



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SEVENTEENTH MEETING (APIRG/17)
(Burkina Faso, 2 to 6 August 2010)

Agenda Item 7: Terms of reference (TOR) and future work programme of APIRG

**TERMS OF REFERENCE AND COMPOSITION OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

(Presented by the Secretariat)

SUMMARY

On 20 February 2006, the ICAO Council while reviewing the report of the sixteenth ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPRIG/16) agreed that it was time to reconsider the format and method of processing of the reports of the Air Navigation Commission on PIRG activity, as well as the Terms of Reference of the PIRGs. The revised Terms of Reference of APIRG are attached at the **Appendix A** for adoption by the Group and subsequent inclusion in the APIRG Handbook.

Action by: APIRG/17 is at paragraph 2.1

References : Special AFI/RAN Meeting Report, Doc 9930

1. DISCUSSION

1.1 The Special AFI RAN Meeting (Durban, South Africa, 24-29 November 2008), while considering the composition of planning and implementation regional groups (PIRGs) was informed that on 20 February 2006, during its review of the report of the sixteenth meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/16), the ICAO Council agreed that it was time to reconsider the format and method of processing reports of the Air Navigation Commission on PIRG activity, as well as the terms of reference of PIRGs. The commission subsequently conducted a study for review by the Council.

1.2 The meeting was informed of the detailed consideration of the report by the Commission to the Council as follows:

Work programme

1.3 The Commission agreed that PIRGs were primarily responsible for the development and maintenance of regional air navigation plans as well as the identification and resolution of air navigation deficiencies. It was noted that PIRGs were a planning and coordination mechanism and that, while implementation is the responsibility of States, PIRGs could play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs). Furthermore, the Commission recognized the importance of providing technical expertise and guidance to Regional Offices so as to enhance integration of Regional Offices and ICAO Headquarters, and consequently endorsed the participation of experts from the ICAO Air Navigation Bureau in the work of relevant technical sub-groups of the PIRGs.

Terms of Reference

1.4 The Commission examined the possibility of expanding the mandate of PIRGs to cover the broader Strategic Objectives of ICAO and concluded that their focus should remain on air navigation issues. It was noted that any expansion would require more technical and human resources for both ICAO and States; result in lengthier meetings; call for attendance of a greater number of participants per delegation; and also result in duplication of efforts, thereby decreasing productivity.

1.5 Regarding the inclusion of flight safety in the work programme of PIRGs, the Commission felt that the involvement of PIRGs in flight safety issues was not feasible in the current regional air navigation planning structure. To include this item in the work programmes of PIRGs would require a different mechanism to accommodate experts provided by States and other bodies, such as maintenance organizations, airline/cargo operators and pilots' associations. However, there was a need to address specific flight safety issues in line with the methodology of the Global Aviation Safety Plan (GASP). It was agreed that PIRGs should continue to concentrate their efforts, at this time, on air navigation planning issues. The Commission noted that flight safety issues were most adequately addressed within the framework of GASP. The regional, sub-regional and State action plans, resulting from the application of GASP, might generate specific actions by PIRGs. The Commission agreed to return to this aspect after the implementation structure for GASP is finalized.

1.6 Referring to the environment, the Commission noted that PIRGs addressed environmental issues within the context of ATM improvements, and endorsed this approach. The Commission also noted that PIRGs take into account environmental benefits of CNS/ATM systems and estimate resultant reductions in emissions, while developing and reviewing the ATS route structures in the regions.

1.7 The Commission was therefore of the view that PIRGs should continue working on air navigation planning and implementation issues. At the same time, the Commission would continue work to develop new structures to coordinate other Business Plan implementation activities related to safety, security and environmental subjects.

1.8 With regard to the membership of PIRGs, the Commission agreed that all ICAO Contracting States, who were service providers in an air navigation region and part of that

region's air navigation plan (ANP), should be included in the membership of that region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings.

1.9 The Commission noted that PIRG reports were intended to be stand-alone documents developed essentially to serve the needs of States, and consequently agreed that the present format and style met their requirements, but should be open to continuous improvements. Furthermore, the Commission noted that the agenda of these PIRG meetings had been standardized and aligned with the Business Plan items related to air navigation services.

