



*International Civil Aviation Organization*

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

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

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**Agenda Item 4.1: Update from and Coordination with the RASG-MID**

**RASG-MID ACTIVITIES AND  
COORDINATION BETWEEN MIDANPIRG AND RASG-MID**

*(Presented by the Secretariat)*

<p><b>SUMMARY</b></p> <p>This paper provides an update on the activities of the Regional Aviation Safety Group – Middle East (RASG-MID) and addresses the subject of coordination between MIDANPIRG and RASG-MID.</p> <p>Action by the meeting is at paragraph 3.</p>
<p><b>REFERENCES</b></p> <ul style="list-style-type: none"><li>- DGCA-MID/3 Report</li><li>- RASG-MID/4 Report</li></ul>



**1. INTRODUCTION**

1.1 The Fourth Meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/4) was hosted by the General Authority of Civil Aviation (GACA), Jeddah, Saudi Arabia, at the Elaf Hotel, Red Sea Mall, in Jeddah, from 30 March to 1 April 2015.

**2. DISCUSSION**

***RASG-MID Activities***

2.1 The MID Annual Safety Report (MID-ASR) is composed of three main Sections (Reactive, Proactive and Predictive Safety Information). The safety information presented in the MID-ASR is based on the compilation and analysis of data provided by ICAO, States and Partners (IATA and Boeing).

2.2 The Third edition of the MID-ASR, which was endorsed by the RASG-MID/4 meeting (Jeddah, Saudi Arabia, 30 March - 1 April 2015), demonstrated that the top three Focus Areas (FAs) in the MID Region are Runway Safety (RS), LOC-I and CFIT (in line with the global priorities). These Focus Areas are already addressed within the RASG-MID work programme including the development and implementation of SEIs and corresponding DIPs.

2.3 According to the MID-ASR:

- the MID Region witnesses a stable and continuous growth in traffic volume (1.09 million departures in 2013 comparing to 0.877 million departure in 2009);
- the accident rate in the MID Region has been decreasing continuously since 2009 to 2012 from 14.8 accidents per million departures to 1.9, which is below the global rate 3.1;
- in 2013, the accident rate in the MID Region increased to 3.7 (approximately twice the rate in 2012), which is above the global rate 2.9; and
- the MID Region is the safest Region in terms of fatalities (no fatal accident in 2012 and 2013).

2.4 The following Emerging Risks have been identified: System/Component Failure or Malfunction (SCF); Near Midair Collision (NMAC) and laser attacks.

2.5 The RASG-MID/4 meeting noted with concern that reporting of incidents is very low in the MID Region, which underlines the need to enhance the reporting mechanisms/systems at the national level. It was highlighted that although regulatory requirements for mandatory reporting of accidents and serious incidents are common, voluntary reporting of incidents should be encouraged in order to reach a mature safety management environment. Accordingly, through Conclusion 4/2, the meeting invited States to take necessary measures to enhance their mandatory reporting system. In the same vein, the meeting recognized the necessity to conduct a study on the need and feasibility of establishing a MID Region Safety Database and assigned this task to the MID-SST. Nevertheless, it was underlined that the sharing of safety data through the available ICAO and IATA systems/databases such as iSTARS, STEADES, FDX, etc., should be promoted and encouraged.

2.6 It's to be highlighted that the RASG-MID/4 meeting recognized the need to review, analyse and categorize the accidents and incidents at regional level and agreed that an Accidents and Incidents Analysis Working Group (AIAWG) be established under the MID Annual Safety Report Team (MID-ASRT) to review, analyse and categorize on annual basis the accidents and incidents. The Group would also, to the extent possible, identify the main root causes and contributing factors of the reviewed accidents and incidents. The AIA WG should be composed of experts from the safety and ATM fields with grounded knowledge and experience in Accident and Incident Investigation.

