



International Civil Aviation Organization

Regional Aviation Safety Group - Middle East

Fourth Meeting (RASG-MID/4)

(Jeddah, Saudi Arabia, 30 March - 1 April 2015)

Agenda Item 5: Update from and Coordination with MIDANPIRG

**MIDANPIRG ACTIVITIES RELATED TO SAFETY AND
COORDINATION BETWEEN MIDANPIRG AND RASG-MID**

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the activities of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG), especially those related to safety; and highlights the activities coordinated between RASG-MID and MIDANPIRG for an improved efficiency of both Groups and to avoid duplication of efforts.

Action by the meeting is at paragraph 3.

REFERENCES

- MIDANPIRG/14 Report
- MSG/4 Report
- RASG-MID/3 Report

1. INTRODUCTION

1.1 The Fourteenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/14) was hosted by the General Authority for Civil Aviation (GACA) of Saudi Arabia at the Intercontinental Hotel – Jeddah, from 15 to 19 December 2013. The MIDANPIRG/15 meeting will be held in Bahrain, 8-11 June 2015.

1.2 The Fourth meeting of the MIDANPIRG Steering Group (MSG/4) was held at the Meeting Room of the ICAO Middle East Regional Office in Cairo, Egypt, from 24 to 26 November 2014.

2. DISCUSSION

MIDANPIRG Activities

2.1 Taking into consideration the global developments related to air navigation planning and implementation and performance monitoring of the air navigation systems, MIDANPIRG/14 agreed to a new MIDANPIRG Organizational Structure and endorsed updated version of the Terms of Reference (TOR) of the MSG, ANSIG, AIM SG, ATM SG, CNS SG, MET SG and PBN SG. In this respect, it's to be highlighted that all aerodrome safety issues, which represented the main activity of the previous MIDANPIRG AOP Sub-group were transferred to the RASG-MID.

2.2 The MSG/4 meeting addressed mainly air navigation planning issues and approved on behalf of MIDANPIRG some urgent Conclusions such as the endorsement of the MID Region Air Navigation Strategy. The First meeting of the Air Navigation Systems Implementation Group (ANSIG/1) held in Cairo, 10-12 February 2015 addressed the implementation issues. It reviewed the outcome of the different MIDANPIRG Sub-Groups including the status of implementation of the 12 priority 1 ASBU Modules vs. the agreed air navigation targets.

2.3 MSG/4 on behalf of MIDNAPIRG endorsed the following:

- updated edition of the MID Region ATM Contingency Plan;
- MID Region PBN Implementation Plan;
- Draft MID Region High Level Airspace Concept;
- MID Region Strategy for the implementation of AIDC/OLDI;
- updated edition of the MID Region process for Mode S IC codes allocation;
- draft Methodology for reporting and assessing the progress related to the transition from AIS to AIM;
- MID Region AIM implementation Roadmap; and
- Implementation Plan for the establishment of MID Regional OPMET Centre (ROC).

2.4 The establishment of the MID Region ATM Enhancement Programme (MAEP), which will be the regional platform that provides the basis for a collaborative approach among all ATM stakeholders, towards planning and implementing air navigation projects in support of the MID Air Navigation Strategy is an ongoing project.

2.5 A comprehensive review and update of the list of air navigation deficiencies with a focus on the associated corrective action plans, assignment of priority and interference with the USOAP-CMA findings, was undertaken by all MIDANPIRG subsidiary bodies.

2.6 The ANSIG/1 meeting reviewed the Draft MID RVSM Safety Monitoring report (SMR 2014) and noted that the safety objectives as set out by MIDANPIRG continue to be met. It is to be highlighted that the Final SMR 2014 will be presented to MIDNAPIRG/15 for endorsement.

2.7 The ANSIG/1 meeting reiterated the importance of upgrading the Flight Data Processing Systems (FDPS) to take full benefit from the information included in the INFPL and urged the concerned States (that are still using converters) to take necessary actions.

2.8 The ANSIG/1 meeting was apprised of the outcome of the Multidisciplinary Meeting on Global Flight Tracking (MMGFT) (Montreal, Canada, 12-13 May 2014) and the Second High Level Safety Conference 2015 (HLSC 2015) (Montreal, Canada, 2-5 February 2015) related to Flight Tracking and Search and Rescue (SAR). The meeting encouraged States to take into consideration the recommendations of the MMGFT meeting and the HLSC 2015.

Coordination between MIDANPIRG and RASG-MID

2.9 The meeting may wish to recall that while RASGs have been established to initially deal with safety issues directly related to flight operations, planning should be initiated as soon as circumstances permit to adopt systems approach so that RASGs address safety issues from an integrated perspective that includes flight operations, aerodrome and ATM safety.

