

APPENDIX A
SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS
APRIL 2020 – MARCH 2021

TABLE A-1: ASIA/PAC REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>ASIA/PAC Regional Safety Priorities and Targets.</p> <p>APAC Seamless ANS Air Navigation Priorities</p> <p>https://www.icao.int/APAC/Documents/Seamless%20ATM/Reporting%20picture.pdf</p>	<ul style="list-style-type: none"> ”Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and APANPIRG regional priorities, Asia/Pacific Air Navigation Plan (ANP), Asia/Pacific Seamless ATM Plan, Asia/Pacific Framework for Collaborative ATFM, Regional ATM Contingency Plan, Asia/Pacific Search and Rescue (SAR) Plan and Asia Pacific Airport Collaborative Decision Making Implementation Plan. Reviewed States’ progress and proposed actions to achieve the goals”. Asia/Pacific Seamless ATM Reporting including Air Navigation Priorities and Targets can be accessed at: https://www.icao.int/APAC/Documents/Seamless%20ATM/Reporting%20picture.pdf APAC is several years behind its commitments to implement the APAC Seamless ATM (now ANS) Plan. This is mainly due to a lack of whole-of government planning and associated with this, a lack of political will. Hence, the requirement for a National Air Navigation Plan (NANP) with 10 Basic Planning Elements (BPEs) was endorsed by APANPIRG/30 and entered into the RANP Vol. II 	<ul style="list-style-type: none"> Asia Pacific Regional Aviation Safety Plan (AP-RASP) is developed and published in APAC website in March 2020 which is in line with the GASP 2020-22 objectives. Regional Aviation Safety priorities and Targets are incorporated in the AP-RASP for 2020-22. 01 ICVM (Ukraine) and 02 Audits (Turkmenistan and Zimbabwe) were supported by APAC ROs. In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme to assist APAC States with an effective implementation (EI) score lower than the global EI average and provided special assistance to improve the safety compliance with the objective of improving their EIs to above the global EI average in few years. CAT Missions to 12 States (i.e Brunei, Indonesia, Kiribati, Laos, Maldives, Malaysia, Marshall Islands, Nepal, Pakistan, Philippines, Timor-Leste, Vietnam were undertaken in 2019. Bhutan has progressed one step forward in resolving their SSC in ANS area establishing their own independent ANSP. Afghanistan has completed the DESKTOP Audit in December 2019. Myanmar has faced the first IVA (AGA Area) in APAC Region and resulting slight improvement in EI. PSIDS Aviation Needs Analysis Study completed successfully.

<p>Key PIRG/RASG Activities and Achievements in 2019</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • APANPIRG/30 monitored and tracked implementation of Beijing Declaration. • APANPIRG/30 decided to make a triennial major update of the Asia/Pacific Seamless ANS Plan to incorporate the 6th Edition of the GANP • APANPIRG/30 urged States' and APANPIRG' actions to improve the process for State and APANPIRG to prioritize and resolve Air Navigation Deficiency. • APANPIRG/30 decided to conduct the combined APANPIRG and RASG-APAC trial Plenary Meetings in 2020 <p>AIR TRAFFIC MANAGEMENT</p> <ul style="list-style-type: none"> • Requested ICAO HQ Support for Regional ANS Implementation (Conclusion 30/6). • Asia-Pacific ATM Performance Measurement Framework (new performance framework for monitoring ATM performance) (Conclusion 30/7) • Regional ATM Contingency Plan V3.0 • Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace V1.0 • RASMAG Safety Bulletin • Asia/Pacific Seamless ANS Plan V3.0 • State National Air Navigation Plan Template V6.0 • Ballistic Launch and Space Re-entry Management – Additional Guidance and State Planning Checklist • Asia/Pacific Search and Rescue (SAR) Plan V3.0 • GADSS ADT Phase Basic Guidance • Asia/Pacific Regional Guidance for the Regulation and Safe Operation of UAS in National Airspace • Basic Phrases for Cross-Border ATFM Coordination – Working Draft • ATFM Post-Operations Analysis Framework – Working Draft • Flexible Use of Airspace NOTAM Templates • PBCS Reporting Form Templates • Guidance for Data Link Performance Improvement for Aircraft Operators <p>CNS:</p> <ul style="list-style-type: none"> • Regional SWIM Implementation Philosophy & APAC SWIM Roadmap and SWIM Education video • Successful trial for use of RPAS for flight inspection 	<ul style="list-style-type: none"> • Developed the 2019/2020 RASG-APAC Work Programme. • Sixteen SEIs related to the CFIT, LOC and RS has been updated and approved in RASG and monitored through an online mechanism on the implementation progress; • Published the 2019 APAC Annual Safety Report and uploaded onto RASG-APAC/APRAST public website. • RASG-APAC has completed and published the AP-RASP in the APAC website. • APAC has undertaken following activities: <ul style="list-style-type: none"> - Conducted the APRAST-14 (27-31 May 2019) and RASG-APAC/09 (7-8 November 2019) for 2019. - Senior and Middle Managers Training Course (SMMTC) conducted in 03 States (Philippines, India and PNG). - Supported preparing the APAC RO intelligence database for ICAO HQ USOAP Activity Planning purpose. - APAC AIG has conducted Workshop focusing on 'Underwater Aircraft Accident Investigation' - 02 EDTO (Beijing, 15-19 July and Bangkok 22-16 July 2019) and 01 RASP/NASP Workshop (Bangkok, 4-6 November 2019) was conducted for APAC Region. - Participated in Civil-Military Cooperation Workshop in Bangladesh between 21-13 October 2019. - Conducted the ISAGO Workshop by IATA (15-16 August 2019) as an Industry Programme. - Conducted 'English language Proficiency Test Design Guidelines' Workshop in Bangkok from 28-30 October 2019. - Supported 56 DGCA meeting held in Kathmandu, Nepal.
--	---	--

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Asia/Pacific Regional FIXM Extension for ATFM (Conclusion 30/12) • Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP including recommended contingency measures for consideration by States/Administrations (APANPIRG/30/14) • Adoption of Guidance for Procurement and Certification of CNS/ATM Services and Systems (CNS/23/17) • Organized a GBAS and SBAS implementation workshop to assist States in this new technology <p>METEOROLOGY</p> <ul style="list-style-type: none"> • Removed the air navigation deficiency (index: AP-MET-07) • Conducted two volcanic ash exercises (VOLCEX 18/02 and VOLCEX 19/01) • Updated the Regional guidance materials (APAC Regional SIGMET Guide, Asia/Pacific Regional Guidance for Tailored Meteorological Information and Services to Support Air Traffic Management (ATM) Operations, • Conducted the ICAO APAC Workshop on the Implementation of the ICAO Meteorological Information Exchange Model (IWXXM) <p>AERODROMES AND GROUND AIDS</p> <ul style="list-style-type: none"> • Developed Asia Pacific Airport Collaborative Decision Making Implementation Plan • Developed generic composition and ToR for the establishment of the WHM Committee at the national level. • Developed draft Regional Guidance on Aerodrome Operations Personnel Competency Requirement Framework • Developed draft generic Regional Guidance on Aerodrome Certification Procedures; Aerodrome Inspector Handbook, Aerodrome Manual and Aeronautical Study/Safety Risk Assessment for Acceptance of Non-compliances. 	

REPORT ITEM	PIRG	RASG
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • <u>Airspace Management (ATC separation standards):</u> Most States in APAC Regions are not applying ATC standards correctly, preferring to use larger/conservative separations. • More than half of the APAC FIRs have been tentatively validated by the APAC RO has been correct and being processed by PFA • <u>Aircraft flying PBN procedures:</u> Aircraft are capable for PBN but not authorized for the use of PBN procedures (obsolete regulation). Some aircraft need to be retrofitted (which is very expensive). Several PBN operational approval courses have been organized in the region with the support of COSCAPs but difficult to get a real picture as regulators do not attend the PBNICG meeting. • <u>RNP Approach Chart Identification Changes:</u> Planning for globally and regionally coordinated transition. • <u>Slow PBN approach procedure implementation:</u> PBN approach procedure implementation is slowly progressing each year. Much more could be done but some States (Bangladesh, Brunei, Cambodia) are reluctant to welcome a PBN Go Team visit, which could assist them. • <u>Air Traffic Flow Management & A-CDM:</u> Slow implementation of regional ATFM performance expectations of the Regional Framework for Collaborative ATFM – Only Singapore and USA assessed as having <i>robust</i> implementation. • <u>Aeronautical Information Management:</u> Generally poor implementation (apart from a few more capable States) particularly in the critical area of quality management of aeronautical information – 22 APAC Administrations with APANPIRG ANS Deficiencies for non-implemented quality management of aeronautical information. Ongoing high level of concern about poor QM and the lack of State/organizational priority for this safety critical matter. • <u>Civil-Military Cooperation:</u> Military SUA and ADIZ implemented, with poorly developed and promulgated procedures for civil flights. Cases of incorrect promulgation of SUA and ADIZ in the FIRs assigned to other States • <u>AKARA Corridor:</u> ATC service jointly provided between Japan and Republic of Korea in the Incheon FIR east of SADLI, and by China in the Incheon FIR west of SADLI. Hopeful for resolution in terms of Annex 11 compliance during 2020 • <u>Ballistic Launch Disruption and Space Reentry Debris:</u> <u>Myanmar, Lao PDR and Cambodia raised formal concerns with the Regional Office about the alleged impact of Chinese ballistic rocket debris near populated areas during 2019. RO is continuing to monitor the situation.</u> • <u>Harmonize implementation of CRV</u> Harmonize implementation of CRV to meeting increasing requirement of IP 	<ul style="list-style-type: none"> • Lack of coordination and understanding between State’s CAA and Ministry for NDP, NASP, SSP, independent accident investigation authority etc. • Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations. • Insufficient attendance and engagement by States (particularly Pacific States) at RASG Meetings. • Capacity deficiencies in small Pacific Island States with Low EIs and lack of resources in PASO. • Challenges faced due to COVID-19 Pandemic and disruption of Business continuity for 2020 planning and implementation of events and activities.

REPORT ITEM	PIRG	RASG
	<p>based aeronautical traffic and to achieve early benefits</p> <ul style="list-style-type: none"> • <u>Upgrading AMHS to support the requirement of IWXXM version 3.0</u> Implementation and/or upgrading AMHS to support the requirement of IWXXM version 3.0 traffic by November 2020 • <u>Annex 3 new SARPs - dissemination of MET information in IWXXM form</u> Several States have made limited or no progress in the necessary planning and implementation of the Annex 3 SARPs • <u>Undetermined designation by some States of the responsible MET authority</u> Some States have demonstrated little progress in fully complying with the Annex 3 SARPs concerning MET authority • <u>Insufficient coordination in some States between MET authorities and CAA/ATS authorities:</u> Some States have established limited, if any, formal agreements between relevant authorities to ensure proper regulatory and safety oversight of MET information service provision • <u>Slow progress of the certification of aerodromes used for international operations</u> More than 43 aerodromes used for international operations are yet to be certified • <u>Certification of military aerodromes used for international operations</u> States are facing difficulties to certify military aerodromes used for international operations • <u>Implementation of Global Reporting Format by 5 November 2020</u> Not many States and aerodrome operators are fully ready for transition to new reporting format of the runway surface conditions. 	

REPORT ITEM	PIRG	RASG
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Identify reasons for not applying the ICAO minima, conduct safety assessment, simulation if needed, and training to support justification to apply the minima RO and RSO are studying which support can be given to States. • Respond to ICAO survey (information gathering), and participate in planned Regional workshop and the Regional Transition Plan. • Ensure minimal, if any, impact on civil flights. Conclusion APANPIRG/29/10 urges States to ensure a number of actions. Conformance with the APANPIRG-adopted Regional Framework for Collaborative ATFM. • Regional workshops and seminars on ATFM and A-CDM, in cooperation with Regional Sub-Office and in collaboration with EASA. • Two Sub-Regional workshops (Southeast Asia and South Asia) on AIM Quality Management (service delivery), in collaboration with EASA. • Regional workshop on safety oversight of AIS-AIM, in collaboration with FAA. • States concerned are encouraged to work to normalize air traffic operations in the AKARA corridor. Technical Working Group established. • States/Administration has been urged through State Letter in early March 2020 for the regional CRV implementation by end of 2020. • Organized a GBAS and SBAS implementation workshop to assist States in this new technology • APANPIRG urged States to support region-wide implementation of IWXXM (Conclusion APANPIRG/30/17 refers) • APANPIRG urged States to support IWXXM as the only standard exchange format (for MET) by 2026 (Conclusion APANPIRG/30/18 refers) • ICAO highlighted CAAs' key responsibilities concerning MET authority, quality management, oversight and surveillance of MET in special briefings to DGCA/56 and APANPIRG/30 • Conducted Regional Seminar on GRF Implementation in Bangkok • Organized various workshops on Aerodrome Certification and ICAO Annex 14, Volume I Courses in collaboration with COSCAP-SEA, ICAO/GAT and ACI and Aerodrome SMS Seminar in Incheon • Organized A-CDM workshops in Bangkok. 	<ul style="list-style-type: none"> • CAT Missions were planned and executed in 2019. • Completed the development of CATIIC Mission programme and ready to launch focusing to provide OJTs to the State CAA Inspectors. • COSCAP SA has recruited an ANS Expert for six months to assist Bhutan. • States are encouraged to join upcoming APAC AIG/8 meeting and workshop to be held in India (Date to be confirmed due Corona virus effect). • Completed the Draft Pacific Island Aviation Plan (PIAP) basing on the actions recommended by the Pacific Small Island Developing States (PSIDS) Aviation Needs Study.
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Conducted the Sixth APANPIRG/RASG-APAC Coordination Meeting on 6 August 2019 and 7th Meeting is scheduled on 4 – 5 May 2020. • Discussed the GASP and GANP link for air navigation and airport core infrastructure (Goal 6 of GASP 2020-2022), RPAS programme • Lead Regional Group – Responsibilities: RPAS (AN) – APANPIRG RPAS (ROC, PEL) - RASG-APAC APANPIRG reports on RASMAG, UAS and runway safety should be shared with APRAST. 	

REPORT ITEM	PIRG	RASG
APAC Ministerial Conference on Civil Aviation (31 Jan-1 Feb 2018, Beijing, China)	<ul style="list-style-type: none"> • First Asia/Pacific Ministerial Conference on Civil Aviation and Follow Up Action Plan: RASG-APAC and APANPIRG have been monitoring the progress towards the fulfilment of the commitments, as follows: <ul style="list-style-type: none"> ○ RASG-APAC and Asia Pacific Regional Aviation Safety Team (APRAST): on aviation safety, accident investigation and safety related human resources development; and ○ APANPIRG and its contributory bodies: on air navigation services, aerodrome certification and related human resources development. • Second Asia/Pacific Ministerial Conference on Civil Aviation will be held in India in 2020. Necessary coordination with the host is ongoing. 	

TABLE A-2: AFI REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p>	<ul style="list-style-type: none"> • Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and the APIRG identified regional priorities including the Regional ATM Contingency Plan. Reviewed States' progress and proposed actions. • ATM: <ul style="list-style-type: none"> ▪ User preferred routing, implementation of Free Routing Airspace in the AFI region; improved implementation of PBN CCO/CDO routes; ▪ Improved implementation of national SAR programmes/plans; ▪ Elimination of duplicated 5-LNCs and the harmonization of the State AIPs and ▪ Reduction of ATS incidents and AIRPROX. ▪ Improvement of safety in RVSM airspace. • AIM: <ul style="list-style-type: none"> ▪ Implementation of QMS in AIS ▪ Transition from AIS to AIM • AGA <ul style="list-style-type: none"> ▪ 32 AFI International Aerodromes certified. 	<ul style="list-style-type: none"> • On-going implementation of the 5-Year RASG-AFI LOC-I Plan of Action. • AFI Plan The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) continued to yield positive results through ROST assistance activities, including several AFI Plan funded assistance projects on Aerodrome Certification, ANSP Peer Review, SSP Implementation, Search and Rescue (SAR) organization, Accident and Incident Investigation (AIG) and Fundamentals of Safety oversight (FSO).. In 2019, the number of SSC States in the region reduced to one, not to mention the overall number of African States with EI above 60 per cent increased by about 10% to 33 • Identification and refinement of AFI Safety Targets • Identification of Safety Priorities • Review of RASG-AFI Safety Support Teams (SST), namely Fundamentals of safety Oversight (FSO), Aircraft Accident and Incident Investigations (AIG) and Significant Safety Concern (SSC) • Initiation of the development of a the planned Regional Aviation Safety Plan (RASP),

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<p>GENERAL</p> <ul style="list-style-type: none"> • ATM/SAR <ul style="list-style-type: none"> ▪ Developed the AFI Regional ATM Contingency Plan and harmonization of national Contingency Plans with the Regional Plan. ▪ Developed 30 new PBN routes in preference to existing conventional routes resulting in reduction distance of 1,844.7 NM, fuel savings of 9,123 Kgs, and carbon savings of 28,660 Kgs. ▪ Reviewed the AFI regional route network and coordinated the implementation of all pending approved routes. ▪ Trained 24 technical officers from 7 states and 2 international organizations on the management of the ICARD and Reviewed the duplicated 5 Letter Naming Codes (5-LNC) for the AFI states. ▪ Reviewed the AFI SSR Code management plan and updated the Doc 7474. ▪ 103 technical staff from the States participated and were trained on the understanding of CCO/CDO: giving guidance with regards to PBN and CCO/CDO provisions in the AFI Air Navigation Plan; ▪ Coordinated inter-regional Search and Rescue (SAR) workshop with MID region; developed coordination procedures for SAR inter-region activities. ▪ Conducted technical missions to the following states to assist in the determination of the gap analysis in SAR and the development of the SAR plans: Liberia, Carbo Verde, Cote d'Ivoire, Equatorial Guinea and Niger. ▪ Reviewed and updated the minimum Reporting Areas for the management of the AFI ANS Deficiency database. ▪ Coordinated a special ATM coordination meeting between the Eastern African states to address the high level of coordination failures reported in horn of Africa region. ▪ Coordination with EUR NAT and SAM regions for ATS improvements and flight level optimization in the high seas over the Atlantic Ocean; ▪ Coordinated PBCS implementation activities including adoption of RCP 240/ RSP 180 and expanded the functions of the ARMA to include PBCS monitoring. ▪ Coordinated with ARMA to obtain the relevant data for conducting RSVM airspace Collision Risk Assessment/13. • CNS <ul style="list-style-type: none"> ▪ Completed upgrade of NAFISAT and SADC VSAT2 networks and most of missing flights resolved ▪ Improved interoperability between AFI VSAT networks ▪ Readiness of the networks to support the new added services (IP based Space Based ADS-B data and AIM system). ▪ ICAO GNSS Policy, AFI GNSS strategy and SBAS implementation 	<ul style="list-style-type: none"> • Conducted 10 ROST missions including 2 IVA to assist States improve their safety oversight system. • Supported 5 audits/ICVM activities. • RASG-AFI Workshop on LOC-I and UPRT. • Workshop on EDTO. • Average EI for ESAF States rose from 52.97% to 54.3% • Conduct of National Aviation Safety Plan (NASP) • Conduct of Aircraft Accident and Incident Investigations (AIG) Workshop • Conduct of Government Safety Inspectors—Airworthiness Course • Assisted States remotely and through onsite technical missions to elevate their EI of CEs of Safety oversight systems • Increase in EI for all the States that were subjected to ICAO USOAP activities • Increased updating of OLF for all modules • Conduct of SSP Gap Analysis for the majority of States • Development of SSP implementation plans for some States • Incremental implementation of SSP by States