2.7 The meeting endorsed a revised version of the MID Region Safety Strategy. The changes to the Strategy include:

- a) the use of average rates for Safety Targets related to the Safety Themes: Accidents, RS, LOC-I and CFIT with a moving 5 year target;
- b) the inclusion of new Safety Indicator "Number of established Runway Safety Team (RST) at MID International Aerodromes"; and
- c) the inclusion of new Safety Indicator "Regional Average Effective Implementation (EI)". This new Indicator is used at the global level for the monitoring of safety performance in all ICAO Regions.

2.8 The RASG-MID continuously works on the development and implementation of SEIs and DIPs to address the regional Focus Areas and other safety issues. Detailed information on the SEIs and DIPs is available in the RASG-MID Reports.

2.9 Among the main RASG-MID deliverables, the following have been achieved:

- two MID Region Safety Summits;
- the MID Region Safety Strategy (in line with the GASP);
- three MID Annual Safety Reports;
- RASG-MID Safety Advisory (RSA - 001) including Guidance for Harmonising the Use & Management of Stop Bars at Airports;
- RASG-MID Safety Advisory (RSA - 002) including Guidance for Regulatory Framework supporting establishment of Runway Safety Team;
- RASG-MID Safety Advisory (RSA - 003) including a Model Checklist for Runway Safety Teams (RSTs); and
- establishment of the MID Runway Safety Go-Team (one Go-Team visit was conducted to Khartoum, Sudan).

#### ***Coordination between MIDANPIRG and RASG-MID***

2.10 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.

2.11 The meeting may wish to note that RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for Controlled Flight Into Terrain 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.

2.12 With respect to CFIT, coordination is taking place with IATA to identify the top 10 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 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.

2.13 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. The RASG-MID/4 meeting agreed that the guidelines and recommendations included in the Flyer might be useful for the RASG-MID/CFIT/1 and could be part of a RASG-MID Safety Advisory on the subject.

2.14 The meeting may recall that after the identification of Call Sign Confusion as a safety risk by the RASG-MID/2 meeting (Abu Dhabi, UAE, 12 – 14 November 2012), the subject had been addressed in coordination between MIDANPIRG and RASG-MID. The Fourth meeting of the MIDANPIRG Steering Group (MSG/4) (Cairo, Egypt, 24-26 November 2014) recognized that many mitigation measures could be investigated to eliminate the risks associated with the Call Sign Confusion. Accordingly, the meeting, through Conclusion 4/22, agreed that a survey related to the acceptance/processing of flight plans containing “alphanumeric” Call Signs ending with letter(s) be conducted. The MSG/4 meeting agreed also, through MSG Decision 4/23, 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.

2.15 The RASG-MID/4 meeting was apprised of the outcome of the first meeting of the Call Sign Confusion ad-hoc Working Group (CSC WG/1) held in Abu Dhabi, 16-18 February 2015.

2.16 Details related to the outcome of the CSC WG/1 meeting and its review by the RASG-MID/4 meeting are presented in a separate WP.

2.17 The RASG-MID/4 and DGCA-MID/3 meetings were apprised of the outcome of the Second PIRG-RASG meeting held in ICAO Headquarters, Montreal on 5 February 2015. The report of the meeting is at **Appendix B**.

2.18 In order to further improve the current coordination mechanism between MIDANPIRG and RASG-MID and considering the outcome of the Second PIRG-RASG meeting and the RASG-MID/4 meeting, the DGCA-MID/3 meeting agreed that:

- the Chairperson(s) of MIDANPIRG should attend the RASG-MID meetings;
- the Chairperson(s) of RASG-MID should attend the MIDANPIRG meetings;
- the ICAO MID Regional Office to organize on a yearly basis a MIDANPIRG-RASG-MID Coordination meeting to be attended by the Chairpersons of both Groups and their subsidiary bodies, in order to follow-up on the activities being coordinated between the two Groups, agree on the level of involvement of the relevant subsidiary bodies, address any roadblocks and identify additional subjects, which need to be addressed by/coordinated between both Groups;
- a list of subject areas in which both Groups may have an interest, with a clear assignment of leadership, would be first presented to the MIDANPIRG/15 meeting (Bahrain, 8-11 June 2015) and endorsed at a later stage by the First MIDANPIRG-RASG-MID Coordination meeting; and
- the procedural handbooks of MIDANPIRG and RASG-MID be updated before the end of 2015 to include the agreed coordination mechanism.