2.10 The meeting may wish to note that RASG-MID and MIDANPIRG have been coordinating some related safety issues such as mitigation measures for CFIT (unstabilized approaches) and Call Sign Confusion and similarity. Other subjects of interest to both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, Language Proficiency for Air Traffic Controllers, RVSM safety monitoring, etc.

2.11 With respect to CFIT, coordination is taking place with IATA to identify the airports/runways in the MID Region with the highest risk of Runway Excursion and CFIT due to the high number of un-stabilized approach in order to implement the DIP related to the implementation of PBN approach procedures to all runways not currently served by precision approach procedures. Additional DIP is also being developed on specific training for pilots and air traffic controllers and promotion of pilot adherence to Standard Operating Procedures to reduce the number of un-stabilized approaches.

2.12 In connection with the above, the meeting may wish to note that the Flyer on Unstabilized Approach “*Avoiding Unstable Approaches*” at **Appendix A** was jointly developed by ICAO and the major International Organizations, in order to provide tips to Air Traffic Controllers and Pilots to avoid unstable approaches.

2.13 The meeting may wish to note that the MSG/4 meeting recognized the urgency of implementing mitigation measures for the Call Sign similarity and confusion and agreed to the establishment of a Call Sign Confusion ad-hoc Working Group (CSC WG) in order to:

- a) analyze the results of the survey on the acceptance/processing of flight plans containing “alphanumeric” call signs ending with letter(s); and
- b) develop solutions to mitigate the risk associated with Call Sign Confusion and similarity.

2.14 Based on the above, the RSC/3 meeting agreed that the follow-up on Call Sign Confusion and similarity be based on the outcome of the Call Sign Confusion Ad-hoc Working Group (CSC WG). The outcome of the First Meeting of the CSC WG/1 meeting is presented in a separate working paper.

Second PIRG-RASG Coordination Meeting

2.15 The meeting may wish to note that the Second PIRG-RASG Meeting was held in ICAO Headquarters, Montreal on 5 February 2015. The report of the meeting is at **Appendix B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper and explore ways and means to enhance effective coordination between MIDANPIRG and RASG-MID.

AVOIDING UNSTABLE APPROACHES

Important Tips for **ATCOs**

There are many contributing factors that may lead to a landing incident/accident, but one that ATC can have a major influence on is the development of an unstable approach. In general terms, if an arriving aircraft is too high or too fast, the approach will most likely become unstable.

- **Allow the arrival/approach procedure to be flown as published.** If at all possible, minimise or avoid the use of vectoring.
- **Avoid routine vectoring** of aircraft off an arrival course to shorten the flight path. Unexpected shortcuts may lead to insufficient time and distance remaining to maintain the desired descent profile, and cause the aircraft to be high on the approach. Avoid close-in turns to final.
- **When aircraft are being vectored, issue track miles to the airport** or approach fix in a timely manner, as appropriate.
- **Keep the pilot informed** regarding runway assignment, type of approach and descent/speed restrictions. That will allow for proper planning and execution of the approach. Stable approaches require predictability and planning. Avoid last minute changes and advise the pilot as early as possible when changes are anticipated.
- **Ensure the runway assignment is appropriate for the wind.** Wet or contaminated runways, combined with cross/tail winds are often associated with runway excursions.
- **Issue accurate and timely information** related to changing weather, wind and airport/runway conditions.
- **Apply appropriate speed control/ restrictions.** Assigning unrealistic speeds (too fast or slow) may lead to unstable approaches.
- **Give preference to precision approaches** over non-precision approaches. Precision approaches have vertical guidance which assists the pilot in maintaining the proper descent profile, resulting in stable approaches.
- **Avoid instructions that combine a descent clearance and a speed reduction.** Many aircraft can't descend and slow down simultaneously.
- **Comply with operational flight requirements** related to capturing the glide slope from below. Vectoring for an approach that places an aircraft on the final approach course above the glide slope is a leading cause of unstable approaches.
- **Avoid close-in, last second runway changes,** even to a parallel runway. To comply with the company's operational procedures and requirements, the flight crew must have time to properly brief the approach and missed approach procedure to the runway being utilised. Even though a pilot may accept a runway change, the result may be an unstable approach.

AVOIDING UNSTABLE APPROACHES

Important Tips for PILOTS

“Keep it standard, keep it simple, keep it safe”

Maintain a mental picture of the required descent profile.

- Request distance updates from ATC if required.

Advise ATC as soon as possible if descent is required or additional track miles are needed to execute a stable approach.

- The sooner ATC knows, the greater is the probability that the request can be accommodated.

Be aware of published local ATC procedures/airspace restrictions that impact the approach.

- Airspace constraints may result in route and altitude restrictions.

Make requests for operational requirements, not for convenience.