REPORT ITEM	PIRG	RASG
	<p>criteria highlighted and Terms of Reference (ToRs) of the CBA related to the implementation of the GNSS/SBAS project in Africa developed</p> <ul style="list-style-type: none"> ▪ ICAO Position for the ITU WRC-19 promoted as result all ICAO issues and concerns addressed and dealt with successfully. ▪ Implementation of AMHS and ADS-C/CPDLC increased ▪ Workshop on Cyber Safety and Resilience for Air Navigation Systems organized and as result participants recognized that cybersecurity encompasses cyber safety and resilience ▪ <ul style="list-style-type: none"> • AIM <ul style="list-style-type: none"> ▪ 76 participants from 21 ICAO Contracting States, and 5 International Aviation Organizations were trained on the importance of timely and quality of aeronautical information data; participants identified and resolved to eliminate the common AIM deficiencies especially from the source. <ul style="list-style-type: none"> • AGA <ul style="list-style-type: none"> ▪ Conducted Aerodrome Certification incorporating PANS-Aerodromes Workshop for East and Southern African Region in Lusaka Zambia. ▪ Conducted two Global Format for Reporting of Runway Surface Conditions (GRF) Workshops in Nairobi and Johannesburg for East and Southern African Region. ▪ Conducted technical assistance mission to Seychelles to assist in certification of Aerodromes. ▪ Conducted APEX Assistance mission to Malawi together with ACI ▪ Conducted Runway Safety Team Assistance mission to Botswana together with ACI and IATA • METEOROLOGY <ul style="list-style-type: none"> ▪ Updated regional guidance material providing responsibilities and procedures to be followed for OPMET data exchange as well as guidance for the procedures and formats related to the preparation and issuance of SIGMETs. • Coordinated and conducted an annual testing activity conducted to assist States in the preparation and issuance of SIGMET information 	

REPORT ITEM	PIRG	RASG
Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> • To improve States response to SLs • To improve Active participation by States in ICAO Regional meetings and related APIRG programmes. • To Improve coordination amongst States in areas of SAR • Improve the level of implementation for ATS Interfacility Data Communications (AIDC), Automatic Dependent surveillance- Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC) • Improve understanding of ATFM and A-CDM concepts • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, eTOD, Quality Management System (QMS), Data inter-operability, etc. • Improve States developments of National SAR Plans • Improve the implementation of the transition from AIS to AIM (eTOD, eAIP, AIXM, etc.) • Improve the Technical capacity of the ANS regulatory staff. • Lack of resources and availability of experts for supporting projects activities • Improvement in participation of State experts in Aerodrome Operations projects especially in RFFS and Aerodrome Data. • Increased number of Aerodrome Certified under AFI Plan Aerodrome Certification project 	<ul style="list-style-type: none"> • Deficiency in technical staffing levels. • Lack of implementation of an appropriate training programme. • Slowness in updating the Online Framework. • Limited financial resources for the majority of States • Lack of political commitment for some States • Lack of sufficient qualified, trained and experiences inspectors
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies 	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies

**TABLE A-3: CAR/SAM REGION
(Reported by the Secretary)**

REPORT ITEM	PIRG*	RASG								
<p>Regional action plan for GANP or GASP implementation</p> <p>CAR/SAM regional safety and air navigation priorities and target</p>	<p>The Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) was held in the ICAO North American, Central American and Caribbean (NACC) Regional Office, in Mexico City, Mexico, from 16 to 18 July 2019. Its outcomes were:</p> <ul style="list-style-type: none"> • Support the implementation of the GASP and the GANP • Update of the Regional e-ANP Vols. I and II • Formulation of a template for e-ANP Vol III • Development and implementation of National Air Navigation Plans Technical assistance to two SAM States • NACC assistance to States https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx • Assistance to States to implement regional/interregional RNAV routes (en-route segments) through meetings and workshops/seminars. The CAR Region developed a PBN model concept for its airspace, working towards harmonized implementation (SAM RO/ATS/ and ICAO CAR /IATA/CANSO PBN). • Assistance to States to implement PBN routes for terminal airspace through meetings and workshops/seminars. • Assistance to States to develop new trajectories through provision of 5LNCs and route designators. • Assistance to States to resolve FIR coordination and airspace responsibility issues through ATM coordination meetings. • Assistance to States to improve their SAR organization, international SAR letters of agreement and service. The CAR Region developed and approved its SAR Plan. The NAM/CAR SAR Task Force was re-established as a platform to support implementation. • Assistance to CAR/SAM States to develop harmonized ATM contingency plans. The development and publication of ATM Contingency Plans for the CAR Region improved significantly. The NACC Regional Office implemented an internal procedure to ensure annual review and update of Contingency Plans. The first regional ATS table top exercise was carried out, as part of the CAR Resiliency Programme. • Assistance to the CAR/SAM States to resolve deficiencies and increasing EI, in the context of the USOAP and the ICAO "No Country Left Behind initiative " through missions to States and workshop/seminars. • Assistance to States on communication system and surveillance facilities integration and interoperability • Assistance to the CAR/SAM States in order to implement the "Roadmap for the AIS to AIM transition. Important progress was reported by States and 	<p>CAR/SAM top priorities to support GASP implementation are:</p> <ul style="list-style-type: none"> ✦ Support the improvement regulatory capacity of the States, through their Civil Aviation Authorities, in order to promote technical reliability and stability to the national systems. ✦ Effectively lead the regional efforts, assistance and meetings to identify the present challenges to either propose solutions to meet the expected regional goals or proactively propose improvements to the regional and global plans. ✦ Build awareness on the benefits generated by civil aviation in the region, through proper databased studies and indicators, in order to promote the adoption of best practices among the States of the region. ✦ Increase AIG, AGA and ANS Effective Implementation. <p>Additionally, the CAR Region seeks to enhance the use of electronic safety tools such as SIMS and ECCAIRS in support of the facilitation of timely safety data for risk management, to support data-driven decisions.</p> <p>The following indicators and targets have been established through the SAM Safety Plan:</p> <table border="1" data-bbox="1178 987 1871 1516"> <thead> <tr> <th data-bbox="1178 987 1461 1024">SAM SP Indicator</th> <th data-bbox="1461 987 1871 1024">2022 Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="1178 1024 1461 1360">SAM EI</td> <td data-bbox="1461 1024 1871 1360"> 75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019 </td> </tr> <tr> <td data-bbox="1178 1360 1461 1425">SAM SSP Establishment</td> <td data-bbox="1461 1360 1871 1425">100% all States</td> </tr> <tr> <td data-bbox="1178 1425 1461 1516">SAM States with Safety Oversight Index lower than 1</td> <td data-bbox="1461 1425 1871 1516">0</td> </tr> </tbody> </table> <p>Additionally, the following targets have been determined as SAM additional means</p>	SAM SP Indicator	2022 Target	SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019	SAM SSP Establishment	100% all States	SAM States with Safety Oversight Index lower than 1	0
SAM SP Indicator	2022 Target									
SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019									
SAM SSP Establishment	100% all States									
SAM States with Safety Oversight Index lower than 1	0									

REPORT ITEM	PIRG*	RASG
	<p>International Organizations.</p> <ul style="list-style-type: none"> • The first draft for the AIM Collaborative Plan for the NACC States was presented. • NACC PANS AIM Workshop • The Twelfth AIS to AIM Transition Workshop was conducted in order to follow up the PANS AIM Implementation in the SAM Region. • Assistance to States in order to prepare their National Air Navigation Plan aligned to the CAR/SAM e-ANP and GANP through workshops/seminars. • Assistance to States on the communication system and surveillance facilities integration through meetings and workshops/seminars. • AMET Assistance Program to address the implementation of the classification scheme for Aeronautical Meteorology personnel, resolution of longstanding deficiencies, IWXXM implementation and safety oversight on MET service providers. • Assistance to States on the Flight Plan Automation. 	<p>to monitor GASP implementation:</p> <ul style="list-style-type: none"> ✦ 5 year average accident rate. ✦ Number of Runway Safety Teams. ✦ Number of certified aerodromes. ✦ AGA and ANS EI. ✦ Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes. <p>For the NAM/CAR Regions, the corresponding Regional Safety Plan for the Panamerican Region is under development with an expected target date of 3 November 2020.</p> <p>The NACC SAP Programme is supporting the States on achieving the NACC USOAP target of 80% EI implementation. For the Systemic Assistance Programme (SAP) follow-up and sustainability phase:</p> <ul style="list-style-type: none"> ✦ USOAP considerations: <ul style="list-style-type: none"> ✦ Assist States to conduct a full self-assessment and Corrective Action Plan every 5 years ✦ States with more than 6 years from their last audit to receive a full USOAP ✦ Prioritization of SSP and SMS: CAR Regional SSP Implementation Strategy ✦ Tracking of CAAs institutional strength: Develop criteria to assess CAA's strengths and track their priority ✦ Greater emphasis in political will and commitment: Part of the High Level Commitment of ISO Process in SAP ✦ Set air transport in the political agenda of the States: air transport development and implementation approach <p>The NACC SAP following targets were agreed by States (to be reviewed due to current COVID-19 Pandemic):</p> <ul style="list-style-type: none"> ✦ By end of 2021 no more than 2 States with E.I. below 80% in USOAP ✦ 2021 complete metric of 90% Member States in the NAM/CAR Regions at or above 80% ✦ States above 80% increase their EI by 2-5% for two States annually ✦ 100% States implemented the SAP <p>Similar other NACC safety indicators to measure GASP implementation and safety enhancement:</p> <ul style="list-style-type: none"> ✦ 5 year average accident rate ✦ Number of Runway Safety Teams and their effectiveness ✦ Number of certified aerodromes and other Aerodrome Safety indicators

REPORT ITEM	PIRG*	RASG
		<ul style="list-style-type: none"> ✈ AIG implementation ✈ SSP implementation following the NACC Strategy using the Tiers mechanism ✈ Existing RSOO enhancements <p>Important coordination was initiated between GREPECAS and RASG-PA, several teleconferences were held and as result of that some activities were planed and are in progress for both groups.</p>
<p>Key PIRG/RASG activities and achievements in 2019</p>	<ul style="list-style-type: none"> • Workshop on the new version of the (GANP) In accordance with the valid Resolutions of the A-40, particularly Resolution A40-1 "ICAO global planning for safety and air navigation", the ICAO NACC RO conducted a five-day regional workshop (from 17 to 21 February 2020) to familiarize participants with the new version of the GANP 6th. Edition, providing support to facilitate the coordinated implementation of the GASP and the GANP, avoiding duplication of efforts and inviting States and stakeholders to cooperate in the formulation and execution of regional, sub regional, and national plans that are based on the framework of the GASP and GANP. • Workshop on the Key Performance Indicators aligned to GANP KPI catalogue conducted by the SAM RO in order to determine the applicable KPIs for the SAM Region • AMET Assistance Programme <ul style="list-style-type: none"> - Assistance to streamline the implementation of the classification scheme for Aeronautical Meteorology personnel in accordance with the provisions of ICAO Annex 1 and Annex 3 and WMO Technical Regulations - Assistance per individual State for the resolution of longstanding MET deficiencies - Assistance missions to States for the increase of the Safety Oversight capabilities on the MET service providers. - Dissemination of updated guidance material to promote the standardization and harmonization of SIGMET information, OPMET exchange, IWXXM in accordance with MET Panel recommendations - Determination of an aeronautical requirements for tropical cyclone 	<p>During this timeframe (April 2019-March 2020), the RASG-PA conducted the following meetings:</p> <ul style="list-style-type: none"> • RASG-PA 10th Plenary Meeting – Quito, 20 & 21 June 2019. • RASG-PA Executive Steering Committee (ESC) 32 Meeting – Mexico City, 19 & 20 March 2019. • RASG-PA Executive Steering Committee (ESC) 33 Meeting – Lima, 11 & 12 September 2019. • PA Regional Aviation Safety Team (PA-RAST) 36 Meeting – Trinidad & Tobago, 21-23 May 2019. • PA Regional Aviation Safety Team (PA-RAST) 37 Meeting – Miami, 20 & 21 August 2019. • PA Regional Aviation Safety Team (PA-RAST) 38 Meeting – Sao Paulo, 3 & 4 December 2019. • PA Regional Aviation Safety Team (PA-RAST) 39 Meeting – Miami, 11-13 February 2019. <p>Effective Implementation (EI) in SAM is 80%. GASP implementation has been supported mainly through the following measures:</p> <ul style="list-style-type: none"> • Establishment and implementation of a systematic approach towards fulfilling GASP’s goals by the States, through the SAM Regional Safety Plan (SAMSP). • Additional 5 aerodromes certified, increasing the regional percentage to 39.42% (a 5.4% increase compared to YE2018).

REPORT ITEM	PIRG*	RASG
	<p>advisory information in the Western South Atlantic</p> <ul style="list-style-type: none"> - Improvements in the QMS implementation with 4 SAM States and 2 CAR States certified in compliance with ISO 9001:2015 • Improvements opportunities in the effective implementation of the CAR/SAM Regional ANP through the development and implementation of National Air Navigation Plans focused on the ICAO prioritized ASBU modules (i.e. APTA [PBN implementation], FRTO, CDO, CCO FICE, D-AIM (AIM 1.0) & AMET) • Support FICE elements implementation to CAR States; AIDC and NAM/ICD Implementation in Jamaica. • Support ASUR on ADS-B implementation on Barbados. Possibilities of improvements in the coordination amongst States/ANSPs for the implementation of Air Navigation Infrastructure and systems, towards SWIM concept requirements • Lack of effective implementation from some States and lack of effective regional or inter State cooperation: Integration vs. Sovereignty on some specific ANS issues • Longstanding air navigation-related deficiencies (AGA/ATM/SAR/CNS/ AIM). Concerning AGA, the GREPECAS Air Navigation Deficiencies Database (GANDD) is updated according to mission visits to States in the CAR Region under the SAP • Seeking a new approach in order to identify ANS deficiencies (survey) in the States with the participation of International Organizations and the safety oversight area of the States, in coordination with RASG-PA and its subsidiary bodies, for main safety issues. 	<ul style="list-style-type: none"> • EI ANS USOAP has increased 17.4% on average in 4 years. Sustainability for CE3, CE4 and CE5 is expected through the recent publishing of regional Regulations, Guidance Material for Safety Inspectors and competences developed during this year. • Capacity building actions on ANSPs SMS implementation and in Air Traffic Controller Fatigue Management new provisions (Amendment 50 B of Annex 11). • Five SAM States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP. • Eleven States received 25 technical assistance missions under NCLB, exceeding the regional expectation of six States, either through Regular Programme or SAFE Funds. • Under the SRVSOP (LATAM RSOO) 110 horizontal cooperation missions were implemented. • A safety performance dashboard is being developed to provide real time information on the status of the GASP Objectives and Targets in the Pan-American Region. <p>SAM accident rate for 2019 was 3.09 as compared with 4.19 from 2018, as well as the following:</p> <ul style="list-style-type: none"> • SAM total accidents in 2019 were 6, as compared with 8 from 2018. • SAM had 0 fatal accidents in 2019 as compared with 1 in 2018. <p>USOAP Effective Implementation (EI) in the NACC States is 72.55%, representing a continuous increase of the region since the NACC SAP implementation.</p> <p>AIG specific activities:</p> <ul style="list-style-type: none"> • ICAO NACC working with Central America to support the Regional Aviation Accident Investigation Group (GRIAA) deployment. • Several workshops on AIG legal requirements and others, as well as online assistance on AIG implementation matters. • TSB Canada training support: 2 investigators sent for a course (Costa Rica and Bahamas). • AIG seconded by Mexico reported by the 2nd half of 2019. • Enhanced Regional Collaboration: GRIAA-Dominican Republic, GRIAA-MEX, etc. <p>The NACC SAP implementation consisted mainly on more than 80 technical on-line assistance teleconferences, more than 30 high level SAP teleconferences and at least 25 onsite missions to States. Dedicated technical assistance is provided to</p>

REPORT ITEM	PIRG*	RASG
		<p>existing SSC of Organization of Eastern Caribbean States (OECS) States.</p> <p>Four new CAR States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP.</p> <p>The NACC accident rate for 2019 was 3.03 as compared with 3.18 in 2018, as well as the following:</p> <ul style="list-style-type: none"> • NACC total accidents in 2019 were 36, as compared with 37 in 2018. • NACC had 6 fatalities in 2019 as compared with 113 in 2018.