2.19 Based on the above, the Table in **Appendix C** presents a list of subjects in which both MIDANPIRG and RASG-MID have interest with a proposed assignment of the leading Group.

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

3.1 The meeting is invited to:

- a) agree on the way forward to implement the outcome of the DGCA-MID/3 meeting in para. 2.18 above;
- b) review, update as deemed necessary, and endorse the Table in **Appendix C**; and
- c) agree on the date and venue of the First MIDANPIRG-RASG-MID Coordination meeting.

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# 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

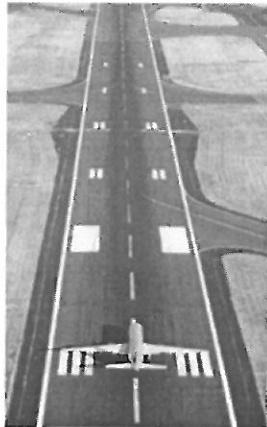


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### Agenda

- 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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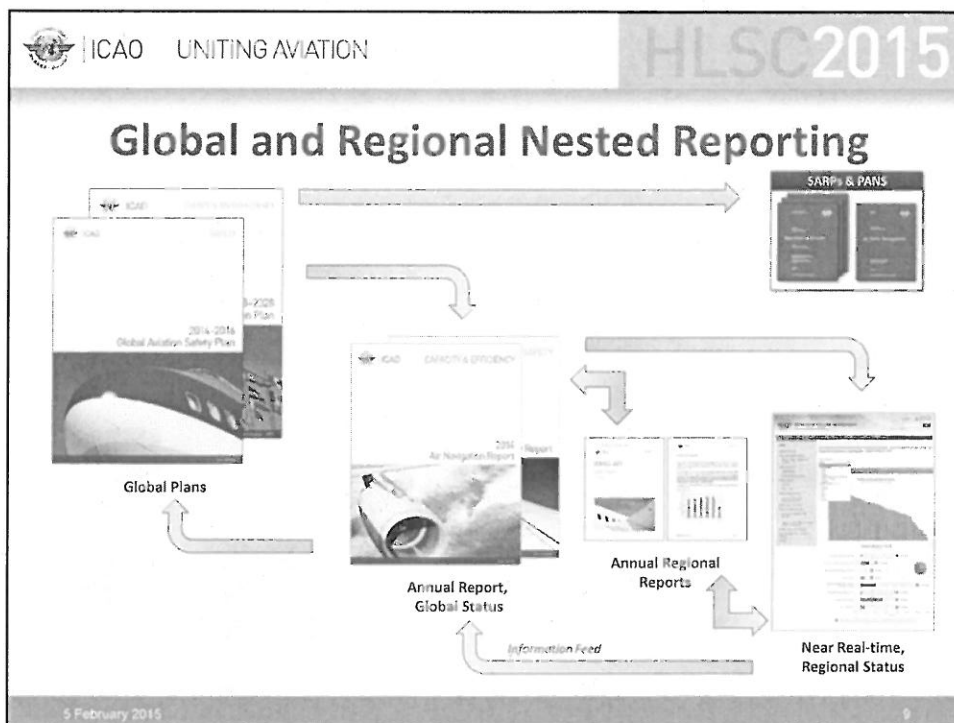
## Implementation Kits (iKITS) for 2016

- 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 (~2<sup>nd</sup> 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**

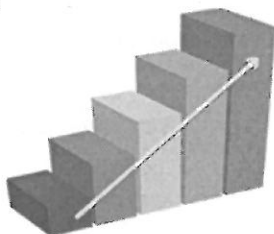
- Actual off-block time against scheduled departure time
- Actual on-block time against scheduled arrival time