- The earlier you tell ATC the easier it is to accommodate any request.
- Understand that you are part of a tightly integrated system with lots of arriving/departing aircraft and many operational variables (traffic patterns, airspace and airport design restrictions, noise restrictions, possible emergency operations on a different frequency), so ATC may not always be able to accommodate requests.

If you can't comply with an instruction, let ATC know early.

- Don't accept clearances that could put you into a situation leading to an unstable approach. The worst thing to do is to accept an instruction and then not comply with it.
- It's OK to say "UNABLE". Better still, say "UNABLE" and suggest an alternative.
- Use extreme caution when accepting visual approaches at unfamiliar airports.

Be predictable,

As far as possible, minimise differences (ATC can't be aware of all the variables e.g. aircraft performance, airline SOPs, etc).

When departing,

- Tell ATC if you're likely to need further time on the runway, before accepting a clearance to enter the runway. ATC might be making their plans for the arriving aircraft around you starting your take-off roll without delay.

If you have an emergency situation,

- Let ATC know as soon as is practicable, either by selecting the appropriate Mode A or using the standard phraseology. Once ATC are aware of your situation, they will **LEAVE YOU ALONE** and can start making preparations to accommodate whatever **YOU** may request, when **YOU** are ready.

According to IATA, an unstable approach was identified as a contributing factor for 17% of accidents between 2008 and 2012.



SECOND PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) - REGIONAL AVIATION SAFETY GROUP (RASG) GLOBAL COORDINATION MEETING

ICAO Headquarters, Montréal, 5 February 2015

REPORT

1. INTRODUCTION

1.1 The Second PIRG-RASG Global Coordination Meeting was held in Montréal on 5 February 2015. The agenda is shown at Appendix A of this report.

2. OBJECTIVES

2.1 The intended outcomes were a collective understanding of the President's *No Country Left Behind* campaign; regional office direction to focus on implementation; shift to measurable projects implemented through the PIRGs and RASGs; expanded reporting via Regional Dashboards; and consideration of a Global Aviation Implementation Symposium later this year.

3. ATTENDANCE

3.1 The meeting was attended by the President of the Council, Directeur de Cabinet, Director Air Navigation Bureau, Deputy Director Air Navigation and Efficiency ANB, Deputy Director Aviation Safety ANB, Regional Directors, Chairpersons of PIRGs/RASGs and other participants. The list of participants is attached in Appendix B.

4. SUMMARY OF DISCUSSIONS

4.1 President's vision and requests of Regional PIRG and RASG Chairs/Leaders (President Dr. Olumuyiwa Benard Aliu)

4.1.1 The President of the Council opened the meeting with remarks, summarized as follows:

- The President of the Council urged the States and regions to ensure effective SARP implementation as a fundamental priority for ICAO.

- Planning and related work programme has been adjusted to ensure No Country Left Behind where ICAO assistance and State implementation capacities are concerned.
- Chairpersons of PIRGs and RASGs are accountable for regions' progress and achievements. Effective coordination is needed to avoid gaps or duplications.
- Focus on the implementation of established safety and air navigation targets.
- Launch of global communication campaign outlining priorities, targets and achievements related to SARP implementation to complement Regional Dashboards.
- Proposal to hold a Global Aviation Development Implementation Symposium in November 2015 to discuss and consolidate strategies of various stakeholders.

4.2 **Global developments affecting PIRGs and RASGs (D/ANB)** (Refer to the presentation in Appendix C)

- D/ANB referenced iKits to be available in 2016.
- D/ANB referred to Regional Dashboards next steps. Completion of initial metrics for second half of 2015 and handover of Regional Dashboards to regional offices by late 2015 or early 2016.
- D/ANB discussed "Measuring Global Air Navigation" and "Measuring Global Aviation Safety" and the "Proposed Core Key Performance Indicators (KPIs)".
- Discussions among participants were focused on the following:
 - Value to capture this data, a challenge to obtain it at regional level. More value if collected at sub regional level in regions with large variances. Availability of data allows to do cost/benefit analysis and avoids duplication.
 - For MID region, it is difficult to measure using these indicators. Need to find appropriate indicators for regions.
 - Some of these KPIs are not available in Asia/Pacific region. They are more customer focused. Much of the KPI information can be obtained by industry organizations i.e. CANSO, ACI, IATA.
 - Availability of facilities is important for AFI region. For Caribbean region, there is a need to fix basic elements, proposed KPIs are end products. Basic needs to be in place to measure properly. There is a need to have guidance material on how to measure.
- D/ANB indicated that regions with a higher air transport growth such as Asia and MID need to start measuring to solve latent safety risk.
- D/ANB asked the regions to choose 5 to 10 KPIs and share the information with others. EUR region information should be shared with other regions.

