate phases of ATS provision; and
- The major emphasis will be on ground-ground data exchange.

2.8 **Option 2** calls for the establishment of the Digital Air Navigation Information Management Sub-Group (DANIM/SG) and the Airspace, Aerodrome Operations & Infrastructure Sub-Group (AAOI/SG). It is not clear from the descriptions (in the provided Terms of References) how the old structure/work programs/expectations would be dissolved into the proposed structure. The interpreted distribution is indicated as follows:



2.9 From this interpretation, South Africa is confident about:

- The apparent high degree of infrastructure coordination, interoperability and harmonization on the gate-to-gate phases of ATS provision as illustrated below:



- The appropriate emphasis will be on ground-ground data exchange (Airport Operations/Global Interoperable System and Data));
- The imbalance between workload can be acknowledged and addressed through the composition of the individual Sub-Groups and associated project teams.

2.10 Both Options is not specific how projects will be established under the new structure (will they start all over from scratch or will a number of new projects just be a continuation of work done by present task forces).

3. CONCLUSIONS

3.1 South Africa believes that Option 2 will assist:

- a) States to achieve the synergies required in implementing the relevant ASBU modules;
- b) The Region to harmonize the work volumes between the groups; and
- c) Provide a high level of emphasis on resolving ATM/CNS deficiencies and ASBU introduction in the region (DANIM/SG) without neglecting the disseminating of information (DANIM/SG).

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) Note the information contained in this paper.
- b) Support Option 2 of WP/02 presented by the Secretariat.
- c) Review the Key functions of the APCC to include assistance to States to implement relevant Air Navigation Systems.

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