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • High rate of missing or errors on Flight Plans encountered in some States • Solving the difficulties in integrating communication systems to manage AIDC and other surveillance facilities between adjacent FIRs, 70% of the NAM/CAR Regions coordinate air traffic through automated protocols. • NACC States reduced 60% of flight plans errors through the implementation of mitigation activities to avoid flight plan errors, creating procedures and sharing lesson learned thought the NACC AIDC Task Force. • Around 70% of CAR States share surveillance data. • Lack of resources and availability of experts to support project activities. • More integration of the NACC and SAM Regional Offices with the increase of joint plans and activities. A close approach was made but still needs more openness and effectiveness from both offices. • LHD events due to coordination errors between adjacent FIRs in air traffic management. The ICAO NACC Office implemented a hands-on strategy to address LHD hotspots. • Increased operations of Remotely Pilot Aircraft System (RPAS) in non-segregated airspace resulting in ATS incidents occurring in the CAR/SAM airspace. • 85% of the States have made capacity calculation in order to plan the implementation of the ATFM. • SAM Region (Resolution A37 – 11) PBN Implementation; 87.9%. PBN implementation on SIDs 66% and STARs 50.7%. • CAR Region (Resolution A37 – 11) PBN Implementation; 58.1%. PBN implementation on SIDs 42.3% and STARs 38.6%. 1. 125 international airports out of 256 (AOP Table) in the CAR/SAM Regions were certified. In the CAR Region 88 international aerodromes out of 152 were certified, which means 58% certified. In the SAM Region 47 out of 104 were certified, which means 45% certified. • Over 11% increase year to year from 2018 to 2019 on aerodrome certification figures for the SAM Region. A jump from 34% to 45%. 2. The SAM Region has already implemented AMHS in all States (14 in total). • All NAM/CAR FIRs share their aeronautical information through the AMHS. Haiti is in the process to put in operational its AMHS. With the implementation of Haiti, all States in NAM/CAR Regions will have completed their AMHS implementation. • AMHS interconnections, the SAM Region increases the interconnections to 31. • ADSC and CPDLC in operational phase in 4 FIRs and in pre-operational phase in 3 FIRs. • 13 CAR/SAM States implementing QMS/AIM and certificate the 	<ul style="list-style-type: none"> • Approval of the “PBN implementation into visual runways” project. • Approval of the “Analysis of weather related events” project. • CFIT and MAC indicating positive safety trends. • Improved risk identification and mitigation procedure. • Improved decision-making process based on data triggers. <p>The top challenges SAM faced in 2019 on safety were:</p> <ul style="list-style-type: none"> • Limited availability of SAM Region’s Safety Intelligence and KPIs to measure progress and to support decision-making. • Guaranteeing sustainable of USOAP performance through time. • Proactively support the States that face challenges in increasing their level of compliance with the SARPs. <p>Similarly, for the NAM/CAR Regions the main challenges are:</p> <ul style="list-style-type: none"> • Limited resources and State inspectorate staff in the Small Developing Islands (SDIs). • Lack of State infrastructure to ensure safety data exchange and recollection. • Inefficient performance of Caribbean RSOO. <p>The following were also recurring issues that represented a challenge for the regional implementation of the SARPs:</p> <ul style="list-style-type: none"> • Limited availability of qualified human resources at the State level. • Political instability in some States. • High level of qualified personnel rotation. <p>Regarding the SAM challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Training and support to Regional Officers in Project Management has helped SAM Regional Office to secure funding for projects to address the needs of building business intelligence such as: connectivity metric, institutional strength, SIMS implementation, etc. • Data-driven assistance allows better allocation of ICAO’s resources and increase commitment from all hierarchic levels within the States’ authorities in supporting the regional goals. • Continue supporting project based approach and innovation for new ways of delivering and measuring progress. • Consolidate and communicate the understanding that ICAO audits are an

REPORT ITEM	PIRG*	RASG
	<p>majority of them (SAM includes the Uruguay certification).</p> <ul style="list-style-type: none"> • AIM Phase 1 WGS-84 AIRAC QMS monitoring Annex differences. • New approved projects on Airport CDM and Airport Planning for the CAR/SAM Regions. • 12 CAR/SAM States implemented and certified QMS/MET. • Regional projects on Aerodrome certification, Airport CDM, Airport Planning, SAR organization, e-TOD, QMS (AIM and MET) and ANS performance are ongoing under the CAR/SAM Plan. 	<p>integral part of the assistance provided to the States.</p> <ul style="list-style-type: none"> • Establish the formal compromise of assistance programmes following audit results. • Raise awareness and promote good governance practices of civil aviation regulators. • Promote the inclusion of good regulatory practices in Global Plans as part of ICAO's agenda. <p>Regarding the NACC challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Provision of inspectorate training and technical assistance by ICAO and Champion States to SDIs. • Promotion of Caribbean RSOO to NGO funds and external supports and exchange with other RSOOs. • Fostering of strategies to enhance inspectorate qualifications and exchange among States. • ICAO SAFE fund (Project and IADB Project promoted by ICAO to support SDIs safety oversight systems. • Promote the exchange of operational incident and other safety information with States among airlines and other aircraft operators.

REPORT ITEM	PIRG*	RASG
<p>Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Finalize the e-ANP Volume III template and initiate the approval procedure in accordance with GREPECAS-PPRC/5 meeting. • Verification of the implementation of essential air navigation services for international civil aviation, as outlined in the BBB framework and in accordance with GANP 6th Edition. • ICAO Cyber Security and resilience of Air Navigation System (emerging challenge), currently the NACC Regional Office is working with States and industry on a regional approach on cybersecurity. • Increase States replies to State Letters. • It is desirable to increase the active participation by States in ICAO regional meetings (including GREPECAS (PPRC/5) and RASG-PA and related programmes/projects). • Improve coordination among States, including on ATM contingency planning matters. • Need to increase resources to assist and support States. • Improve the level of implementation of ATS Inter-facility Data Communications (AIDC), Automatic Dependent surveillance- Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC). • Improve understanding of ATFM and SWIM concepts and emphasize the PBN implementation benefits. • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, e-TOD, Quality Management System (QMS), Data inter-operability, etc. • Speed up aerodrome certification. There was a strong plan for certifying at least 8 Mexican aerodromes during 2020, but due to the current situation the plan is kept on hold. In the SAM Region, certification was going on a good pace in Argentina, Colombia and Peru, but it also came to a halt due to the current situation. • Currently, under a project on the AGA programme for both regions, a regional strategy for the implementation of aerodrome master planning provisions is ongoing. • Speed up the transition from AIS to AIM (eTOD, eAIP, AIXM, Digital Data Sets, etc.). • MET projects of GREPECAS-PPRC/5 have had limited development, targets have been partially achieved despite efforts to coordinate the activities through follow up tele-conferences, a State by State approach is being implemented. • QMS/MET, MET Personnel Qualification, Space Weather and IWXXM implementation (AMDt. 78 Annex 3) limitations of economic or personnel resources, preventing States to comply with implementation dates. • Cartography for RNAV and RNP 	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • Flight Plan Management and automation/Reduction of FPL errors-duplication. • Improve coordination among stakeholders and ICAO. • Emerging technologies (UAS, RPAS, Artificial Intelligence, etc.). • Application of ICAO's policies on charges for airports and air navigation services contained in Doc 9082. • Enhancement of the SAT Group. Interfaces with GREPECAS-PPRC need a more formal process. • Implementation on new provisions of GRF (Global Reporting Format) on CAR/SAM Aerodromes. 	
<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • States are to develop performance objectives and performance indicators, adopted from GANP (version 2019) in order to improve and consolidate the capacity and efficiency of air navigation. An updated CAR/SAM ATFM CONOPS is already approved. States that implemented ATFM services have to establish common initiatives with surrounding States, in order to foster a regional multimodal ATFM system, as a basis of a future interregional ATFM system. • Regional ATS routes (RNAV – 5) implementation is addressed based on an interregional approach (ATSRO/10 meeting/workshop, July 2019, Bogota, Colombia). • States are to develop the required regulatory framework and enhance supervision of aeronautical meteorological services through their active participation. • Promote programmes aimed at providing assistance to individual States including SME exchange. States which have not yet started the transition from AIS to AIM should develop an Implementation Plan for Aeronautical Information Management, where a fundamental basis should be the cost-benefit study on the implementation of information management tools in an electronic environment (e-TOD, e-AIP, D-NOTAM). • Since 2015, seminars and workshops on AIXM, e-TOD, Database Management for e-AIP, SWIM, PANS-AIM and updating of auditors for the ISO 9001 Standard have been provided. • Analyse the convenience of updating the management and reporting of air navigation deficiencies in the CAR/SAM Regions. 	
<p>Matters being coordinated between PIRG and RASG</p>	<ul style="list-style-type: none"> • Joint (RASG-PA GREPECAS-PPRC 5) Regional Projects: <ul style="list-style-type: none"> • PBN implementation in visual runways • Analysis of weather related events • Safety issues directly related to flight operations • Accidents and Incidents Analysis • State Safety Programmes (SSPs) • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience 	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none">• Regional Safety Oversight Organizations (RSOOs)• SMS implementation• English Language Proficiency (ELP)• Runway Safety• Unsatisfactory Condition Reports (UCRs)• Airspace contingencies• e-TOD implementation• Contingency measures for incidents due to meteorological phenomena• Turning VFR approaches to IFR approaches under PBN concept	

TABLE A-4: EUR/NAT REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>EUR/NAT Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> • The EUR and NAT Air Navigation implementation action plans, priorities and targets are regularly reviewed and agreed through the EUR and NAT eANP, Vol II and Vol III, supported by a number of specific implementation plans and roadmaps. • Conducted NAT 2030 Workshop & Atlantic Coordination Meeting (ACM) to address mid-long term Oceanic priorities and challenges 	<ul style="list-style-type: none"> • The Regional Safety action plans, priorities and targets are regularly reviewed and agreed by the RASG-EUR and NAT SPG. • The RASG-EUR has approved a EUR Regional Aviation Safety Plan in cooperation with EASA. The EUR RASP is being updated to be fully aligned with GASP 2020-2022. • EUR safety priorities: Runway Safety; Loss of Control In-flight; CFIT; Safety Oversight capabilities; EUR Air Navigation deficiencies; Safety Management capabilities; RPAS integration • EUR safety targets ST1 – Accident rate in scheduled commercial air transport- Reduce by end 2019 compared with the average regional accident rate for the 2013-2017 period ST2 – CAA resources - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST3 – Certification, surveillance and resolution of safety concerns - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST4 – SSC resolution 0 by the end of 2019 ST5 – SSP implementation - All States to have implemented SSPs by end 2019 (as per information uploaded by States on ICAO ISTARs SPACE website, with the pre-requisite that the State should have an average EI above 60%) ST6 – Accident investigations - Improve by end 2019 compared with the regional rate for 2017 • NAT safety indicators: -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link in use -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link not in use Percent of Long Duration LHD events -Rate of minutes that aircraft, with Data Link in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of minutes that aircraft, with Data Link not in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of GNE events (No of GNE events divided by No of flight hours flown in the NAT region) , involving operations with Data Link in use -Rate of GNE events (No of GNE events divided by No of flight hours flown in

REPORT ITEM	PIRG	RASG
		<p>the NAT region), involving operations with Data Link not in use// -Rate of losses of separation (vertical) (No of losses of separation events divided by No of flight hours flown in the NAT region) Target - Reduction over previous rolling three-year period of performance compared to 2015-2016-2017 baseline.</p>
<p>Key PIRG/RASG Activities and Achievements in 2019</p>	<ul style="list-style-type: none"> • EUR (in collaboration with EUROCONTROL) and NAT Annual ASBU Implementation Monitoring Reports with participation of all 55 EUR and 9 NAT provider States • EUR Air Navigation System Performance Framework Report in collaboration with EC, EASA and EUROCONTROL • Several major airspace improvement projects including the implementation of free route airspace, the opening of the new Istanbul Airport and other ATS Route and Airspace enhancement activities in coordination with EUROCONTROL • Volcanic Ash exercises that resulted in an improved response by States and ANSPs in accordance to the regional EUR/NAT contingency plan. 2 exercises held and 1 VA preparatory workshop • Communicable Diseases training package (ITP) developed by CAPSCA EUR and a RTCE for the training of all CAPSCA Technical Advisors • CAPSCA EUR OJT for the Technical Advisors. • Successful implementation of the second phase of the PBCS performance based reduced separation minima in the NAT to allow for increased capacity, efficiency and reduced environmental impact • Activation of the NAT SB ADS-B trials • Conducted and supported a total of 4 workshops on the implementation of Global Reporting Format • Conducted Terrain and Obstacle Datasets (TOD) Workshop for Maghreb States (Algeria, Morocco and Tunisia) • • Conducted a review and update of the EUR Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies. • Development of EUR RNAV to RNP IFP Charts Identification Transition Plan (implementation in progress as planned) • B0-AMET at 92% implementation, B1-AMET at 32% • DAIM AIXM 41% implemented (12% in progress) and QMS at 93% • Special crisis coordination teams and meetings supported to address the airspace constraints due to the conflict zones in the interface areas with MID and APAC regions. 	<ul style="list-style-type: none"> • Resolution of the Significant Safety Concern (SSC) in Kyrgyzstan pertaining to the certification process for the issuance of air operator certificates and improvement of the Effective Implementation (EI) of States' safety oversight system as a result of capacity building technical assistance activities of the ICAO EUR/NAT Office supported by several donor States and international organizations. • Four States in the EUR Region have received the ICAO's Council President Certificate in recognition of significant progress in resolving safety oversight. • Ongoing update of the EUR Regional Aviation Safety Report (EUR RASP) for 2019-2022 in collaboration with EASA; • Delivery of EUR and NAT Annual Safety Reports • 4 Runway Safety Go Teams completed in 2019, to assist in the implementation of RSTs and runway safety programme, Assistance was provided to ICAO APAC office and COSCAP-SEA in launching first RS Go-teams in the APAC region. • Assistance in the implementation of USOAP CMA program: 2 CAP reviews performed with the assistance of ROs, 6 ROs participated in 10 USOAP CMA activities • Technical assistance capacity building projects were delivered to 3 States with EI below 60%. 2 more technical assistance missions in 2019 were deployed to support 2 States with low EI Three workshops on Aerodrome Certification (AGA) were conducted to build the necessary capacity for CAAs aerodrome inspectorate staff (70 experts trained in 2019) • Conducted and supported 2 workshops on Language Proficiency Requirements (LPR) to raise awareness and to develop best-practices in language testing systems, according to ICAO Document 9835. In total, 71 LPR experts from 27 states benefited from the two workshops. • An Accident Investigation (AIG) and ECCAIRS user workshop developed competencies to enable States to conduct independent and effective investigations of aircraft accidents and incidents, support the implementation of ADREP/ECCAIRS compatible taxonomies and databases as well as support States in better fulfilling their investigation obligations within the context of Annex 13 Continue resource mobilization with donor States and organizations to coordinate the capacity building activities through the EUR/NAT NCLB Technical Assistance Programme. Coordinate accordingly with SPCP.

REPORT ITEM	PIRG	RASG
Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS	<p>Challenges arising from the conflict areas or areas with political sensitivities within the EUR/NAT and in the interface areas with other Regions resulting in airspace constraints and constraints in the regional planning and implementation activities</p> <ul style="list-style-type: none"> • Coordination with adjacent Regions to address specific ATM issues to ensure harmonization and interoperability 	<ul style="list-style-type: none"> • Operations of RVSM non-approved/non-compliant aircraft • Continuing work on improving EI • Implementation of SSP • Optimization of the EUR working structure
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Continue the revision and optimization of the EUR/NAT working structure to optimize the use of EUR/NAT resources and release resources to support priority areas. • Special Coordination Meetings and Crisis Coordination Cells in coordination with other Regional Offices, States and international/regional organizations 	<ul style="list-style-type: none"> • Several workshops/seminars were held in 2019 on specific issues such as 2 ICAO Safety Management Capacity Building Workshops, “IT for safety” Workshop and RASG-EUR Accident investigation and ECCAIRS user workshop • Provide further assistance to States through EUR framework and NCLB TAP • Develop potential mitigations for further review to address the RVSM non-compliant/non-approved aircraft operations issue
Matters being coordinated between PIRGs and RASGs	<ul style="list-style-type: none"> • EASPG ToR approved by the Council and first EASPG (combined PIRG and RASG) was successfully conducted (Paris, 2-6 December 2019); continuous efforts are being undertaken towards level 2 and 3 of the EASPG optimisation. • Regional air navigation deficiencies and collaborative actions for their resolution • Regional NCLB Technical Assistance Programme to assist States in resolution of identified deficiencies • Development and approval of the EUR Regional Aviation Safety Plan and amendments to the EUR and NAT air navigation plans • Development and approval of the EUR and NAT annual Safety Reports 	

TABLE A-5: MID REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>MID Regional Safety Priorities and Targets.</p>	<ul style="list-style-type: none"> • Aviation statistics and traffic forecasts reviewed and taken into consideration in the air navigation planning mechanism in the MID Region. • MIDANPIRG & its subsidiary bodies plan and monitor the implementation of the GANP. • The Regional performance indicators and targets, included in the MID Region Air Navigation Strategy, are monitored by MIDANPIRG and its subsidiary bodies. The Strategy was slightly revised by MIDANPIRG/17 meeting based on the inputs received from States and stakeholders. The Strategy has been used by States to develop their National ASBU Implementation Plans and prioritize their activities/investments towards the achievement of the agreed performance targets within the specified timelines. • The MID Air Navigation Report-2018 was developed and endorsed by MIDANPIRG/17. It provides an overview of the status of implementation of the priority 1 ASBU Block 0 Modules in the MID Region, as well as an outlook of the ASBU implementation by 2020 based on the plans provided by States. The Report includes also a Section on environmental protection highlighting planned/implemented operational improvements and few success stories related to the implementation of operational improvements. • Assistance provided to States through development of guidance material/regional plans to foster implementation of priority 1 ASBU modules. • Organize Workshops/Seminars/ Symposiums 	<ul style="list-style-type: none"> • The MID Region Safety Strategy (6th Edition) was endorsed by the RASG-MID/7 meeting. The regional safety indicators and targets, included in the MID Region Safety Strategy are monitored by the RASG-MID. • The Eighth MID Annual Safety Report (MID-ASR) was published and available on the MID RO webpage. The main focus areas in the MID Region are: <ol style="list-style-type: none"> 1) Runway Safety (RS)- (mainly RE and ARC during landing); 2) Loss of Control Inflight - (LOC-I); 3) Controlled Flight Into Terrain- (CFIT); and 4) MID Air Collision- (MAC) • Identified emerging risks are: <ol style="list-style-type: none"> 1. Fire/Smoke (non-impact) – (F-NI); 2. Wake turbulence; 3. Runway Incursion-(RI); 4. Bird Strike- (BIRD); 5. Security- (SEC); 6. System Component Failure- Power Plant - (SCF-PP) 7. System Component Failure- Non-Power Plant (SCF-NP); and 8. Wind shear • In line with the Assembly Resolution A40-1, States were requested to establish a National Aviation Safety Plan consistent with Global Aviation Safety Plan (GASP), including the global aviation safety roadmap, and the MID Region Safety Strategy; and based on their operational safety needs. • Through coordination among the RASG-MID members/focal points and the Secretariat, the MID Region Safety Strategy will be reviewed and amended in order to be upgraded to a Regional Aviation Safety Plan (RASP) consistent with the GASP 2020-2022.
<p>Key PIRG/RASG Activities and Achievements in 2019</p>	<ul style="list-style-type: none"> • Development of the third MID Air Navigation Report (overall ASBU implementation increased from 55% to 58%); • Number of air navigation deficiencies decreased by 10% ; • MIDANPIRG/17 commended States and Stakeholders for their commitment and excellent cooperation that ensured the success of the Contingency Coordination Team (CCT) framework 	<ul style="list-style-type: none"> • The Regional EI i increased from 73.24% to 75.23% • 10 States with EI above 60% (9 of them above 75%) • 2 States (Bahrain and Qatar) received the President’s Certificate in 2019 • Percentage of Aerodrome Certification increased from 58% to 67% • Percentage of International aerodromes established Runway Safety Teams increased to 57%