4.3 ANC reviews of PIRG and RASG reports, and Council report (President of ANC and Director of Cabinet)

- Identify challenges, shortcomings and best practices, and share them with other regions. Project management principle is seen by the Air Navigation Commission (ANC) as a good trend. Regional implementation projects help foster implementation.
- It is important for the ANC that the regional activities are related to global strategies in the GANP and GASP. SAR and Global tracking should be included in GANP, as well as Flight and Flow – Information for a Collaborative Environment (FF-ICE) and System Wide Information Management (SWIM). ICAO needs to find the right balance when updating GASP and GANP.
- ANC acknowledges that the main use of PIRG/RASG reports is for the regions but a proper balance and standardized format for the content of the reports is preferred.
- Propose a project monitoring template to serve as a quick reference for on-going projects.
- Report of regional activities to the Council has a new format which focuses on targets and results in line with ICAO's enhancement of performance management.

4.4 PIRG – RASG Coordination – APAC example of coordination mechanism (ICAO Regional Director, Bangkok APAC)

- The Chairman of APANPIRG and RASG-APAC explained the implemented coordination mechanism. It seems to have improved the coordination among these two groups and it was shared with the participants of the meeting (refer to the presentation in Appendix C).

4.5 Implementation progress, challenges and lessons learned so far (Chairs and Regional Directors)

- Regional offices should focus more on implementation and producing fewer and more concise reports of meetings. It will allow them to spend more time to assist States with the implementation.

5. NEXT STEPS

- RO/RASG/RSOO/COSCAP alignment for achieving regional priorities and targets.
- Each region to establish a mechanism for PIRG-RASG coordination and include it in procedural handbooks/manuals by December 2015.
- Focus on implementation of iKits and regional training.
- Regions need to work on measuring against implementation and performance indicators, and targets, especially in regions with a high traffic growth with latent safety risk affectation.
- It was agreed that EUR region key performance indicators information and experience will be shared with Asia/Pacific, Middle East and other regions as necessary to pool the collected information. This information will be collected between the PIRGs. Ten indicators for safety and air navigation will be chosen to start collecting the data. Norman Lo and Phil Roberts will start sharing the information through ANB Headquarters involving the corresponding

Regional Offices.

- It was agreed to hold a Global Aviation Development Implementation Symposium 24-26 November 2015. There is a need to mobilize the aviation community for the symposium. The concept of *No Country Left Behind* should be the theme.
 - Determine the States' role in the symposium to contribute to the programme. The regions to identify the topics and speakers. Plan the implementation with the help of all partners.
 - The next PIRG-RASG Global Coordination Meeting is suggested to be held during the 39th Session of the Assembly.
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APPENDIX A

AGENDA

1. President's vision and requests of Regional PIRG and RASG Chairs/Leaders (President of the Council)
 2. Global developments affecting PIRGs and RASGs (D/ANB)
 3. ANC reviews of PIRG and RASG reports, and Council report (President of the ANC and Directeur de Cabinet)
 4. PIRG – RASG Coordination – APAC example of coordination mechanism (APAC Regional Director)
 5. Implementation progress, challenges and lessons learned so far (Chairs and Regional Directors)
 6. Next steps
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APPENDIX B
LIST OF PARTICIPANTS


PIRGs-RASGs

Mr. N. Lo, Chair, APANPIRG
Mr. J. T. Kagoro, Chair, APIRG
Ms. P. Assoumou Koki, Second Vice-Chair Person APIRG
Mr. P. Roberts, Chair, EANPG
Mr. Á. Pálsson, Chair, NAT SPG
Mr. Z. Thwala, Acting Chair, RASG-AFI
Ms. T. Grobrotek, Vice-Chair, RASG-AFI
Mr. G. Reichle, Chair, RASG-EUR
Mr. O. Derby, Co-Chair, RASG-PA
Mr. H. M. C. Nimalsiri, Chair, RASG-APAC
Mr. I. M. Al Blooshi, Chair, RASG-MID
Mr. A. Baumann, Second Vice-Chairperson of RASG-MID
Mr. M. F. Al Dossari, RASG-MID

ICAO

Dr. O. Aliu, President of the Council
Mr. F. Zizi, President of the Air Navigation Commission

Mr. D. Azema, Directeur de Cabinet, Office of Secretary General
Ms. N. Graham, D/ANB
Mr. S. Creamer, D/ANB (Appointed)
Mr. R. Macfarlane, DD/AN
Mr. C. Radu, DD/SAF
Mr. M. Cintron, ICAORD, Mexico
Mr. L. Fonseca De Almeida, ICAORD Paris
Mr. F. Hoyer, ICAORD, Lima
Mr. M. S. Jallow, ICAORD, Dakar
Mr. M. R.M. Khonji, ICAORD, Cairo
Mr. A. Mishra, ICAORD, Bangkok
Mr. P. Zo'o Minto'o, A/ICAORD, Nairobi
Mr. M. Vreedenburgh (C/IMP)
Mr. N. Rallo, C/OAS
Mr. G. De Leon, TO/IMP-AN
Mr. D. Gardilicic, TO/OAS
Mr. N. Hinchliffe, TO/AMO
Mr. G. Iovino, TO/IMP-SAF
Mr. P. Issa Mbengue, RO/FS (Nairobi)
Mr. M. Tumusiime, RO/FS (Nairobi)
Mr. A. Zavala, Consultant/IMP-SAF
Mr. R. Na, Intern IMP-SAF