**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

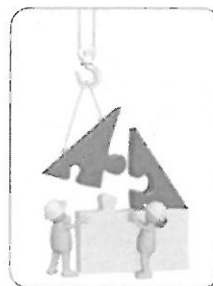
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## Global Aviation Implementation Symposium

- **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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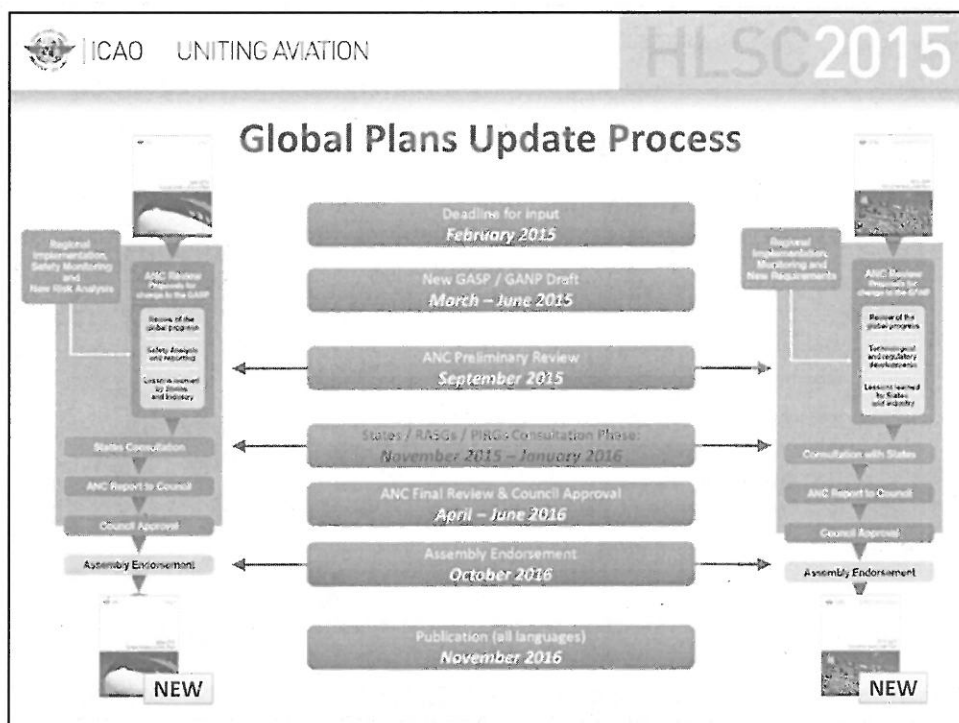


THANK YOU

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## BACKUP SLIDES

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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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ICAO UNITING AVIATION		Historical Adoption of Regional Targets	
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](http://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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APPENDIX C

Coordination between MIDANPIRG and RASG-MID

Subjects of interest for MIDANPIRG and RASG-MID	Responsible/Leading Group	
	RASG-MID	MIDANPIRG
Aerodrome Operational Planning (AOP)		X
Runway and Ground Safety	X	
AIM, CNS and MET safety issues		X
CFIT	X	
SSP Implementation	X	
SMS implementation for ANS and AGA	X	
Accidents and Incidents Analysis and Investigation	X	
English Language Proficiency	X	
RVSM safety monitoring		X
SAR		X
PBN		X
Civil/Military Coordination		X
Airspace management		X
Call Sign Similarity and Confusion		X
Conflict Zones		X
Contingency Planning		X
USOAP-CMA	X	
COSCAP, RSOO and RAIO	X	
Air Navigation Deficiencies		X
Training for ANS personnel		X
Training other civil aviation personnel	X	
New Generation of Aviation Professionals (NGAP)	X	
Laser attack	X	
Fatigue Risk Management	X	
RPAS		X

- END -