1.10 To further improve the way that the Council reviews the work of its PIRGs, the need for an executive summary of the outcome of each PIRG meeting, taking all the elements into consideration, was identified. This action would also avoid duplication and would differentiate between the technical review by the Commission and the overall decision-making process of the Council. The Commission proposed that, at the end of each year, the Council receive a consolidated report containing the Commission analysis of the regional air navigation developments and the status of the resolution of air navigation deficiencies. However, in the event that any action item arises from a PIRG meeting, such as an implementation issue or a requirement for additional resources that calls for specific attention of the Council, then an immediate report would be made to the Council instead of waiting until the end of the year.

1.11 In reviewing the Commission's report, the Council took the following actions:

- a) Agreed that the Commission should present, on an annual basis, a consolidated report to the Council containing the Commission's analysis of regional air navigation developments and the status of the resolution of air navigation deficiencies, as well as an indication of the value added from the PIRGs activities;
- b) While agreeing to retain, for the time being of the terms of reference of PIRGs, except those of the APIRG and the GREPECAS which should be amended to exclude security matter, requested that the Commission study the merits of the PIRGs;
- c) Agreed that all ICAO Contracting States who are service providers in an air navigation region and part of that region's air navigation plan (ANP) should be included in the membership of that region's PIRG. Furthermore, user States are entitled to participate in any other PIRG meeting as a non-member. International Organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings; and
- d) Requested that the Commission present, in due course, a report to the Council regarding the development of new structures to coordinate Business Plan implementation activities related to safety, security and environmental subjects, as well as the outcome of its further review of the mandate and terms of reference of the PIRGs pursuant to sub-paragraph b) above.

1.12 The Special RAN Meeting (Durban, South Africa, 24-29 November 2008), taking into account the Council's action, developed Recommendation 6/24 produced hereunder:

Recommendation 6/24 — Revised membership of the Africa-Indian Ocean regional planning and implementation group (APIRG)

That the terms of reference of the Africa-Indian Ocean regional planning and implementation group (APIRG) be amended as follows:

Membership

All ICAO Contracting States, who are service providers in an air navigation region and part of that region's Air Navigation Plan (ANP), should be included in the membership of that region's PIRGs. Furthermore, user States are entitled to participate in any other PIRG meetings as a non-member. International organizations recognized by the Council may be invited as necessary to attend PIRG meetings as observers.

2. ACTION BY THE MEETING

2.1 That APIRG adopts its revised terms of reference at **Appendix A** and approve their inclusion in the APIRG Handbook.

APPENDIX A

1. TERMS OF REFERENCE OF THE APIRG

1.1 The terms of reference of the Group are to:

Strategic Objective	The terms of reference of the Group are to:
C*	a) ensure continuous and coherent development of the AFI Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
C*	b) facilitate the implementation of air navigation systems and services as identified in the AFI Air Navigation Plan with due observance to the primacy of air safety and the environment; and;
A*	c) identification and addressing of specific deficiencies in the air navigation field.

* Strategic Objectives of ICAO for 2011-2013

- *Strategic Objective A: Safety* - *Enhance global civil aviation safety.*
- *Strategic Objective B: Security* - *Enhance global civil aviation security*
- *Strategic Objective C: Environmental protection and sustainable development of Air Transport* - *Foster harmonized economically viable development of international civil aviation that does not unduly harm the environment.*

2. In order to meet the terms of reference, the Group shall perform the following tasks:

- a. review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the AFI Region;
- b. assist the ICAO Regional Offices providing services in the AFI Region in their task of fostering implementation of the AFI Regional Air Navigation Plan;

- c. in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the air navigation field, especially in the context of safety, efficiency and continuity and propose corrective action;
- d. facilitate the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
- e. develop amendment proposals to update the AFI Regional Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
- f. monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account organization, aspects, economic issues (including financial aspects) of cost/benefit analysis, business case studies and , environmental matters;
- g. examine human resource planning and training issues and propose where necessary human resource development capabilities in the region compatible with the AFI Regional Air Navigation Plan;
- h. review the Statement of Basic Operational Requirements and Planning Criteria (BORPC) and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments in the air navigation field ;
- i. invite financial institutions, as required, on a consultative basis as appropriate to provide advise in the planning process ;
- j. maintain close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and
- k) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the APIRG when deemed appropriate; and
- l) coordinate with RASG AFI on safety issues.