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APPENDIX C

2ND PIRG-RASG GLOBAL COORDINATION MEETING



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Agenda

- **President's vision and requests** of PIRG and RASG Chairs/Leaders
- **Global developments** affecting PIRGs and RASGs
- **ANC Reviews** of PIRG and RASG reports, and Council Report
- **PIRG-RASG Coordination** – APAC example of coordination mechanism
- **Implementation progress, challenges and lessons learned** so far
- **Next steps**



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Intended Outcomes

- Collective understanding of the '*No Country Left Behind*' campaign
- Regional office direction to **focus on Implementation**
- Shift to **measurable projects** implemented through PIRGs and RASGs
- **Expanded reporting** on implementation via the Regional Dashboards
- Introduction of key performance indicators
- Consideration of a **Global Aviation Implementation Symposium** later this year



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Follow-up of actions agreed last meeting

- Every region has established regional safety and air navigation priorities and targets
- Regional dashboards launched to report on implementation progress
- PIRG-RASG coordination exists in every region
- ANB global coordination, support and sharing of lessons learned and best practices between PIRGs and RASGs
- PIRG-RASG Global Coordination meeting every two years

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Next Steps

- RO/RASG/RSOO/COSCAP alignment for regional priorities and targets
- Each region to establish a mechanism for PIRG-RASG coordination and include in procedural handbooks/manuals
- Focus on implementation – iKITs and regional training
- Measure against indicators and targets and report
- Programme Management approach to activities

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Global Developments Affecting PIRGs and RASGs

2nd PIRG-RASG Global Coordination Meeting


D/ANB

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Global developments affecting PIRGs and RASGs

- **Planning**
 - GANP/GASP updates planned, new regional air navigation plans
- **Implementation**
 - Implementation Kits (iKITS), RASG/RSOO/COSCAP alignment, performance indicators, regional targets
- **Reporting**
 - Global Aviation Safety Reports/Global Air Navigation Reports, Regional Safety Reports, Regional Dashboards




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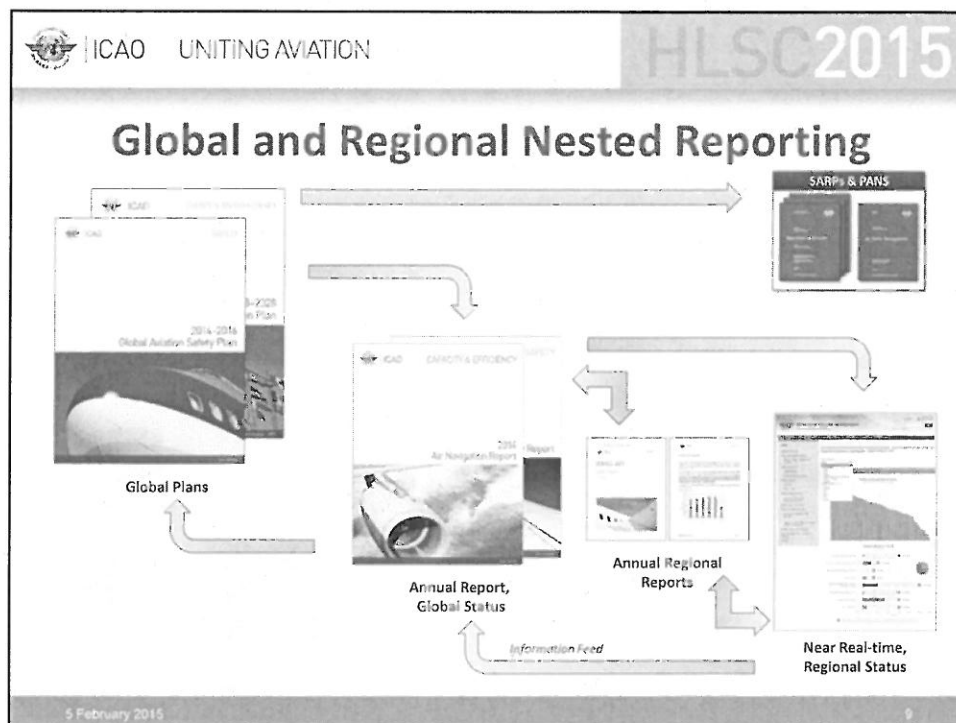
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Implementation Kits (iKITS) for 2016