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • The continuous enhancements of the recovery Plan for the normalization of traffic operation through Baghdad FIR • Action plans developed by the ATFM TF and FWC2022 TF were endorsed • Level of signed bilateral contingency agreement between Area Control Centres had reached 73% • 97% of aircraft have known Height-Keeping Performance monitoring results in the MID Region and 6 States achieved MMR above 98% • 70% of the MID States implemented the new SIDs and STARs phraseologies • Status of implementation of 20 NM and 10 NM radar longitudinal separation in the MID Region increased to 51% . • 80% of States signed SAR bi-lateral arrangements between ACCs. • 60% of States have implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain. • Enhanced reliability of the AFS Services in the MID Region, through Successful SITA Type X integration in the MID Region and establishment of the 3rd communication gateway with AFI Region (Khartoum COM Centre) • Establishment of the MID Flight Procedure Programme (MID FPP) • Endorsed the following documents: • Guidance for AIM Planning and Implementation in the MID Region (MID Doc 008) • revised version of the MID Region High level Airspace Concept (MID Doc 004) • Updated AMHS implementation plan of the MID ROC connectivity plan • Guidance for AIDC/OLDI Implementation in the MID Region (MID Doc 006) • Revised document of the MID Region Process for Mode S IC Codes Allocation • The MID Region Surveillance Plan (ICAO MID Doc 013) • Minimum Security Baselines (MSBs) for Air Navigation Services • Guidelines for the Implementation of OPMET Data • Exchange using IWXXM (MID Doc 012) • Established the following Groups/Teams to foster implementation of SARPs and GANP provisions: • Digital Datasets Implementation AD-HOC Working Group (DDI WG); • Frequency Management Ad-hoc Working Group; and 	<ul style="list-style-type: none"> • The MID Region Safety Strategy (6th Edition), which was endorsed by RASG-MID/7 meeting, includes selected goals and safety indicators from the new GASP 2020-2022 Edition, taking into consideration the regional specific objectives and priorities with specific timeframes in order to achieve the established safety targets. • The Eighth MID Annual Safety Report (MID-ASR) was endorsed by the RSC/7 meeting and made available on the MID RO webpage. • An Action Plan for the implementation of the endorsed AIG Regional Cooperation Mechanism (ARCM) was developed. • Endorsement of the MID Region Safety Management Implementation Roadmap by the RSC/7 meeting • Establishment of the Safety Management Implementation Team (SMIT) by the RSC/7 meeting as the main Regional Framework for the provision of assistance to States through Safety Management Assistance Missions • Coordinate with States and stakeholders the Capacity Building Activities in accordance with the MID Region NCLB Strategy. • Among others, the following activities were conducted during the period APRIL 2019 – MARCH 2020: <ul style="list-style-type: none"> ➢ MENA RSOO Technical Meeting (2019) ➢ ACAO/ICAO Safety Oversight Workshop (2019) ➢ Safety Management Capacity Building Workshop (SMCBW) (2019) ➢ ACAO/ICAO/CAAS Workshop/Course on Aircraft Accident Investigation Techniques (2019) ➢ Regional ECCAIRS-End User Course (2019) ➢ ACAO/ICAO Continuing Airworthiness Workshop (2019) ➢ SMMTC For the benefit of Libya, Sudan and Yemen (2019) ➢ ACAO/ICAO GASP 2020-2022 & NASP Workshop (2020) ➢ Regional USOAP CMA OLF Workshop (2020) ➢ Regional Upset Recovery Training, UPRT Workshop (2020) ➢ Regional Extended Diversion Time Operation, EDTO Workshop (2020) ➢ SSP Implementation Workshop customized for individual State, with high appreciation from receiving States.

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • ANS Cyber Security Working Group (ACS WG) 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Challenges arising from the conflict areas or areas with political sensitivities within the MID region resulting in airspace constraints and constraints in the regional planning and implementation activities • Challenges arising from disruption of Air Traffic flow caused by airspaces closure, with the lack of flow measures implementation. • Frequent activation of the Contingency Coordination Team (CCT). • Challenges facing the MIDRMA in collecting the required Data necessary for the development of the RVSM SMR 2018. • The lack of financial and human resources in some States, combined with the complexity of administrative arrangements for the approval of duty travel, political sensitivities, etc., affected the level of attendance to the MIDANPIRG activities as well as States' support to the MIDANPIRG and its subsidiary bodies Work Programmes. • Hosting of big meetings (lack of adequate meeting room and facilities in the Regional Office premises, political sensitivities, etc). The hosting of the MIDANPIRG/17 and RASG-MID/7 meeting in a Hotel in Cairo was very challenging and costly. • The political/security situation in some States, the cross-national variation in Aviation development as well as the relatively small accreditation area, impede the provision of Technical assistance, implementation of regional projects and the achievement of the regional air navigation targets. • Low level of reporting by States (inputs to the MID Air Navigation Report, national plans, success stories, environmental data, replies to State Letters, etc.). • Resources constraints (financial and technical personnel) in the Regional Office, combined with a high rotation rate vs. necessary time for new staff/comers to cope with the way of doing business in ICAO considering the MID Region specific challenges. • Slow progress in the implementation of A-CDM, CDO, and CCO ASBU modules; 	<ul style="list-style-type: none"> • Escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets • Low level of responses from States to State letters. • Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the MID Safety Targets and support the RASG-MID Work Programme • The majority of States are facing an issue with the lack of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities, support the work of RASG-MID and achieve the agreed safety targets. • Difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs • Limited support to the RASG-MID Work Programme and its subsidiary bodies (low level of attendance) having an impact on the agreed planned activities • The lack of necessary resources and expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS). • Low level of serious incidents and incidents reporting by the States and lack of shared safety data analysis and safety recommendations by the States • Slow progress in the start of operation of the MENA-RSOO. • High number of GNSS interferences incidents occurred in the MID Region

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Lack of regional framework to support the implementation of regional initiatives/projects and provide assistance to States for the implementation of ICAO SARPs and the regional requirements. • Challenges faced regarding the implementation of the following projects: <ul style="list-style-type: none"> • MID Flight Procedure Programme (MID FPP) • MID IP Network • MID Region Aeronautical Database (MIDAD) • Regional/Sub-Regional ATFM System • Many States are facing an issue with the insufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities (in particular in ANS and AGA), support the work of MIDANPIRG and achieve the agreed air navigation targets. • Low percentage of signed SAR bilateral agreements in the MID Region; • Low implementation of the AIDC/OLDI connections; • Difficulties faced by some States related to their challenges in maintaining and upgrading their air navigation systems and ATM/CNS infrastructure due to the imposed sanctions, which are also affecting the achievement of the agreed safety and air navigation targets at regional level. • Cases of missing flight plans and aeronautical safety related messages 	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations and activation of MID Region ATM Contingency Plan (MID Doc 003). • Continuous coordination with States and users for the improvement of the ATS route network and LoAs between adjacent ACCs. • MIDRMA and ICAO MID Office awarded 6 States that achieved above 98% MMR to motivate other member States to fulfil their obligations related to MMR • States not providing necessary data to the MIDRMA were added to the list of deficiencies and follow-up State Letters issued by the MID Office • Coordination with States, TCB and LEB to expedite the establishment of the MID FPP and to secure the necessary budget for the recruitment of the MID FPP manager (resource mobilization) 	<ul style="list-style-type: none"> • Based on the feedback and proposals received from the stakeholders and different RASG-MID subsidiary bodies, the RASG-MID/7 meeting endorsed the revised RASG-MID Organizational Structure • To ensure effectiveness of the RASG-MID, the following Groups were established: <ul style="list-style-type: none"> ➢ Annual Safety Report Group (ASRG) ➢ Aerodromes Safety, Planning and Implementation (ASPIG) ➢ Safety Enhancement Implementation Group (SEIG) ➢ Accident and Incident Investigation (AIIG) • The draft ToR of the RASG-MID and the RSC were developed and reviewed by the RSC taking into consideration the

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Coordination with States and the IP Network Service Provider to complete the CBAs and reduce costs to encourage States to join the CRV project. • The ATFM TF agreed on the solution to be implemented (Multi-Nodal Concept) and a Draft Concept of Operations has been developed. • Conducted A-CDM Workshop • Established the AIDC/OLDI Implementation Support Team composed of Subject Matter Experts (SMEs); mandated the implementation of priority 1 AIDC/OLDI connections in the MID Region. • Mandated the AFTN/CIDIN transition to AMHS in the Region, and establish third AFS gateway with AFI Region. • Development of MID SAR Implementation Plan which includes guidance material to support States to comply with global and regional requirements for SAR provisions. 	<p>new/generic ToR of the RASGs, which were endorsed by the President of the Council in July 2019.</p> <ul style="list-style-type: none"> • Development and implementation of Plans of Actions to support States in accordance with the MID Region NCLB Strategy. • Conduct of NCLB assistance missions. • Deliver and conduct NCLB seminars/workshops/trainings, including the GSI courses. • Followed-up with Saudi Arabia (host) and ACAO to expedite the start of operations of the MENA RSOO. • Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts. • Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities. • Fostering accountability through direct communication with DGs/Ministers for the implementation of the MID NCLB Strategy and Plans of Actions for prioritized States. • Optimized the coordination with regional and international organizations in providing assistance to States • Endorsed the RASG-MID Safety Advisory (RSA-14) on GNSS Vulnerabilities
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Accidents and Incidents Analysis (Near Mid Air Collisions occurrences) • Performance Based Navigation (PBN) • Fatigue Risk Management • State Safety Programmes (SSPs) and Safety Management System for ANSPs • Remotely Piloted Aircraft Systems (RPAS) • Airborne Avoidance Collision System (ACAS) • Call Sign Similarity and Confusion (CSC) • RVSM operations and monitoring activities in the MID Region • GNSS vulnerabilities • Contingency Planning • SAR issue • Aerodrome design and operations • Operational Thread: Surface Operations • Airport planning challenges (States/Airports) 	

APPENDIX C

Table C-1. PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2021

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2021										
2020										
2019	22 (151)	19 (101)	37 (223)	30(87)	31(53)	8 (15)	9 (34) PPRC/5	14 (98)	14 (98)	7 (28) - (ESC/32) 12 (50) Plenary Meeting 4 (18) - (ESC/33)
2018	27 (173)	22 (89)	No meeting	No meeting	40 (111)	9 (32)	18 (101)	No meeting	No meeting	5 (27) - (ESC/31) 8 (27) - (ESC/30)
2017	27 (175)	20 (88)	38 (171)	29 (131)	35 (119)	8 (31)	No meeting	13(80)	11(60)	No meeting
2016	30 (154)	31 (169)	No meeting	No meeting	35 (87)	9 (29)	13 (45) - (PPRC/4)	No meeting	11(59)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	11 (34) - (PPRC/3)	13 (89)	10 (49)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	17 (103)	No meeting	7 (69)	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	13 (37) - (PPRC/2)	14 (85)	No meeting	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	11 (39) - (PPRC/1)	10 (102)	9 (40)	9 (44)
2011	26 (127)	35 (208)	42 (233)	No meeting	34 (97)	8 (26)	22 (93)	No meeting	9 (37)	16 (75)

Figures in Table C-1 reflect the number of States and the total number of participants in parenthesis

*RASG-PA and GREPECAS hold their plenary meeting every three years. In the years that no plenary Meeting is held, Executive State Meetings (ESC for RASG-PA and PPRC for GREPECAS) are conducted. Number of participants includes ICAO staff attending.

PIRG/RASG Member States:

PIRGs		RASGs	
APIRG	48	RASG-AFI	48
APANPIRG	39	RASG-APAC	39
EANPG	55	RASG-EUR	56
NATSPG	9	(NATSPG)	
MIDANPIRG	15	RASG-MID	15
GREPECAS	37	RASG-PA	38

Table C-2. CATEGORIZATION OF 2020-2021 PARTICIPATION¹

	APANPIRG	RASG - APAC	EASPG	NATSPG ²	GREPECAS	RASG - PA	APIRG	RASG-AFI	MID
State participation from within the region – regulator	26 (86)	2 (57)	31 (53)	8 (15)	9 (21)	7 (11) - (ESC/32) 12 (26) Plenary Meeting 5 (27) - (ESC/33)	35(154)	28 (50)	MID to ADD
State participation from within the region – service provider (ANSP & aerodrome operators)	13 (41)	5 (17)	19 (34)	8 (18)	8 (21)	0	10(23)	10 (23)	
States from outside the region	1 (9)	2 (7)	1 (5)	0	0	0	2(7)	2(4)	
International organizations	7 (37)	8 (10)	11 (18)	4 (6)	4 (15)	6 (14) - (ESC/32) 5 (15) Plenary Meeting 5 (27) - (ESC/33)	9(20)	12(17)	
Industry	0	1 (1)	2 (2)	1 (1)	0	3 (3) - (ESC/32) 5 (9) Plenary Meeting 5 (27) - (ESC/33)	10 (28)	6(10)	

— END —

¹ Figures in the table reflect the number of States and the number of participants in parenthesis.

²The NAT SPG has nine Member States but only one (Iceland) is geographically located in the NAT Region. The information provided in the table refers to the NAT SPG members. The NAT Region does not have a dedicated RASG, but all safety-related activities assumed by the RASGs are embedded in the work programme of the NAT SPG.



WORKING PAPER

AIR NAVIGATION COMMISSION

**CONSOLIDATED REPORT ON PLANNING AND IMPLEMENTATION REGIONAL GROUPS
(PIRGs) AND REGIONAL AVIATION SAFETY GROUPS (RASGS) FOR 2019 –
APPROVAL OF DRAFT REPORT TO COUNCIL**

(Item No. 21409)

(Presented by the Director of the Air Navigation Bureau)

SUMMARY

The attached draft report to Council presents a consolidated annual report on the activities of planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) covering the period from April 2019 to March 2020.

Action by the Air Navigation Commission is in paragraph **Error! Reference source not found.1**.

COORDINATION

APAC, ESAF, EUR/NAT, MID, NACC, SAM, WACAF Regional Offices;
All ANB Sections

REFERENCES

As in the attached draft report to Council.

1. INTRODUCTION

1.1 The Air Navigation Commission is invited to approve the attached draft report to Council.



WORKING PAPER

COUNCIL — 221TH SESSION

Subject No. 14.4.2: Regional air navigation meetings

**CONSOLIDATED REPORT ON
PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AND
REGIONAL AVIATION SAFETY GROUPS (RASGs) FOR 2019**

(Presented by the President of the Air Navigation Commission and
the Director of the Air Navigation Bureau)

EXECUTIVE SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020. This annual report serves as the main tool for the ANC to evaluate implementation progress in the regions. The paper focuses not only on the outcomes of PIRG and RASG meetings, but also on regional safety and air navigation implementation progress and challenges. A brief summary of PIRG and RASG regional implementation progress is contained in Appendix A and common challenges faced by regions are contained in Appendix B. Categories of participation may be found in Appendix C.

Action: The Council is invited to:

- a) note the progress and outcomes of the PIRG and RASG activities listed in Appendices A and B;
- b) note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP); and
- c) take action, as required, on the items identified in Appendix B.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.	
<i>Financial implications:</i>	Not applicable.	
<i>References:</i>	C-WP/14986 C-WP/14983 C-WP/14966 C-WP/14902 C-DEC 219/7 C-DEC 218/4 C-DEC 217/6 AN-WP/9406 AN-WP/9399 AN-WP/9364	AN-WP/9357 AN-WP/9309 AN-WP/9166 AN-WP/8993 AN Min 215-x Doc 10140, <i>Assembly Resolutions in Force</i> (as of 4 October 2019) Doc 10004, <i>2020-2022 Global Aviation Safety Plan</i> Doc 9750, <i>Global Air Navigation Plan</i>

1. INTRODUCTION

1.1 Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 This paper presents a consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP, covering the period from April 2019 to March 2020. The information is summarized by regional group and includes matters being coordinated between the PIRGs and RASGs in each region (Appendix A). It complements the information in the *Annual Report to Council on Regional Offices' Activities during 2019 and Operating Plans for 2020* (C-WP/14986 refers).

1.3 Assembly Resolution 40/5: *Regional implementation support mechanisms*, adopted by the 40th Session of the Assembly, recognized that regular PIRG and RASG meetings have the effect of coalescing and recording regional progress on planning and implementation and instructed the Council to ensure that PIRGs and RASGs report on an annual basis implementation progress as well as challenges experienced.

1.4 The Assembly agreed that some PIRGs and RASGs would benefit from meeting more frequently and decided that the meeting schedule of the PIRGs and RASGs and the annual reporting requirement to the Council be aligned. Consequently, the Council endorsed the actions proposed in Appendix B of C-WP/14983, to align the meeting schedule of the PIRGs and RASGs and the annual reporting requirement to the Council. The Council-approved PIRGs and RASGs Terms of Reference were amended on 5 August 2020 to include the annual meeting requirement.

1.5 At the fourth meeting of its 218th Session, the Council approved a revised reporting structure of common challenges faced by the PIRGs and RASGs (C-DEC 218/4 refers) as outlined in the Appendix to C-WP/14966. The Council agreed to proceed with the new format on the understanding that it would have an opportunity to review the effectiveness and utility thereof at a future session once sufficient time had elapsed to allow for a meaningful evaluation.

1.6 It was also agreed that the new format, as found in Appendix B of this working paper, is a work-in-progress that could benefit from additional refinement. In addition, it may be possible to link the Council action(s) to be taken in relation to identified common challenges with the Business Plan. Progress on the recently approved format will be reported to Council once the first PIRG/RASG cycle is completed.