- Initial steps to improve demand/capacity balancing
- Facilitate recognition through the harmonization of airworthiness regulatory approvals
- Improved Efficiency of Surface Operations
- Enhancing Safety at Aerodromes
- Improved Throughput at Aerodromes
- Early steps towards user-preferred routing
- Optimized aerodrome departure/arrival rates under all meteorological conditions
- Advanced ATM Procedures for TMA Efficiency (updated and expanded PBN I-Kit)
- In-Flight Accident Reduction Tool



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Dashboards Next Steps

- **Completion of initial metrics (~2nd half of 2015)**
 - Region-specific targets
 - FIR-based metrics (ATFM, ground-ground)
 - ASBU Environmental Benefits
- **Hand-over of the Dashboards to ROs (~late 2015 to early 2016)**
 - Creation of management interface for agreements and metrics
 - Testing and feedback (2 months)
 - ICT migration plan and training
 - Regional office training plan
 - Maintenance of the dashboards system
 - Metric selection and data collection
 - Continued ANB and ICT support

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Measuring Global Air Navigation

Proposed Core Key Performance Indicators

Capacity throughput KPIs

- Peak Arrival Capacity
- Peak Arrival Throughput

Customer-focused KPIs : On-Time Punctuality / Schedule Delay

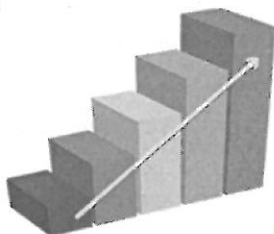
- Actual off-block time against scheduled departure time
- Actual on-block time against scheduled arrival time

Flight efficiency KPIs

- Taxi-Out Additional Time
- Taxi-In Additional Time

Delay KPIs (if ATFM exists)

- En-Route ATFM Delay
- Airport/Terminal ATFM Delay



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Measuring Global Aviation Safety

Proposed Core Key Performance Indicators (HLSC/15-IP/1 Appendix)

Effective Implementation of State Safety Oversight System

- USOAP EI scores overall
- Number and duration of USOAP CMA SSCs by technical area
- Number and percentage of certified international aerodromes

Progress in SSP/SMS Implementation

- Percentage of implemented gap analysis questions (per operator and State)

Frequency and Severity of Accidents and Incidents


- Occurrences by type per number of departures (rate)
- Number and distribution of occurrences by severity level and category

Fleet Modernization and Industry Certification

- Percentage of operated aircraft above 20 years
- Number of operators holding industry certifications (IOSA, etc.)

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**ANC Reviews of PIRG and RASG Reports,
and Council Report**
2nd PIRG-RASG Global Coordination Meeting

P/ANC

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**PIRG-RASG Coordination – APAC
example of coordination mechanism**
2nd PIRG-RASG Global Coordination Meeting

APAC

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**Implementation Progress, Challenges
and Lessons Learned So Far**
2nd PIRG-RASG Global Coordination Meeting

Chairs
and RDs

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Next Steps
2nd PIRG-RASG Global Coordination Meeting

D/ANB

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Next Steps

- RO/RASG/RSOO/COSCAP alignment for regional priorities and targets
- Each region to establish a mechanism for PIRG-RASG coordination and include in procedural handbooks/manuals
- Focus on implementation – iKITs and regional training
- Measure against implementation and performance indicators and targets and report
- Application of programme management approach to RO activities
- Complete new regional ANPs and revised AN deficiencies methodology
- Prepare for the Global Aviation Implementation Symposium
 - No Country Left Behind
 - Contribute to programme, identify topics/speakers

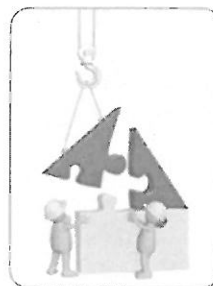
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Global Aviation Implementation Symposium

- **Date and Location:** Montréal, 24 to 26 November 2015
- **Theme:** No Country Left Behind
- **Unique symposium focused on implementation, allowing:**
 - States to highlight their priority needs
 - ICAO to showcase available assistance and success stories
- **Participants:**
 - States, industry, international and regional organizations, and financial institutions
- **Objectives:**
 - Support ICAO Resource Mobilization Strategy
 - Secure collaborative support from donors and partners on voluntary contributions and ICAO coordination role



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Other Key Global Events 2015

ICAO / UNOOSA AeroSPACE Symposium
18-20 March 2015, ICAO Headquarters, Montreal

ICAO-WHO CAPSCA Global Symposium
Celebrating progress for the integration and harmonization of Public Health Security in Civil Aviation
29-30 April 2015, ICAO Headquarters, Montreal

Remotely Piloted Aircraft Systems (RPAS) Symposium
23-25 March 2015, ICAO Headquarters, Montreal

Block Upgrade Demonstration Showcase and Symposium (BUDSS)
19-21 May 2015
ICAO Headquarters, Montreal

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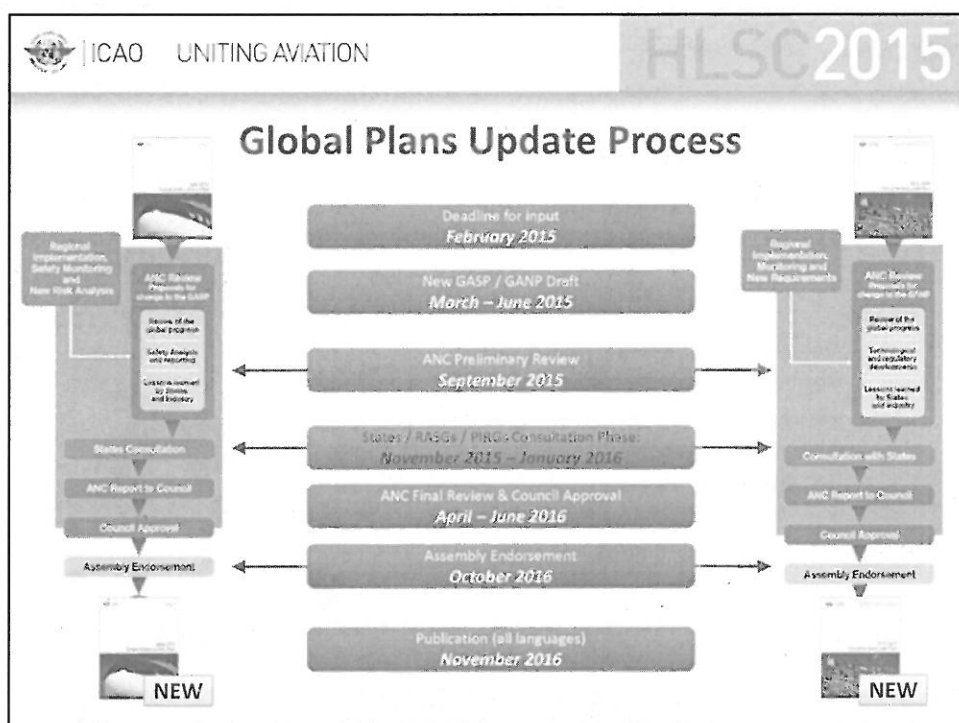
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Lima
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Headquarters
Montreal
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New Regional ANP implementation

eANP volume	eANP Activity/Task	Responsibility	Completion Date
Vol. I, II & III	Population of eANP with existing data completed	Regional offices	September 2014
Vol. I, II & III	Agreement on the content of the eANP	PIRGs/States	Mid 2015
Vol. I	Approval of the content of Volume I of eANP by the Council	Regional offices/ANB	End 2015
Vol. II	Approval of the content of Volume II by regional agreement	Regional offices	End 2015
Vol. III	Inclusion of Volume III on web-based platform	ANB/regional offices	End 2015
Consequential amendments	Consequential amendments to ICAO documentation related to ANPs to ensure harmonization	ANB	Mid 2015

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Regional Safety Strategy

Objectives and Work Programme




- Aligned and complementary

RASGs

- Data-driven approach by region
- Regional priorities aligned with the GASP
- Focus mitigation measures on RS, LOC-I, CFIT
- All aviation stakeholders
 - States, international organizations and industry

RSOs and COSCAPs – Increasing roles

- Support improvement of State's EI levels
- Regional offices coordinate support for COSCAPs and RSOs

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AIR NAV. REGION	REGIONAL OFFICE	SAFETY	AIR NAVIGATION
AFI	ESAF	Aviation Safety Targets for Africa (Abuja Ministerial – July 2012) ✓	ANS Performance Indicators for Africa (APIRG/19 – October 2013) ✓
	WACAF		
MID	MID	MID Region Safety Strategy (DGCA-MID/2 May 2013) ✓	MID Region Air Navigation Strategy (MSG/4 – November 2014) ✓
ASIA/PAC	APAC	RASG-APAC Priorities and Targets (RASG-APAC/4 – November 2014) ✓	APANPIRG Priorities and Targets (APANPIRG/25 – September 2014) ✓
NAM	NACC	Port-of-Spain Declaration (NACC/DCA/5 – April 2014) ✓	Port-of-Spain Declaration (NACC/DCA/5 – April 2014) ✓
CAR			
SAM	SAM	Bogota Declaration (RAAC/13 – December 2013) ✓	Bogota Declaration (RAAC/13 – December 2013) ✓
EUR	EUR/NAT	Priority Safety Targets for the EUR Region (RASG-EUR/03 – February 2014) ✓	EUR ASBU Implementation Plan (EANPG/55 – November 2013) ✓
NAT		NAT Safety KPIs (NAT-SPG/50 – June 2014) ✓	NAT Service Development Roadmap (NAT-SPG/49 – June 2013) ✓