1.7 The number of States that participated in PIRG and RASG plenary meetings is found in Appendix C.

1.8 The PIRG and RASG reports were reviewed by the Commission as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The reports covered by this working paper are:

- a) *Review of the Report of the 30th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) and the Report of the*

9th Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9) (AN-WP/9399)

- b) *Review of the Report the Twenty-second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22) and the Fifth Meeting of the Regional Aviation Safety Group for AFI Region (RASG-AFI/5) (AN-WP/9364)*
- c) *Review of the Report of the First European Air Navigation Systems Planning Group (EASPG/1) (AN-WP/9406)*
- d) *Review of the Report the North Atlantic Systems Planning Group (NATSPG/55) (AN-WP/9357)*
- e) *Review of the Report the Seventeenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/17) and the Seventh Meeting of the Regional Aviation Safety Group – Middle East (RASG MID/7) (AN-WP/9309)*

1.9 In line with the current Terms of Reference, the Secretary of the Caribbean/South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS) provided an update related to progress on implementation, as well as difficulties experienced for inclusion in this report. The information is based on the outcome of the Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) held from 16 to 18 July 2019. The GREPECAS Plenary was rescheduled to mid-2021 due to the coronavirus disease (COVID-19) pandemic. The report of the plenary of the tenth meeting of the Regional Aviation Safety Group Pan America (RASG-PA) will be reported together with the next GREPECAS Meeting.

2. **SUMMARY OF THE REVIEW OF THE PIRG/RASG REPORTS BY THE AIR NAVIGATION COMMISSION (ANC)**

2.1 **Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30, 4 to 6 November 2019) and Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9, 7 to 8 November 2019)**

2.1.1 The Commission noted that the APANPIRG/30 and the RASG-APAC/9 Meetings were very well attended. The existing challenges related to the implementation of the Asia and Pacific (APAC) internet protocol-based common regional aeronautical VPN private network (CRV) to meet the increased requirements of aeronautical traffic and achieve early benefits were also noted.

2.1.2 With regard to the upgrading of the air traffic services (ATS) message handling system (AMHS), it was noted that several States have made limited or no progress. With respect to performance-based navigation (PBN) approach procedure implementation, it was noted that progress was slower than the global average.

2.1.3 Regarding the implementation of the global reporting format as per Annex 14 — *Aerodromes*, the Commission noted that only a few States and aerodrome operators are fully ready for

this transition in a timely manner. It was noted that some States in the Region lack competent inspectors, suggesting a low level implementation of Critical Element 4.

2.1.4 The Commission noted with concern, that the Pacific Island States have low levels of effective implementation (EI) in all audit areas. To address this, it was proposed that one of the best options would be to establish a regional safety oversight organization (RSOO) in that area.

2.1.5 The Commission also noted with concern, that the only Significant Safety Concern (SSC) in the Region is not yet resolved. With regard to aeronautical information management (AIM) implementation, the unacceptable level of implementation in the Regions was noted.

2.1.6 The current average USOAP score for States in RASG-APAC is 64.59 per cent, below the global average of 68.94 per cent. It was noted that the RASG-APAC identified the need for an updated Accident/Incident Data Reporting (ADREP) system, as well as guidance for States to use the tool and guidance related to the use of media sources. This item is currently under consideration by the Commission.

2.1.7 The Commission noted the key achievements in safety for 2019 that included amongst other items: Combined Action Teams missions during 2019-2020 in nine States (Kiribati, Malaysia, Maldives, Marshall Island, Nepal, Pakistan, Philippines, Timor-Leste and Vietnam) resulting in an increase of EI from 62.41 per cent (2018) to 64.59 per cent in 2019; APAC Regional Office safety intelligence report to assist Headquarters plan and prioritize the USOAP Continuous Monitoring Approach (CMA) and integrated validation activity (IVA) for 2021; safety enhancement initiatives related to controlled flight into terrain (CFIT), loss of control in-flight (LOC-I) and runway safety (RS), and introduction of monitoring tools; APAC Annual Safety Report 2019 published on time; Beijing Declaration commitments on safety continuously monitored as per RASG-APAC work programme and the President Certificates for 2019 to India, Myanmar and Papua New Guinea.

2.1.8 With regard to the next meeting, it was noted that Indonesia has offered to host the next APANPIRG and RASG-APAC Meetings in November 2020. However, due to the COVID-19 pandemic, the meetings are postponed to December 2020 and will be held at the APAC Office, Bangkok (subject to control of the outbreak).

2.2 AFI Planning and Implementation Regional Group and Regional Aviation Safety Group for AFI Region (APIRG/22 and RASG-AFI/5, 29 July to 2 August 2019)

2.2.1 The Commission was presented with the meeting format, achievements, key issues and challenges of the Africa-Indian Ocean (AFI) Region related to air navigation and safety. It was noted that the Secretariat organized the meeting to include joint PIRG/RASG sessions to deal with common issues. The Commission noted with satisfaction, the increase in APIRG and RASG-AFI participation, but noted with concern the insufficient and ineffective level of support, technical expertise and participation by States to the subsidiary bodies. It was recalled that this is a common problem in some regions.

2.2.2 With regard to the rotation of the APIRG and RASG-AFI Secretaries, the Commission was informed the target date to commence the rotation was 1 January 2020, coinciding with the start of the new triennium.

2.2.3 The Commission expressed concern regarding the disproportionate number of papers submitted for discussion seeing as the APIRG had more papers than the AFI-RASG. The Commission

was informed this may have been because the AFI Aviation week, which included a safety symposium, was held earlier in May 2019, and had covered a number of technical areas by each group.

2.2.4 With regard to the format of the meeting, the logistical difficulties encountered when hosting parallel meetings where two languages are used were noted. In addition, it doubles conference room requirements as well as the number of interpreters required to accommodate the separate, but simultaneous meetings. With regard to facilities, the Commission noted there are facilities belonging to the United Nations in Nairobi, but very limited facilities in Dakar. It was recalled that the PIRG/RASG Terms of Reference have the build-in flexibility to host meetings outside regional offices, if needed.

2.2.5 The APIRG and RASG-AFI Secretaries informed the Commission that they will identify ways to meet annually so as to meet Assembly Resolution 40/5, *Regional implementation support mechanisms* to report annually on implementation progress and challenges experienced. The Commission welcomed the efforts made to convene the PIRG/RASG meetings on an annual basis.

2.2.6 With regard to the main challenges, the Commission noted with concern, the consistent increase of traffic in States with low to medium safety oversight capability and insufficient coordination among States/air navigation service providers (ANSPs). Of particular concern was the high rate of missing operational messages (flight plans, operational meteorological, notice to airmen).

2.2.7 The Commission noted the AFI Regional Monitoring Agency (ARMA) Report on Reduced Vertical Separation Minimum (RVSM) Airspace Safety, and that the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. It was noted with concern that the combined effect of increases in the probabilities of vertical overlap was caused by improper flight level crossings and flying at wrong flight levels. The Commission noted with concern that AFI States are not submitting RVSM data to the ARMA Office on a monthly basis.

2.2.8 In response to a question related to reports that Somalia would start providing an air traffic control service in Class A airspace as opposed to the current flight information service in Class A airspace, it was understood that the Mogadishu flight information region (FIR) would transition in January 2020. However, no promulgation of the planned changes to the airspace, as required by Annex 15 — *Aeronautical Information Services* had been published. The Commission recalled that ICAO previously had the responsibility for the operations within the Mogadishu FIR via contract(s) with the Technical Co-operation Bureau (TCB) and that this responsibility was formally handed over to the Federal Government of Somalia on 31 July 2019.

2.2.9 The Commission also noted information related to large height deviations (LHD) reported from within the Mogadishu FIR. There were at least 51 LHDs reported to the MID Regional Monitoring Agency (RMA) for aircraft exiting Mogadishu FIR into the Sanaa FIR during August 2019 alone. It was further noted that the AFI RMA (ARMA) does not currently receive any RVSM data or LHD reports from Somalia.

2.2.10 With regard to the low-level feedback from States to ICAO State letters, the Commission recalled that this is a common global problem. It was agreed that a global solution is required to address this issue and it was recalled that the MIDANPIRG is working on a possible solution. It was noted that the lowest level of EI in the AFI Region relates to air navigation services (ANS), aerodromes, air routes and ground aids (AGA), accident investigation (AIG) and personnel licensing (PEL).

2.2.11 The increase in international airport certification as well as the improved accident rate in the AFI Region was noted with satisfaction. It was noted that the accident rate for RASG-AFI is declining

over the years and lower than the global average in 2016. The Commission noted the ongoing efforts related to the available options to formalize the South Atlantic Group (SAT) and to further enhance cooperation and coordination between the SAT and the North Atlantic (NAT).

2.2.12 With regard to the progress of regional implementation under USOAP, the Commission noted that 63.04 per cent of African States have achieved the 60 per cent EI target and that one State remains with an SSC. One of the RASG-AFI priorities will be to harness synergies and engage authorities of the State and partners as part of the efforts to resolve the SSC in that State. It was noted that RASG-AFI calls on ICAO to intensify and undertake Regional Office Safety Teams (ROST) missions to support AFI States' efforts to improve their safety oversight systems.

2.3 **European Air Navigation Systems Planning Group (EASPG/1, 2 to 6 December 2019)**

2.3.1 With respect to the main accomplishments in the European (EUR) Region, the Commission noted with satisfaction the merger of the European Air Navigation Planning Group (EANPG) and the RASG-EUR into the newly established EASPG. The first meeting was attended by 130 participants from forty States and eleven international organizations and industry. The Commission welcomed the new beginning in the ICAO EUR working structure.

2.3.2 During the review of the EASPG/1 Report, the Commission noted the achievements, challenges and key issues of the Region. It was noted that some of the key challenges arise from conflict areas and areas with political sensitivities within the European and North Atlantic (EUR/NAT) Region and in the interface areas with other regions resulting in constraints in airspace and in regional planning and implementation activities.

2.3.3 It was further noted with satisfaction that the significant safety concern in Kyrgyzstan was resolved, and that in general, EI levels in several EUR/NAT Regions have improved. The Commission noted that the sixth meeting of the Black Sea Task Force (BSTF/6) reconfirmed the commitment to working together, refrain from any direct or indirect actions that could affect safe operations for all aircraft operators and acknowledged the confirmation by the International Air Transport Association (IATA) that operations took place smoothly in the period from September to October 2019.

2.3.4 Furthermore, the BSTF identified a set of enablers that must be addressed before any operational/technical solution can be successfully implemented. A question was raised as to what percentages of airlines that are crossing that area are actually using those routes within the Simferopol FIR. The Commission was informed that not many airlines use the two routes.

2.3.5 With respect to an overview of the USOAP assessment activities for the EUR Region, the Commission noted with concern, the low level of implementation of the State safety programme (SSP) identified in the region.

2.3.6 With respect to the EASPG/1 Conclusion 1/13 – *Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates* and Conclusion 1/14 – *Procedure for Handling the Homophonous 5LNCs*, the Commission noted that a related recommendation had been made at the 13th Air Navigation Conference (AN-Conf/13, Recommendation 3.5/1 — *ICAO location indicator system and database of significant points*). In this regard, the Commission suggested having an update on the progress of this recommendation, taking into consideration the outcomes of the EASPG/1.

2.3.7 With respect to the EASPG/1 Conclusion 1/34 – *Visual approach*, the Commission noted the request that ICAO initiate the process for assessment of the definition of visual approach in the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) and that the Secretariat initiate the process to amend the EUR Supplementary Procedures in Doc 7030, *Regional Supplementary Procedures* related to visual approaches.

2.3.8 The Commission noted the EASPG/1 Conclusion 1/35 – *Strengthening ICAO environment capacity-building activities in the EUR Region* and the proposed actions for the region.

2.4 North Atlantic Systems Planning Group (NAT SPG/55, 24 to 27 June 2019)

2.4.1 During the review of the NAT SPG/55 Report, the Commission noted the achievements, challenges and key issues. The Commission noted with satisfaction, the successful preparation of the operational trial of advanced surveillance enhanced procedural separation (ASEPS) using automatic dependent surveillance-broadcast (ADS-B) that commenced in March 2019. This included the completion of a safety risk assessment and an implementation plan.

2.4.2 It was also noted that the regional coordination of implementation programmes in the North Atlantic (NAT) Region, such as, advanced surveillance enhanced procedural separation (ASEPS), using space-based automatic dependent surveillance-broadcast (SB ADS-B), trials and the expansion of the reduced separation minima based on the performance-based communication and surveillance (PBCS) PBN lead to significant capacity and efficiency gains and reduction in carbon dioxide (CO₂) emissions.

2.4.3 With regard to the 2018 Annual Safety Report, the Commission noted with satisfaction that the NAT Region's sixth annual safety report was issued by the NAT SPG who continuously studies, monitors and evaluates the air navigation system in the NAT Region in light of changing traffic characteristics, technological advances and updated traffic forecasts. It was noted that seven targets were met.

2.4.4 The Commission noted that the First Atlantic Coordination Meeting (ACM/1) was held in Paris, France, on 31 January 2019. ACM/1 was attended by representatives from 14 States and six international organizations. It was noted that the project on harmonization of contingency plans, led by the United Kingdom with ANB support, delivered an updated SAT Contingency Plan. This plan was subsequently approved by the SAT/24 Meeting (Luanda, Angola, 3 to 7 June 2019).

2.4.5 It was noted with satisfaction, that the NAT Region Concept of Operations (CONOPS) for the introduction of operations without an assigned fixed speed (OWAFS) was endorsed and will be published. This capability will further enhance operator fuel and time efficiencies and reduce greenhouse gas (GHG) emissions.

2.4.6 The Commission noted that the NAT Region traffic forecast was updated for the years 2018-2038. The near-term five-year outlook for NAT Region traffic was expected to grow at an average annual rate of 2.7 per cent between 2018 and 2023, a decrease over the 2017-2022 short-term growth rate of 3.9 per cent.

2.4.7 It was noted that the vertical collision risk was estimated at 76.4 x 10⁻⁹ fatal accidents per flight hour (fapfh) (an increase of 66 per cent compared to 2017) and the lateral collision risk was estimated at 13.8 x 10⁻⁹ fapfh (an increase of 8 per cent compared to 2017). It was noted that this increase was mostly due to the availability of a much larger data sample that was now collected from all NAT

FIRs. The Commission noted that the biggest contribution to the lateral collision risk estimate in 2018 was a total of 162 minutes that was spent on an incorrect track.

2.4.8 With regard to implementation of separation minima based on PBCS/PBN, the Commission noted that the NAT Region continues to make progress toward achieving its safety targets, although LHDs and vertical risk continue to be of specific concern. At the same time, the region also continued to conduct the safety analyses and operational trials necessary to introduce new technologies and procedures intended to increase the efficiency of the busy oceanic airspace.

2.4.9 The Commission noted with concern that due to the expected de-orbiting by 2020-2021 of the I-3 satellite currently providing additional coverage over NAT, Inmarsat satellite coverage redundancy could be lost and the NAT data link availability issues could become more salient. In addition, the remaining two Inmarsat I-4 satellites over the NAT would provide less coverage in the northern latitudes.

2.4.10 The Commission noted with interest that the Aireon ALERT, a free global aircraft tracking solution system, was available for registration and following the completion of Aireon satellite infrastructure on 9 July 2019, would go into full operational service, which would be operated from the Irish Aviation Authority (IAA) North Atlantic Communications Centre in Ballygirreen, Ireland. The Commission requested that this information be made available to all the other PIRGs and RASGs.

2.4.11 With regard to challenges experienced in the NAT Region, the Commission noted the actions required to ensure that the regional PBCS monitoring system is fully functional, especially in interfacing with other regions RMAs for communicating PBCS non-performance reports.

2.5 Middle East Air Navigation Planning and Implementation Regional Group and Regional Aviation Safety Group – Middle East (MIDANPIRG/17 and RASG-MID/7, 15 to 18 April 2019)

2.5.1 The Commission noted some of the achievements among the numerous presented: 97 per cent of aircraft have known height-keeping performance monitoring results in the Middle East (MID) Region and six States achieved a minimum monitoring requirement (MMR) above 98 per cent; the number of LHDs at the interface APAC-MID was reduced; the revised version of the MID Region AIM Implementation Roadmap was endorsed; 80 per cent of States developed ATS contingency plans; the level of signed bilateral contingency agreement between area control centres (ACCs) reached 73 per cent; 70 per cent of the MID States implemented new SIDs and STARs phraseologies; the status of implementation of 20 NM radar longitudinal separation in the MID Region is 51 per cent; 80 per cent of States signed search and rescue (SAR) bilateral agreements between ACCs; the MID Region Surveillance Plan was endorsed; and the total number of air navigation deficiencies approved by MIDANPIRG/17 was 104 compared to 114 approved by MIDANPIRG/16 (10 per cent reduction).

2.5.2 It was highlighted that the main challenges for the Region are: political/security situation in some States; the lack of financial and human resources in some States; States' support to MIDANPIRG and RASG-MID work programmes (especially the required support for the subsidiary bodies work); the lack of adequate training provided to technical and inspectorate staff; and the low level of reporting by States. The Commission noted with interest the means to address the challenges (e.g. for training technical and inspectors).

2.5.3 The Commission noted with interest the MID States' satisfaction with the arrangements for the conduct of MIDANPIRG and RASG-MID meetings concurrently (plenary sessions and parallel tracks) as well as the revised MIDANPIRG and RASG-MID organizational structures, where no major changes are proposed.

2.5.4 With regard to the RASG-MID/7, the Commission noted the key achievements, and commended the improvement of average level of EI from 70.5 per cent to 75.14 per cent. It was also noted with appreciation that, through Technical Assistance and capacity building support, in addition to the overall increase of EI, 10 States have achieved an EI above 60 per cent (nine of them above 75 per cent), two States received the ICAO President's Certificates, the progress on aerodrome certification increased from 59 per cent to 67 per cent and there were no SSCs in the MID Region.

2.5.5 The Commission was apprised of the progress achieved in GASP implementation, through the monitoring of the MID Region Safety Strategy, in particular the regional average rates of accidents and fatal accidents to be in line with the global average rates.

Stephen P. Creamer

Nabil Naoumi

APPENDIX A
SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS
APRIL 2019 – MARCH 2020

TABLE A-1: ASIA/PAC REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>ASIA/PAC Regional Safety Priorities and Targets.</p> <p>APAC Seamless ANS Air Navigation Priorities</p>	<ul style="list-style-type: none"> • “Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and APANPIRG regional priorities, Asia/Pacific Air Navigation Plan (ANP), Asia/Pacific Seamless ATM Plan, Asia/Pacific Framework for Collaborative ATFM, Regional ATM Contingency Plan, Asia/Pacific Search and Rescue (SAR) Plan and Asia Pacific Airport Collaborative Decision Making Implementation Plan. Reviewed States’ progress and proposed actions to achieve the goals” • Asia/Pacific Seamless ATM Reporting including Air Navigation Priorities and Targets can be accessed at: https://www.icao.int/APAC/Documents/Seamless%20ATM/Reporting%20picture.pdf • APAC is several years behind its commitments to implement the APAC Seamless ATM (now ANS) Plan. This is mainly due to a lack of whole-of government planning and associated with this, a lack of political will. Hence, the requirement for a National Air Navigation Plan (NANP) with ten Basic Planning Elements (BPEs) was endorsed by APANPIRG/30 and entered into the RANP Vol. II 	<ul style="list-style-type: none"> • Asia Pacific Regional Aviation Safety Plan (AP-RASP) is developed and published in APAC website in March 2020 which is in line with the GASP 2020-2022 objectives. • Regional aviation safety priorities and targets are incorporated in the AP-RASP for 2020-2022. • One ICVM (Ukraine) and two audits (Turkmenistan and Zimbabwe) were supported by APAC ROs. • In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme to assist APAC States with an effective implementation (EI) score lower than the global EI average and provided special assistance to improve the safety compliance with the objective of improving their EIs to above the global EI average in few years. CAT Missions to 12 States (i.e. Brunei, Indonesia, Kiribati, Laos, Maldives, Malaysia, Marshall Islands, Nepal, Pakistan, Philippines, Timor-Leste, Vietnam) were undertaken in 2019. • Bhutan has progressed one step forward in resolving their SSC in ANS area establishing their own independent ANSP. • Afghanistan has completed the DESKTOP Audit in December 2019. • Myanmar has faced the first IVA (AGA Area) in APAC Region and resulting slight improvement in EI. • PSIDS Aviation Needs Analysis Study completed successfully.

<p>Key PIRG/RASG activities and achievements in 2019</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • APANPIRG/30 monitored and tracked implementation of Beijing Declaration. • APANPIRG/30 decided to make a triennial major update of the Asia/Pacific Seamless ANS Plan to incorporate the 6th Edition of the GANP • APANPIRG/30 urged States' and APANPIRG' actions to improve the process for State and APANPIRG to prioritize and resolve Air Navigation Deficiency. • APANPIRG/30 decided to conduct the combined APANPIRG and RASG-APAC trial Plenary Meetings in 2020 <p>AIR TRAFFIC MANAGEMENT</p> <ul style="list-style-type: none"> • Requested ICAO HQ Support for Regional ANS Implementation (Conclusion 30/6). • Asia-Pacific ATM Performance Measurement Framework (new performance framework for monitoring ATM performance) (Conclusion 30/7) • Regional ATM Contingency Plan V3.0 • Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace V1.0 • RASMAG Safety Bulletin • Asia/Pacific Seamless ANS Plan V3.0 • State National Air Navigation Plan Template V6.0 • Ballistic Launch and Space Re-entry Management – Additional Guidance and State Planning Checklist • Asia/Pacific Search and Rescue (SAR) Plan V3.0 • GADSS ADT Phase Basic Guidance • Asia/Pacific Regional Guidance for the Regulation and Safe Operation of UAS in National Airspace • Basic Phrases for Cross-Border ATFM Coordination – Working Draft • ATFM Post-Operations Analysis Framework – Working Draft • Flexible Use of Airspace NOTAM Templates • PBCS Reporting Form Templates • Guidance for Data Link Performance Improvement for Aircraft Operators <p>CNS:</p>	<ul style="list-style-type: none"> • Developed the 2019/2020 RASG-APAC Work Programme. • Sixteen SEIs related to the CFIT, LOC and RS has been updated and approved in RASG and monitored through an online mechanism on the implementation progress. • Published the 2019 APAC Annual Safety Report and uploaded onto RASG-APAC/APRAST public website. • RASG-APAC has completed and published the AP-RASP in the APAC website. • APAC has undertaken following activities: <ul style="list-style-type: none"> - Conducted the APRAST-14 (27-31 May 2019) and RASG-APAC/09 (7-8 November 2019) for 2019. - Senior and Middle Managers Training Course (SMMTC) conducted in three States: India, Papua New Guinea and Philippines. - Supported preparing the APAC RO intelligence database for ICAO HQ USOAP Activity Planning purpose. - APAC AIG has conducted workshop focusing on “Underwater Aircraft Accident Investigation” - Two EDTO (Beijing, 15-19 July and Bangkok 22-16 July 2019) and one RASP/NASP Workshop (Bangkok, 4-6 November 2019) was conducted for APAC Region. - Participated in Civil-Military Cooperation Workshop in Bangladesh between 21-13 October 2019. - Conducted the ISAGO Workshop by IATA (15-16 August 2019) as an industry programme. - Conducted “English language Proficiency Test Design Guidelines” Workshop in Bangkok from 28-30 October 2019. - Supported 56 DGCA meeting held in Kathmandu, Nepal.
--	---	---

- Regional SWIM Implementation Philosophy and APAC SWIM Roadmap and SWIM Education video
- Successful trial for use of RPAS for flight inspection
- Asia/Pacific Regional FIXM Extension for ATFM (Conclusion 30/12)
- Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP including recommended contingency measures for consideration by States/administrations (APANPIRG/30/14)
- Adoption of Guidance for Procurement and Certification of CNS/ATM Services and Systems (CNS/23/17)
- Organized a GBAS and SBAS implementation workshop to assist States in this new technology

METEOROLOGY

- Removed the air navigation deficiency (index: AP-MET-07)
- Conducted two volcanic ash exercises (VOLCEX 18/02 and VOLCEX 19/01)
- Updated the Regional guidance materials (APAC Regional SIGMET Guide, Asia/Pacific Regional Guidance for Tailored Meteorological Information and Services to Support Air Traffic Management (ATM) Operations
- Conducted the ICAO APAC Workshop on the Implementation of the ICAO Meteorological Information Exchange Model (IWXXM)

AERODROMES AND GROUND AIDS

- Developed Asia Pacific Airport Collaborative Decision Making Implementation Plan
- Developed generic composition and ToR for the establishment of the WHM Committee at the national level.
- Developed draft Regional Guidance on Aerodrome Operations Personnel Competency Requirement Framework
- Developed draft generic Regional Guidance on Aerodrome Certification Procedures; Aerodrome Inspector Handbook, Aerodrome Manual and Aeronautical Study/Safety Risk Assessment for Acceptance of Non-compliances.

<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • <u>Airspace Management (ATC separation standards):</u> Most States in APAC Regions are not applying ATC standards correctly, preferring to use larger/conservative separations. • More than half of the APAC FIRs have been tentatively validated by the APAC RO has been correct and being processed by PFA. • <u>Aircraft flying PBN procedures:</u> Aircraft are capable for PBN but not authorized for the use of PBN procedures (obsolete regulation). Some aircraft need to be retrofitted (which is very expensive). Several PBN operational approval courses have been organized in the region with the support of COSCAPs but difficult to get a real picture as regulators do not attend the PBNICG meeting. • <u>RNP Approach Chart Identification Changes:</u> Planning for globally and regionally coordinated transition. • <u>Slow PBN approach procedure implementation:</u> PBN approach procedure implementation is slowly progressing each year. Much more could be done but some States (Bangladesh, Brunei, Cambodia) are reluctant to welcome a PBN Go Team visit, which could assist them. • <u>Air Traffic Flow Management and A-CDM:</u> Slow implementation of regional ATFM performance expectations of the Regional Framework for Collaborative ATFM – Only Singapore and United States assessed as having <i>robust</i> implementation. • <u>Aeronautical Information Management:</u> Generally poor implementation (apart from a few more capable States) particularly in the critical area of quality management of aeronautical information – 22 APAC Administrations with APANPIRG ANS Deficiencies for non-implemented quality management of aeronautical information. Ongoing high level of concern about poor QM and the lack of State/organizational priority for this safety critical matter. • <u>Civil-Military Cooperation:</u> Military SUA and ADIZ implemented, with poorly developed and promulgated procedures for civil flights. Cases of incorrect promulgation of SUA and ADIZ in the FIRs assigned to other States • <u>AKARA Corridor:</u> ATC service jointly provided between Japan and Republic of Korea in the Incheon FIR east of SADLI, and by China in the Incheon FIR west of SADLI. Hopeful for resolution in terms of Annex 11 compliance during 2020. • <u>Ballistic Launch Disruption and Space Reentry Debris:</u> Myanmar, Lao PDR and Cambodia raised formal concerns with the Regional Office about the alleged impact of Chinese ballistic rocket debris near populated areas during 2019. RO is continuing to monitor the situation. • <u>Harmonize implementation of CRV</u> 	<ul style="list-style-type: none"> • Lack of coordination and understanding between State’s CAA and Ministry for NDP, NASP, SSP, independent accident investigation authority etc. • Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations. • Insufficient attendance and engagement by States (particularly Pacific States) at RASG Meetings. • Capacity deficiencies in small Pacific Island States with Low EIs and lack of resources in PASO. • Challenges faced due to COVID-19 pandemic and disruption of business continuity for 2020 planning and implementation of events and activities.
---	--	--

	<p>Harmonize implementation of CRV to meeting increasing requirement of IP based aeronautical traffic and to achieve early benefits</p> <ul style="list-style-type: none"> • <u>Upgrading AMHS to support the requirement of IWXXM version 3.0</u> Implementation and/or upgrading AMHS to support the requirement of IWXXM version 3.0 traffic by November 2020 • <u>Annex 3 new SARPs - dissemination of MET information in IWXXM form</u> Several States have made limited or no progress in the necessary planning and implementation of the Annex 3 SARPs • <u>Undetermined designation by some States of the responsible MET authority</u> Some States have demonstrated little progress in fully complying with the Annex 3 SARPs concerning MET authority • <u>Insufficient coordination in some States between MET authorities and CAA/ATS authorities</u>: Some States have established limited, if any, formal agreements between relevant authorities to ensure proper regulatory and safety oversight of MET information service provision • <u>Slow progress of the certification of aerodromes used for international operations</u> More than 43 aerodromes used for international operations are yet to be certified • <u>Certification of military aerodromes used for international operations</u> States are facing difficulties to certify military aerodromes used for international operations • <u>Implementation of Global Reporting Format by 5 November 2020</u> Not many States and aerodrome operators are fully ready for transition to new reporting format of the runway surface conditions. 	
--	--	--

Appendix A

Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Identify reasons for not applying the ICAO minima, conduct safety assessment, simulation if needed, and training to support justification to apply the minima RO and RSO are studying which support can be given to States. • Respond to ICAO survey (information gathering), and participate in planned Regional workshop and the Regional Transition Plan. • Ensure minimal, if any, impact on civil flights. Conclusion APANPIRG/29/10 urges States to ensure a number of actions. Conformance with the APANPIRG-adopted Regional Framework for Collaborative ATFM. • Regional workshops and seminars on ATFM and A-CDM, in cooperation with Regional Sub-Office and in collaboration with EASA. • Two Sub-Regional workshops (Southeast Asia and South Asia) on AIM Quality Management (service delivery), in collaboration with EASA. • Regional workshop on safety oversight of AIS-AIM, in collaboration with FAA. • States concerned are encouraged to work to normalize air traffic operations in the AKARA corridor. Technical Working Group established. • States/Administration has been urged through State letter in early March 2020 for the regional CRV implementation by end of 2020. • Organized a GBAS and SBAS implementation workshop to assist States in this new technology • APANPIRG urged States to support region-wide implementation of IWXXM (Conclusion APANPIRG/30/17 refers) • APANPIRG urged States to support IWXXM as the only standard exchange format (for MET) by 2026 (Conclusion APANPIRG/30/18 refers) • ICAO highlighted CAAs' key responsibilities concerning MET authority, quality management, oversight and surveillance of MET in special briefings to DGCA/56 and APANPIRG/30 • Conducted Regional Seminar on GRF Implementation in Bangkok • Organized various workshops on Aerodrome Certification and ICAO Annex 14, Volume I Courses in collaboration with COSCAP-SEA, ICAO/GAT and ACI and Aerodrome SMS Seminar in Incheon • Organized A-CDM workshops in Bangkok. 	<ul style="list-style-type: none"> • CAT Missions were planned and executed in 2019. • Completed the development of CATIIC Mission programme and ready to launch focusing to provide OJTs to the State CAA Inspectors. • COSCAP SA has recruited an ANS Expert for six months to assist Bhutan. • States are encouraged to join upcoming APAC AIG/8 meeting and workshop to be held in India (date to be confirmed due COVID-19 pandemic). • Completed the Draft Pacific Island Aviation Plan (PIAP) basing on the actions recommended by the Pacific Small Island Developing States (PSIDS) Aviation Needs Study.
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Conducted the Sixth APANPIRG/RASG-APAC Coordination Meeting on 6 August 2019 and 7th Meeting is scheduled on 4 – 5 May 2020. • Discussed the GASP and GANP link for air navigation and airport core infrastructure (Goal 6 of GASP 2020-2022), RPAS programme • Lead Regional Group – Responsibilities: RPAS (AN) – APANPIRG RPAS (ROC, PEL) - RASG-APAC APANPIRG reports on RASMAG, UAS and runway safety should be shared with APRAST. 	

APAC Ministerial Conference on Civil Aviation (31 Jan-1 Feb 2018, Beijing, China)	<ul style="list-style-type: none">• First Asia/Pacific Ministerial Conference on Civil Aviation and Follow Up Action Plan: RASG-APAC and APANPIRG have been monitoring the progress towards the fulfilment of the commitments, as follows:<ul style="list-style-type: none">○ RASG-APAC and Asia Pacific Regional Aviation Safety Team (APRAST): on aviation safety, accident investigation and safety related human resources development; and○ APANPIRG and its contributory bodies: on air navigation services, aerodrome certification and related human resources development.• Second Asia/Pacific Ministerial Conference on Civil Aviation will be held in India in 2020. Necessary coordination with the host is ongoing.
---	--

TABLE A-2: AFI REGION

REPORT ITEM	PIRG	RASG
<p>Regional action plan for GANP/GASP implementation</p>	<ul style="list-style-type: none"> • Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and the APIRG identified regional priorities including the Regional ATM Contingency Plan. Reviewed States' progress and proposed actions. • ATM: <ul style="list-style-type: none"> ▪ User preferred routing, implementation of Free Routing Airspace in the AFI region; improved implementation of PBN CCO/CDO routes; ▪ Improved implementation of national SAR programmes/plans; ▪ Elimination of duplicated 5-LNCs and the harmonization of the State AIPs and ▪ Reduction of ATS incidents and AIRPROX. ▪ Improvement of safety in RVSM airspace. • AIM: <ul style="list-style-type: none"> ▪ Implementation of QMS in AIS ▪ Transition from AIS to AIM • AGA <ul style="list-style-type: none"> ▪ 32 AFI International Aerodromes certified. 	<ul style="list-style-type: none"> • On-going implementation of the five-year RASG-AFI LOC-I Plan of Action. • AFI Plan The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) continued to yield positive results through ROST assistance activities, including several AFI Plan funded assistance projects on Aerodrome Certification, ANSP Peer Review, SSP Implementation, Search and Rescue (SAR) organization, Accident and Incident Investigation (AIG) and Fundamentals of Safety oversight (FSO). In 2019, the number of SSC States in the region reduced to one, not to mention the overall number of African States with EI above 60% increased by about 10% to 33%. • Identification and refinement of AFI Safety Targets • Identification of Safety Priorities • Review of RASG-AFI Safety Support Teams (SST), namely Fundamentals of safety Oversight (FSO), Aircraft Accident and Incident Investigations (AIG) and Significant Safety Concern (SSC) • Initiation of the development of a the planned Regional Aviation Safety Plan (RASP)

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<p>GENERAL</p> <ul style="list-style-type: none"> • ATM/SAR <ul style="list-style-type: none"> ▪ Developed the AFI Regional ATM Contingency Plan and harmonization of national Contingency Plans with the Regional Plan. ▪ Developed 30 new PBN routes in preference to existing conventional routes resulting in reduction distance of 1 844.7 NM, fuel savings of 9 123 kg, and carbon savings of 28 660 kg. ▪ Reviewed the AFI regional route network and coordinated the implementation of all pending approved routes. ▪ Trained 24 technical officers from seven States and two international organizations on the management of the ICARD and reviewed the duplicated 5 letter naming codes (5-LNC) for the AFI States. ▪ Reviewed the AFI SSR Code management plan and updated the Doc 7474. ▪ 103 technical staff from the States participated and were trained on the understanding of CCO/CDO: giving guidance with regards to PBN and CCO/CDO provisions in the AFI Air Navigation Plan; ▪ Coordinated inter-regional Search and Rescue (SAR) workshop with MID region; developed coordination procedures for SAR inter-region activities. ▪ Conducted technical missions to the following States to assist in the determination of the gap analysis in SAR and the development of the SAR plans: Liberia, Carbo Verde, Cote d'Ivoire, Equatorial Guinea and Niger. ▪ Reviewed and updated the minimum Reporting Areas for the management of the AFI ANS Deficiency database. ▪ Coordinated a special ATM coordination meeting between the Eastern African states to address the high level of coordination failures reported in horn of Africa region. ▪ Coordination with EUR/NAT and SAM Regions for ATS improvements and flight level optimization in the high seas over the Atlantic Ocean; ▪ Coordinated PBCS implementation activities including adoption of RCP 240/ RSP 180 and expanded the functions of the ARMA to include PBCS monitoring. ▪ Coordinated with ARMA to obtain the relevant data for conducting RSVM airspace Collision Risk Assessment/13. 	<ul style="list-style-type: none"> • Conducted ten ROST missions including three IVA to assist States improve their safety oversight system. • Supported five audits/ICVM activities. • RASG-AFI Workshop on LOC-I and UPRT. • Workshop on EDTO. • Average EI for ESAF States rose from 52.97% to 54.3% • Conduct of National Aviation Safety Plan (NASP) Workshop • Conduct of Aircraft Accident and Incident Investigations (AIG) Workshop • Conduct of Government Safety Inspectors Airworthiness Course • Assisted States remotely and through onsite technical missions to elevate their EI of CEs of Safety oversight systems • Increase in EI for all the States that were subjected to ICAO USOAP activities • Increased updating of OLF for all modules • Conduct of SSP Gap Analysis for the majority of States • Development of SSP implementation plans for some States • Incremental implementation of SSP by States • Conduct of iIMPLEMENT workshop. • Conduct of Safety Management Capacity Building Workshop (SMCBW). • 2 RST Go-Teams missions (workshop and establishment of RSTs) • Regional workshop on Runway Safety with FAA in Lome (Togo)