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Regional Dashboards



- Measuring against the Global Plans through regional indicators
 - www.icao.int/safety/pages/regional-targets.aspx
 - Shows the progress against regionally agreed indicators, ASBU modules and targets
 - Shows the implementation status and performance by regional grouping – by UN Region, ICAO accreditation, PIRG, RASG, COSCAP, RSOO, etc.
 - Ability to drill down on each indicator to see specific details on metric and data used

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APAC PIRG-RASG Coordination Mechanism Principles

Introduction

- **The PIRG- RASG Global Coordination Meeting (Montréal, 19 March 2013)**
 - Confirmed the need for a coordination mechanism between RASGs and PIRGs in each region to ensure consistency of action and avoid overlap.
 - Encouraged the sharing of successful initiatives with each other.
- **APANPIRG/24 meeting (June 2013) adopted Decision 24/1**
 - That APANPIRG coordinate with APAC-RASG to ensure consistency of action and avoid overlap.
- **RASG-APAC/3 Meeting (June 2013) adopted Decision 3/19**
 - That the ICAO APAC Regional Office be requested to coordinate with the Chairs of RASG-APAC and APANPIRG to investigate the scope of activities and to develop the mechanism(s) required to capture and analyze en-route navigation safety data.

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APAC PIRG-RASG Coordination Mechanism Principles

Introduction (continued)

- **Coordination meeting between the Chairs of APANPIRG and RASG-APAC was held on 9 September 2014 during the APANPIRG/25 Meeting, attended by**
 - APANPIRG Chair
 - ATM, CNS & MET Sub Group Chairs
 - APRAST Co- Chairs and
 - Secretariat
- **The meeting agreed upon coordination mechanism principles, coordination topics and lead regional groups for each of the coordination topics.**

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Coordination Mechanism Principles

- PIRG and RASG shall coordinate and support each other to achieve the agreed targets for the established regional priorities and implementation plans endorsed by the respective group (e.g. review, endorsement and implementation support of subsequent versions of the Asia/Pacific Seamless ATM Plan by the RASG, not just the PIRG) ;
- Continuous coordination by Secretariat for both PIRG and RASG to avoid duplication and gaps and to ensure alignment and harmonization of priorities, plans and actions;
- Secretariat will present a paper reporting on regional group coordination activities at each regional group plenary meeting and their key subsidiary bodies as appropriate;

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Coordination Mechanism Principles

- Chairs of regional groups will attend a coordination meeting at the ICAO Regional Office once a year and hold periodic coordination web meetings between the face-to-face meetings;
- Chairs will agree which regional group shall lead on each coordination topic and ensure coordination, information sharing and cross-reporting to the other group Chair and, if there is any change in lead regional group responsible, plan and ensure a smooth transition. Each group leading a coordination topic should identify any implications on the activities of the other group and highlight them to the other group and the Secretariat;
- Safety management, safety oversight system and flight operations safety aspects will usually fall under the RASG;

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Coordination Mechanism Principles


- Air navigation facilities and services implementation aspects will usually fall under the PIRG;
- Areas of coordination between PIRG and RASG are primarily in AGA and ANS safety areas;
- OPS deficiencies listed under ATM air navigation deficiencies will be transferred to RASG for further monitoring and resolution;
- ICAO will update the procedural handbooks of the regional groups to incorporate the coordination mechanism.



Coordination Mechanism Principles

Note: Examples of possible future coordination actions between RASG and APANPIRG are not limited to the following:

- Involvement of RASG-APAC APRAST in APANPIRG RASMAG;
- Establishment of an analysis body (similar to the RMA/EMA models that report to RASMAG for vertical and horizontal safety analysis) that manages ATS safety incidents/concerns/occurrences for onward reporting to RASG-APAC APRAST for further action.



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Lead Regional Group Responsibilities


- **Aerodromes-related topics**

Coordination Item	PIRG	RASG
Aerodrome infrastructure and adjacent land use	X	
Runway Safety programmes		X
Runway safety teams		X
Bird/wildlife management		X
Ground operations, FOD, ramp procedures		X

- **ANS-related topics**

Coordination Item	PIRG	RASG
RVSM/LHDs (RASMAG)	X	
Other ATS Incidents	X	
ATS Phraseology	X	
Civil/Military Coordination	X	
SAR	X	

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Lead Regional Group Responsibilities

- **Other topics**

Coordination Item	PIRG	RASG
SMS		X
LPR		X
ACASII		X
Pressure Altitude Responding Transponder		X

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