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • CNS <ul style="list-style-type: none"> ▪ Completed upgrade of NAFISAT and SADC VSAT2 networks and most of missing flights resolved ▪ Improved interoperability between AFI VSAT networks ▪ Readiness of the networks to support the new added services (IP based Space Based ADS-B data and AIM system). ▪ ICAO GNSS Policy, AFI GNSS strategy and SBAS implementation criteria highlighted and Terms of Reference (ToRs) of the CBA related to the implementation of the GNSS/SBAS project in Africa developed ▪ ICAO Position for the ITU WRC-19 promoted as result all ICAO issues and concerns addressed and dealt with successfully. ▪ Implementation of AMHS and ADS-C/CPDLC increased ▪ Workshop on Cyber Safety and Resilience for Air Navigation Systems organized and as result participants recognized that cybersecurity encompasses cyber safety and resilience • AIM <ul style="list-style-type: none"> ▪ 76 participants from 21 ICAO Contracting States, and five international aviation organizations were trained on the importance of timely and quality of aeronautical information data; participants identified and resolved to eliminate the common AIM deficiencies especially from the source. • AGA <ul style="list-style-type: none"> ▪ Conducted Aerodrome Certification incorporating PANS-Aerodromes Workshop for East and Southern African Region in Lusaka Zambia. ▪ Conducted two Global Format for Reporting of Runway Surface Conditions (GRF) Workshops in Nairobi and Johannesburg for East and Southern African Region. ▪ Conducted technical assistance mission to Seychelles to assist in certification of Aerodromes. ▪ Conducted APEX Assistance mission to Malawi together with ACI ▪ Conducted Runway Safety Team Assistance mission to Botswana together with ACI and IATA ▪ Coordination and continuous assistance to five States/airports (Burkina Faso, Bénin, Congo, Cameroun and Equatorial Guinea) for aerodromes certification in the AFI Plan framework ▪ Conduct two regional workshops on aerodrome certification and USOAP-CMA tools (Brazzaville and Ouagadougou) 	

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> ▪ Conduct of two workshops (Dakar and Accra) and assistance to States for the implementation of the GRF ▪ Coordination of four APEX reviews (Conakry, Monrovia, Praia and Sal) ▪ Technical assistance mission to six States ▪ Continuous support to APIRG and its Sub Groups activities ▪ Coordination and support to Regional Projects (PASTACO, China funded project for Congo) ▪ Support the ICAO-WHO CAPSCA training in Johannesburg (South Africa) ▪ Conduct of a CAPSCA assistance visit to Senegal ▪ Monitoring of the ongoing Ebola outbreak in DRC <p>• METEOROLOGY</p> <ul style="list-style-type: none"> ▪ Updated regional guidance material providing responsibilities and procedures to be followed for OPMET data exchange as well as guidance for the procedures and formats related to the preparation and issuance of SIGMETs. ▪ Coordinated and conducted an annual testing activity conducted to assist States in the preparation and issuance of SIGMET information 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • To improve States response to SLs • To improve Active participation by States in ICAO Regional meetings and related APIRG programmes. • To Improve coordination amongst States in areas of SAR • Improve the level of implementation for ATS Interfacility Data Communications (AIDC), Automatic Dependent surveillance-Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC) • Improve understanding of ATFM and A-CDM concepts • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, eTOD, Quality Management System (QMS), Data inter-operability, etc. • Improve States developments of National SAR Plans • Improve the implementation of the transition from AIS to AIM (eTOD, eAIP, AIXM, etc.) • Improve the Technical capacity of the ANS regulatory staff. • Lack of resources and availability of experts for supporting projects activities • Improvement in participation of State experts in Aerodrome Operations projects especially in RFFS and Aerodrome Data. • Increased number of Aerodrome Certified under AFI Plan 	<ul style="list-style-type: none"> • Deficiency in technical staffing levels. • Lack of implementation of an appropriate training programme. • Slowness in updating the Online Framework. • Limited financial resources for the majority of States • Lack of political commitment for some States • Lack of sufficient qualified, trained and experienced inspectors • Political instability and associated security challenges for some States • Low level of responses from States to State letters

REPORT ITEM	PIRG	RASG
	Aerodrome Certification project	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies 	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • Regional Accident and Incident Investigation Organizations (RAIOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies • Collaboration and partnerships with donors, RECs, and financial institutions

TABLE A-3: CAR/SAM REGION
(Reported by the Secretary)

REPORT ITEM	PIRG*	RASG								
<p>Regional action plan for GANP or GASP implementation</p> <p>CAR/SAM regional safety and air navigation priorities and target</p>	<p>The Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) was held in the ICAO North American, Central American and Caribbean (NACC) Regional Office, in Mexico City, Mexico, from 16 to 18 July 2019. Its outcomes were:</p> <ul style="list-style-type: none"> • Support the implementation of the GASP and the GANP • Update of the Regional e-ANP Vols. I and II • Formulation of a template for e-ANP Vol III • Development and implementation of National Air Navigation Plans <p>Technical assistance to two SAM States NACC assistance to States https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx</p> <ul style="list-style-type: none"> • Assistance to States to implement regional/inter-regional RNAV routes (en-route segments) through meetings and workshops/seminars. The CAR Region developed a PBN model concept for its airspace, working towards harmonized implementation (SAM RO/ATS/ and ICAO CAR /IATA/CANSO PBN). • Assistance to States to implement PBN routes for terminal airspace through meetings and workshops/seminars. • Assistance to States to develop new trajectories through provision of 5LNCs and route designators. • Assistance to States to resolve FIR coordination and airspace responsibility issues through ATM coordination meetings. • Assistance to States to improve their SAR organization, international SAR letters of agreement and service. The CAR Region developed and approved its SAR Plan. The NAM/CAR SAR Task Force was re-established as a platform to support implementation. • Assistance to CAR/SAM States to develop harmonized ATM contingency plans. The development and publication of ATM Contingency Plans for the CAR Region improved significantly. The NACC Regional Office implemented an internal procedure to ensure annual review and update of Contingency Plans. The first regional ATS table top exercise was carried out, as part of the CAR Resiliency Programme. • Assistance to the CAR/SAM States to resolve deficiencies and increasing EI, in the context of the USOAP and the ICAO "No Country Left Behind initiative" through missions to States and workshop/seminars. • Assistance to States on communication system and surveillance 	<p>CAR/SAM top priorities to support GASP implementation are:</p> <ul style="list-style-type: none"> • Support the improvement regulatory capacity of the States, through their civil aviation authorities, in order to promote technical reliability and stability to the national systems. • Effectively lead the regional efforts, assistance and meetings to identify the present challenges to either propose solutions to meet the expected regional goals or proactively propose improvements to the regional and global plans. • Build awareness on the benefits generated by civil aviation in the region, through proper databased studies and indicators, in order to promote the adoption of best practices among the States of the region. • Increase AIG, AGA and ANS Effective Implementation. <p>Additionally, the CAR Region seeks to enhance the use of electronic safety tools such as SIMS and ECCAIRS in support of the facilitation of timely safety data for risk management, to support data-driven decisions.</p> <p>The following indicators and targets have been established through the SAM Safety Plan:</p> <table border="1" data-bbox="1178 1049 1866 1573"> <thead> <tr> <th data-bbox="1178 1049 1461 1084">SAM SP Indicator</th> <th data-bbox="1461 1049 1866 1084">2022 Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="1178 1084 1461 1419">SAM EI</td> <td data-bbox="1461 1084 1866 1419"> 75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019 </td> </tr> <tr> <td data-bbox="1178 1419 1461 1481">SAM SSP Establishment</td> <td data-bbox="1461 1419 1866 1481">100% all States</td> </tr> <tr> <td data-bbox="1178 1481 1461 1573">SAM States with Safety Oversight Index lower than 1</td> <td data-bbox="1461 1481 1866 1573">0</td> </tr> </tbody> </table>	SAM SP Indicator	2022 Target	SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019	SAM SSP Establishment	100% all States	SAM States with Safety Oversight Index lower than 1	0
SAM SP Indicator	2022 Target									
SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019									
SAM SSP Establishment	100% all States									
SAM States with Safety Oversight Index lower than 1	0									

REPORT ITEM	PIRG*	RASG
	<p>facilities integration and interoperability</p> <ul style="list-style-type: none"> • Assistance to the CAR/SAM States in order to implement the “Roadmap for the AIS to AIM transition. Important progress was reported by States and International Organizations. • The first draft for the AIM Collaborative Plan for the NACC States was presented. • NACC PANS AIM Workshop • The Twelfth AIS to AIM Transition Workshop was conducted in order to follow up the PANS AIM Implementation in the SAM Region. • Assistance to States in order to prepare their National Air Navigation Plan aligned to the CAR/SAM e-ANP and GANP through workshops/seminars. • Assistance to States on the communication system and surveillance facilities integration through meetings and workshops/seminars. • AMET Assistance Program to address the implementation of the classification scheme for Aeronautical Meteorology personnel, resolution of longstanding deficiencies, IWXXM implementation and safety oversight on MET service providers. • Assistance to States on the Flight Plan Automation. 	<p>Additionally, the following targets have been determined as SAM additional means to monitor GASP implementation:</p> <ul style="list-style-type: none"> • 5 year average accident rate. • Number of Runway Safety Teams. • Number of certified aerodromes. • AGA and ANS EI. • Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes. <p>For the NAM/CAR Regions, the corresponding Regional Safety Plan for the Panamerican Region is under development with an expected target date of 3 November 2020.</p> <p>The NACC SAP Programme is supporting the States on achieving the NACC USOAP target of 80 % EI implementation. For the Systemic Assistance Programme (SAP) follow-up and sustainability phase:</p> <ul style="list-style-type: none"> • USOAP considerations: <ul style="list-style-type: none"> ○ Assist States to conduct a full self-assessment and Corrective Action Plan every five years • Prioritization of SSP and SMS: CAR Regional SSP Implementation Strategy • Tracking of CAAs institutional strength: Develop criteria to assess CAA’s strengths and track their priority • Greater emphasis in political will and commitment: Part of the High Level Commitment of ISO Process in SAP • Set air transport in the political agenda of the States: air transport development and implementation approach <p>The NACC SAP following targets were agreed by States (to be reviewed due to current COVID-19 Pandemic):</p> <ul style="list-style-type: none"> • By end of 2021 no more than two States with EI below 80% in USOAP • 2021 complete metric of 90% Member States in the NAM/CAR Regions at or above 80% • States above 80% increase their EI by 2-5% for two States annually • 100% States implemented the SAP <p>Similar other NACC safety indicators to measure GASP implementation</p>

REPORT ITEM	PIRG*	RASG
		<p>and safety enhancement:</p> <ul style="list-style-type: none"> • Five-year average accident rate • Number of Runway Safety Teams and their effectiveness • Number of certified aerodromes and other Aerodrome Safety indicators • AIG implementation • SSP implementation following the NACC Strategy using the Tiers mechanism • Existing RSOO enhancements <p>Important coordination was initiated between GREPECAS and RASG-PA, several teleconferences were held and as result of that some activities were planed and are in progress for both groups.</p>
Key PIRG/RASG activities and achievements in 2019	<ul style="list-style-type: none"> • Workshop on the new version of the (GANP) In accordance with the valid Resolutions of the A-40, particularly Resolution A40-1 “ICAO global planning for safety and air navigation”, the ICAO NACC RO conducted a five-day regional workshop (from 17 to 21 February 2020) to familiarize participants with the new version of the GANP 6th. Edition, providing support to facilitate the coordinated implementation of the GASP and the GANP, avoiding duplication of efforts and inviting States and stakeholders to cooperate in the formulation and execution of regional, sub regional, and national plans that are based on the framework of the GASP and GANP. • Workshop on the Key Performance Indicators aligned to GANP KPI catalogue conducted by the SAM RO in order to determine the applicable KPIs for the SAM Region • AMET Assistance Programme <ul style="list-style-type: none"> - Assistance to streamline the implementation of the classification scheme for Aeronautical Meteorology personnel in accordance with the provisions of ICAO Annex 1 and Annex 3 and WMO Technical Regulations - Assistance per individual State for the resolution of longstanding MET deficiencies - Assistance missions to States for the increase of the Safety Oversight capabilities on the MET service providers. - Dissemination of updated guidance material to promote the standardization and harmonization of SIGMET information, OPMET exchange, IWXXM in accordance with MET Panel recommendations 	<p>During this timeframe (April 2019-March 2020), the RASG-PA conducted the following meetings:</p> <ul style="list-style-type: none"> • RASG-PA 10th Plenary Meeting – Quito, 20 and 21 June 2019. • RASG-PA Executive Steering Committee (ESC) 32 Meeting – Mexico City, 19 and 20 March 2019. • RASG-PA Executive Steering Committee (ESC) 33 Meeting – Lima, 11 and 12 September 2019. • PA Regional Aviation Safety Team (PA-RAST) 36 Meeting – Trinidad and Tobago, 21-23 May 2019. • PA Regional Aviation Safety Team (PA-RAST) 37 Meeting – Miami, 20 and 21 August 2019. • PA Regional Aviation Safety Team (PA-RAST) 38 Meeting – Sao Paulo, 3 and 4 December 2019. • PA Regional Aviation Safety Team (PA-RAST) 39 Meeting – Miami, 11-13 February 2019. <p>Effective Implementation (EI) in SAM is 80%. GASP implementation has been supported mainly through the following measures:</p> <ul style="list-style-type: none"> • Establishment and implementation of a systematic approach towards fulfilling GASP’s goals by the States, through the SAM Regional Safety Plan (SAMSP). • Additional 5 aerodromes certified, increasing the regional percentage to 39.42% (a 5.4% increase compared to YE2018). • EI ANS USOAP has increased 17.4% on average in 4 years. Sustainability for CE3, CE4 and CE5 is expected through the

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> - Determination of an aeronautical requirements for tropical cyclone advisory information in the Western South Atlantic - Improvements in the QMS implementation with four SAM States and two CAR States certified in compliance with ISO 9001:2015 • Improvements opportunities in the effective implementation of the CAR/SAM Regional ANP through the development and implementation of National Air Navigation Plans focused on the ICAO prioritized ASBU modules (i.e. APTA [PBN implementation], FRTO, CDO, CCO FICE, D-AIM (AIM 1.0) and AMET) • Support FICE elements implementation to CAR States; AIDC and NAM/ICD Implementation in Jamaica. • Support ASUR on ADS-B implementation on Barbados. Possibilities of improvements in the coordination amongst States/ANSPs for the implementation of Air Navigation Infrastructure and systems, towards SWIM concept requirements • Lack of effective implementation from some States and lack of effective regional or inter State cooperation: Integration vs. Sovereignty on some specific ANS issues • Longstanding air navigation-related deficiencies (AGA/ATM/SAR/CNS/ AIM). Concerning AGA, the GREPECAS Air Navigation Deficiencies Database (GANDD) is updated according to mission visits to States in the CAR Region under the SAP • Seeking a new approach in order to identify ANS deficiencies (survey) in the Sates with the participation of International Organizations and the safety oversight area of the States, in coordination with RASG-PA and its subsidiary bodies, for main safety issues. 	<p>recent publishing of regional Regulations, Guidance Material for Safety Inspectors and competences developed during this year.</p> <ul style="list-style-type: none"> • Capacity building actions on ANSPs SMS implementation and in Air Traffic Controller Fatigue Management new provisions (Amendment 50B of Annex 11). • Five SAM States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP. • Eleven States received 25 technical assistance missions under NCLB, exceeding the regional expectation of six States, either through Regular Programme or SAFE Funds. • Under the SRVSOP (LATAM RSOO) 110 horizontal cooperation missions were implemented. • A safety performance dashboard is being developed to provide real time information on the status of the GASP Objectives and Targets in the Pan-American Region. <p>SAM accident rate for 2019 was 3.09 as compared with 4.19 from 2018, as well as the following:</p> <ul style="list-style-type: none"> • SAM total accidents in 2019 were 6, as compared with 8 from 2018. • SAM had 0 fatal accidents in 2019 as compared with 1 in 2018. <p>USOAP Effective Implementation (EI) in the NACC States is 72.55%, representing a continuous increase of the region since the NACC SAP implementation.</p> <p>AIG specific activities:</p> <ul style="list-style-type: none"> • ICAO NACC working with Central America to support the Regional Aviation Accident Investigation Group (GRIAA) deployment. • Several workshops on AIG legal requirements and others, as well as online assistance on AIG implementation matters. • TSB Canada training support: two investigators sent for a course (Costa Rica and Bahamas). • AIG seconded by Mexico reported by the 2nd half of 2019. • Enhanced Regional Collaboration: GRIAA-Dominican Republic, GRIAA-MEX, etc. <p>The NACC SAP implementation consisted mainly on more than 80 technical on-line assistance teleconferences, more than 30 high level SAP</p>

REPORT ITEM	PIRG*	RASG
		<p>teleconferences and at least 25 onsite missions to States. Dedicated technical assistance is provided to existing SSC of Organization of Eastern Caribbean States (OECS) States.</p> <p>Four new CAR States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP.</p> <p>The NACC accident rate for 2019 was 3.03 as compared with 3.18 in 2018, as well as the following:</p> <ul style="list-style-type: none"> • NACC total accidents in 2019 were 36, as compared with 37 in 2018. • NACC had six fatalities in 2019 as compared with 113 in 2018.

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • High rate of missing or errors on Flight Plans encountered in some States • Solving the difficulties in integrating communication systems to manage AIDC and other surveillance facilities between adjacent FIRs, 70% of the NAM/CAR Regions coordinate air traffic through automated protocols. • NACC States reduced 60% of flight plans errors through the implementation of mitigation activities to avoid flight plan errors, creating procedures and sharing lesson learned through the NACC AIDC Task Force. • Around 70% of CAR States share surveillance data. • Lack of resources and availability of experts to support project activities. • More integration of the NACC and SAM Regional Offices with the increase of joint plans and activities. A close approach was made but still needs more openness and effectiveness from both offices. • LHD events due to coordination errors between adjacent FIRs in air traffic management. The ICAO NACC Office implemented a hands-on strategy to address LHD hotspots. • Increased operations of Remotely Pilot Aircraft System (RPAS) in non-segregated airspace resulting in ATS incidents occurring in the CAR/SAM airspace. • 85% of the States have made capacity calculation in order to plan the implementation of the ATFM. • SAM Region (Resolution A37 – 11) PBN Implementation; 87.9%. PBN implementation on SIDs 66% and STARs 50.7%. • CAR Region (Resolution A37 – 11) PBN Implementation; 58.1%. PBN implementation on SIDs 42.3% and STARs 38.6%. • 125 international airports out of 256 (AOP Table) in the CAR/SAM Regions were certified. In the CAR Region 88 international aerodromes out of 152 were certified, which means 58% certified. In the SAM Region 47 out of 104 were certified, which means 45% certified. • Over 11% increase year to year from 2018 to 2019 on aerodrome certification figures for the SAM Region. A jump from 34% to 45%. • The SAM Region has already implemented AMHS in all States (14 in total). • All NAM/CAR FIRs share their aeronautical information through the AMHS. Haiti is in the process to put in operational its AMHS. With 	<ul style="list-style-type: none"> • Approval of the “PBN implementation into visual runways” project. • Approval of the “Analysis of weather related events” project. • CFIT and MAC indicating positive safety trends. • Improved risk identification and mitigation procedure. • Improved decision-making process based on data triggers. <p>The top challenges SAM faced in 2019 on safety were:</p> <ul style="list-style-type: none"> • Limited availability of SAM Region’s Safety Intelligence and KPIs to measure progress and to support decision-making. • Guaranteeing sustainable of USOAP performance through time. • Proactively support the States that face challenges in increasing their level of compliance with the SARPs. <p>Similarly, for the NAM/CAR Regions the main challenges are:</p> <ul style="list-style-type: none"> • Limited resources and State inspectorate staff in the Small Developing Islands (SDIs). • Lack of State infrastructure to ensure safety data exchange and recollection. • Inefficient performance of Caribbean RSOO. <p>The following were also recurring issues that represented a challenge for the regional implementation of the SARPs:</p> <ul style="list-style-type: none"> • Limited availability of qualified human resources at the State level. • Political instability in some States. • High level of qualified personnel rotation. <p>Regarding the SAM challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Training and support to Regional Officers in Project Management has helped SAM Regional Office to secure funding for projects to address the needs of building business intelligence such as: connectivity metric, institutional strength, SIMS implementation, etc. • Data-driven assistance allows better allocation of ICAO’s resources and increase commitment from all hierarchic levels within the States’ authorities in supporting the regional goals. • Continue supporting project based approach and innovation for new

REPORT ITEM	PIRG*	RASG
	<p>the implementation of Haiti, all States in NAM/CAR Regions will have completed their AMHS implementation.</p> <ul style="list-style-type: none"> • AMHS interconnections, the SAM Region increases the interconnections to 31. • ADSC and CPDLC in operational phase in four FIRs and in pre-operational phase in three FIRs. • 13 CAR/SAM States implementing QMS/AIM and certificate the majority of them (SAM includes the Uruguay certification). • AIM Phase 1 WGS-84 AIRAC QMS monitoring Annex differences. • New approved projects on Airport CDM and Airport Planning for the CAR/SAM Regions. • 12 CAR/SAM States implemented and certified QMS/MET. • Regional projects on Aerodrome certification, Airport CDM, Airport Planning, SAR organization, e-TOD, QMS (AIM and MET) and ANS performance are ongoing under the CAR/SAM Plan. 	<p>ways of delivering and measuring progress.</p> <ul style="list-style-type: none"> • Consolidate and communicate the understanding that ICAO audits are an integral part of the assistance provided to the States. • Establish the formal compromise of assistance programmes following audit results. • Raise awareness and promote good governance practices of civil aviation regulators. • Promote the inclusion of good regulatory practices in Global Plans as part of ICAO’s agenda. <p>Regarding the NACC challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Provision of inspectorate training and technical assistance by ICAO and Champion States to SDIs. • Promotion of Caribbean RSOO to NGO funds and external supports and exchange with other RSOOs. • Fostering of strategies to enhance inspectorate qualifications and exchange among States. • ICAO SAFE fund (Project and IADB Project promoted by ICAO to support SDIs safety oversight systems. • Promote the exchange of operational incident and other safety information with States among airlines and other aircraft operators.

REPORT ITEM	PIRG*	RASG
<p>Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Finalize the e-ANP Volume III template and initiate the approval procedure in accordance with GREPECAS-PPRC/5 meeting. • Verification of the implementation of essential air navigation services for international civil aviation, as outlined in the BBB framework and in accordance with GANP 6th Edition. • ICAO Cyber Security and resilience of Air Navigation System (emerging challenge), currently the NACC Regional Office is working with States and industry on a regional approach on cybersecurity. • Increase States replies to State letters. • It is desirable to increase the active participation by States in ICAO regional meetings (including GREPECAS (PPRC/5) and RASG-PA and related programmes/projects). • Improve coordination among States, including on ATM contingency planning matters. • Need to increase resources to assist and support States. • Improve the level of implementation of ATS Inter-facility Data Communications (AIDC), Automatic Dependent surveillance-Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC). • Improve understanding of ATFM and SWIM concepts and emphasize the PBN implementation benefits. • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, e-TOD, Quality Management System (QMS), Data inter-operability, etc. • Speed up aerodrome certification. There was a strong plan for certifying at least 8 Mexican aerodromes during 2020, but due to the current situation the plan is kept on hold. In the SAM Region, certification was going on a good pace in Argentina, Colombia and Peru, but it also came to a halt due to the current situation. • Currently, under a project on the AGA programme for both regions, a regional strategy for the implementation of aerodrome master planning provisions is ongoing. • Speed up the transition from AIS to AIM (eTOD, eAIP, AIXM, Digital Data Sets, etc.). • MET projects of GREPECAS-PPRC/5 have had limited development, targets have been partially achieved despite efforts to coordinate the activities through follow up tele-conferences, a State by State approach is being implemented. • QMS/MET, MET Personnel Qualification, Space Weather and IWXXM implementation (AMDt. 78 Annex 3) limitations of 	

REPORT ITEM	PIRG*	RASG
	<p>economic or personnel resources, preventing States to comply with implementation dates.</p> <ul style="list-style-type: none"> • Cartography for RNAV and RNP • Flight Plan Management and automation/Reduction of FPL errors-duplication. • Improve coordination among stakeholders and ICAO. • Emerging technologies (UAS, RPAS, Artificial Intelligence, etc.). • Application of ICAO's policies on charges for airports and air navigation services contained in Doc 9082. • Enhancement of the SAT Group. Interfaces with GREPECAS-PPRC need a more formal process. • Implementation on new provisions of GRF (Global Reporting Format) on CAR/SAM Aerodromes. 	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • States are to develop performance objectives and performance indicators, adopted from GANP (version 2019) in order to improve and consolidate the capacity and efficiency of air navigation. An updated CAR/SAM ATFM CONOPS is already approved. States that implemented ATFM services have to establish common initiatives with surrounding States, in order to foster a regional multimodal ATFM system, as a basis of a future interregional ATFM system. • Regional ATS routes (RNAV – 5) implementation is addressed based on an interregional approach (ATSRO/10 meeting/workshop, July 2019, Bogota, Colombia). • States are to develop the required regulatory framework and enhance supervision of aeronautical meteorological services through their active participation. • Promote programmes aimed at providing assistance to individual States including SME exchange. States which have not yet started the transition from AIS to AIM should develop an Implementation Plan for Aeronautical Information Management, where a fundamental basis should be the cost-benefit study on the implementation of information management tools in an electronic environment (e-TOD, e-AIP, D-NOTAM). • Since 2015, seminars and workshops on AIXM, e-TOD, Database Management for e-AIP, SWIM, PANS-AIM and updating of auditors for the ISO 9001 Standard have been provided. • Analyse the convenience of updating the management and reporting of air navigation deficiencies in the CAR/SAM Regions. 	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Joint (RASG-PA GREPECAS-PPRC 5) Regional Projects: <ul style="list-style-type: none"> • PBN implementation in visual runways • Analysis of weather related events • Safety issues directly related to flight operations 	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none">• Accidents and Incidents Analysis• State Safety Programmes (SSPs)• Remotely Piloted Aircraft Systems (RPAS)• Cyber-Threats and ANS Resilience• Regional Safety Oversight Organizations (RSOOs)• SMS implementation• English Language Proficiency (ELP)• Runway Safety• Unsatisfactory Condition Reports (UCRs)• Airspace contingencies• e-TOD implementation• Contingency measures for incidents due to meteorological phenomena• Turning VFR approaches to IFR approaches under PBN concept	

TABLE A-4: EUR/NAT REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>EUR/NAT Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> The EUR and NAT Air Navigation implementation action plans, priorities and targets are regularly reviewed and agreed through the EUR and NAT eANP, Vol II and Vol III, supported by a number of specific implementation plans and roadmaps. Conducted NAT 2030 Workshop and Atlantic Coordination Meeting (ACM) to address mid-long term Oceanic priorities and challenges 	<ul style="list-style-type: none"> The Regional Safety action plans, priorities and targets are regularly reviewed and agreed by the RASG-EUR and NAT SPG. The RASG-EUR has approved a EUR Regional Aviation Safety Plan in cooperation with EASA. The EUR RASP is being updated to be fully aligned with GASP 2020-2022. EUR safety priorities: Runway Safety; Loss of Control In-flight; CFIT; Safety Oversight capabilities; EUR Air Navigation deficiencies; Safety Management capabilities; RPAS integration EUR safety targets ST1 – Accident rate in scheduled commercial air transport- Reduce by end 2019 compared with the average regional accident rate for the 2013-2017 period ST2 – CAA resources - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST3 – Certification, surveillance and resolution of safety concerns - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST4 – SSC resolution 0 by the end of 2019 ST5 – SSP implementation - All States to have implemented SSPs by end 2019 (as per information uploaded by States on ICAO ISTARS SPACE website) ST6 – Accident investigations - Improve by end 2019 compared with the regional rate for 2017 NAT safety indicators: -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link in use -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link not in use Percent of Long Duration LHD events -Rate of minutes that aircraft, with Data Link in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of minutes that aircraft, with Data Link not in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of GNE events (No of GNE events divided by No. of flight hours

REPORT ITEM	PIRG	RASG
		flown in the NAT region) , involving operations with Data Link in use -Rate of GNE events (No. of GNE events divided by No of flight hours flown in the NAT region), involving operations with Data Link not in use// -Rate of losses of separation (vertical) (No. of losses of separation events divided by No of flight hours flown in the NAT region) Target - Reduction over previous rolling three-year period of performance compared to 2015-2016-2017 baseline.

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<ul style="list-style-type: none"> • EUR (in collaboration with EUROCONTROL) and NAT Annual ASBU Implementation Monitoring Reports with participation of all 55 EUR and 9 NAT provider States • EUR Air Navigation System Performance Framework Report in collaboration with EC, EASA and EUROCONTROL • Several major airspace improvement projects including the implementation of free route airspace, the opening of the new Istanbul Airport and other ATS Route and Airspace enhancement activities in coordination with EUROCONTROL • Volcanic Ash exercises that resulted in an improved response by States and ANSPs in accordance to the regional EUR/NAT contingency plan. two exercises held and one VA preparatory workshop • Communicable Diseases training package (ITP) developed by CAPSCA EUR and a RTCE for the training of all CAPSCA Technical Advisors • CAPSCA EUR OJT for the Technical Advisors. • Successful implementation of the second phase of the PBCS performance based reduced separation minima in the NAT to allow for increased capacity, efficiency and reduced environmental impact • Activation of the NAT SB ADS-B trials • Conducted and supported a total of four workshops on the implementation of Global Reporting Format • Conducted Terrain and Obstacle Datasets (TOD) Workshop for Maghreb States (Algeria, Morocco and Tunisia) • Conducted a review and update of the EUR Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies. • Development of EUR RNAV to RNP IFP Charts Identification Transition Plan (implementation in progress as planned) • B0-AMET at 92% implementation, B1-AMET at 32% • DAIM AIXM 41% implemented (12% in progress) and QMS at 93% • Special crisis coordination teams and meetings supported to address the airspace constrains due to the conflict zones in the interface areas with MID and APAC Regions. 	<ul style="list-style-type: none"> • Resolution of the Significant Safety Concern (SSC) in Kyrgyzstan pertaining to the certification process for the issuance of air operator certificates and improvement of the Effective Implementation (EI) of States' safety oversight system as a result of capacity building technical assistance activities of the ICAO EUR/NAT Office supported by several donor States and international organizations. • Four States in the EUR Region have received the ICAO's Council President Certificate in recognition of significant progress in resolving safety oversight. • Ongoing update of the EUR Regional Aviation Safety Report (EUR RASP) for 2019-2022 in collaboration with EASA; • Delivery of EUR and NAT Annual Safety Reports • Four Runway Safety Go Teams completed in 2019, to assist in the implementation of RSTs and runway safety programme, Assistance was provided to ICAO APAC office and COSCAP-SEA in launching first RS Go-teams in the APAC region. • Assistance in the implementation of USOAP CMA program: two CAP reviews performed with the assistance of ROs, six ROs participated in ten USOAP CMA activities • Technical assistance capacity building projects were delivered to three States with EI below 60%. Two more technical assistance missions in 2019 were deployed to support two States with low EI. Three workshops on Aerodrome Certification (AGA) were conducted to build the necessary capacity for CAAs aerodrome inspectorate staff (70 experts trained in 2019) • Conducted and supported two workshops on Language Proficiency Requirements (LPR) to raise awareness and to develop best-practices in language testing systems, according to ICAO Document 9835. In total, 71 LPR experts from 27 States benefited from the two workshops. • An Accident Investigation (AIG) and ECCAIRS user workshop developed competencies to enable States to conduct independent and effective investigations of aircraft accidents and incidents, support the implementation of ADREP/ECCAIRS compatible taxonomies and databases as well as support States in better fulfilling their investigation obligations within the context of Annex 13. Continue resource mobilization with donor States and organizations to coordinate the capacity building activities through the EUR/NAT NCLB Technical Assistance Programme. Coordinate accordingly with SPCP.

REPORT ITEM	PIRG	RASG
<p>Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS</p>	<p>Challenges arising from the conflict areas or areas with political sensitivities within the EUR/NAT and in the interface areas with other Regions resulting in airspace constraints and constraints in the regional planning and implementation activities</p> <ul style="list-style-type: none"> • Coordination with adjacent Regions to address specific ATM issues to ensure harmonization and interoperability 	<ul style="list-style-type: none"> • Operations of RVSM non-approved/non-compliant aircraft • Continuing work on improving EI • Implementation of SSP
<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • Special Coordination Meetings and Crisis Coordination Cells in coordination with other Regional Offices, States and international/regional organizations 	<ul style="list-style-type: none"> • Several workshops/seminars were held in 2019 on specific issues such as two ICAO Safety Management Capacity Building Workshops, “IT for safety” Workshop and RASG-EUR Accident investigation and ECCAIRS user workshop • Provide further assistance to States through EUR framework and NCLB TAP • Develop potential mitigations for further review to address the RVSMnon-compliant/non-approved aircraft operations issue
<p>Matters being coordinated between PIRGs and RASGs</p>	<ul style="list-style-type: none"> • Regional air navigation deficiencies and collaborative actions for their resolution • Regional NCLB Technical Assistance Programme to assist States in resolution of identified deficiencies • Development and approval of the EUR Regional Aviation Safety Plan and amendments to the EUR and NAT air navigation plans • Development and approval of the EUR and NAT annual Safety Reports 	

TABLE A-5: MID REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>MID Regional Safety Priorities and Targets.</p>	<ul style="list-style-type: none"> • Aviation statistics and traffic forecasts reviewed and taken into consideration in the air navigation planning mechanism in the MID Region. • MIDANPIRG and its subsidiary bodies plan and monitor the implementation of the GANP. • The Regional performance indicators and targets, included in the MID Region Air Navigation Strategy, are monitored by MIDANPIRG and its subsidiary bodies. The Strategy was slightly revised by MIDANPIRG/17 meeting based on the inputs received from States and stakeholders. The Strategy has been used by States to develop their National ASBU Implementation Plans and prioritize their activities/investments towards the achievement of the agreed performance targets within the specified timelines. • The MID Air Navigation Report-2018 was developed and endorsed by MIDANPIRG/17. It provides an overview of the status of implementation of the priority 1 ASBU Block 0 Modules in the MID Region, as well as an outlook of the ASBU implementation by 2020 based on the plans provided by States. The Report includes also a Section on environmental protection highlighting planned/implemented operational improvements and few success stories related to the implementation of operational improvements. • Assistance provided to States through development of guidance material/regional plans to foster implementation of priority 1 ASBU modules. • Organize Workshops/Seminars/ Symposiums 	<ul style="list-style-type: none"> • The MID Region Safety Strategy (6th Edition) was endorsed by the RASG-MID/7 meeting. The regional safety indicators and targets, included in the MID Region Safety Strategy are monitored by the RASG-MID. • The Eighth MID Annual Safety Report (MID-ASR) was published and available on the MID RO webpage. The main focus areas in the MID Region are: <ol style="list-style-type: none"> 1) Runway Safety (RS) (mainly RE and ARC during landing); 2) Loss of Control Inflight (LOC-I); 3) Controlled Flight Into Terrain (CFIT); and 4) MID Air Collision (MAC) • Identified emerging risks are: <ol style="list-style-type: none"> 1. Fire/Smoke (non-impact) – (F-NI); 2. Wake turbulence; 3. Runway Incursion (RI); 4. Bird Strike (BIRD); 5. Security (SEC); 6. System Component Failure- Power Plant (SCF-PP) 7. System Component Failure Non-Power Plant (SCF-NP); 8. Wind shear • In line with the Assembly Resolution A40-1, States were requested to establish a National Aviation Safety Plan consistent with Global Aviation Safety Plan (GASP), including the global aviation safety roadmap, and the MID Region Safety Strategy; and based on their operational safety needs. • Through coordination among the RASG-MID members/focal points and the Secretariat, the MID Region Safety Strategy will be reviewed and amended in order to be upgraded to a Regional Aviation Safety Plan (RASP) consistent with the GASP 2020-2022.
<p>Key PIRG/RASG Activities and Achievements</p>	<ul style="list-style-type: none"> • Development of the third MID Air Navigation Report (overall ASBU implementation increased from 55% to 58%); • Number of air navigation deficiencies decreased by 10%; 	<ul style="list-style-type: none"> • The Regional EI increased from 73.24% to 75.23% • Ten States with EI above 60% (9 of them above 75%) • Two States (Bahrain and Qatar) received the President's Certificate in

REPORT ITEM	PIRG	RASG
in 2019	<ul style="list-style-type: none"> • MIDANPIRG/17 commended States and Stakeholders for their commitment and excellent cooperation that ensured the success of the Contingency Coordination Team (CCT) framework • The continuous enhancements of the recovery Plan for the normalization of traffic operation through Baghdad FIR • Action plans developed by the ATFM TF and FWC2022 TF were endorsed • Level of signed bilateral contingency agreement between Area Control Centres had reached 73% • 97% of aircraft have known Height-Keeping Performance monitoring results in the MID Region and 6 States achieved MMR above 98% • 70% of the MID States implemented the new SIDs and STARs phraseologies • Status of implementation of 20 NM and 10 NM radar longitudinal separation in the MID Region increased to 51%. • 80% of States signed SAR bi-lateral arrangements between ACCs. • 60% of States have implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain. • Enhanced reliability of the AFS Services in the MID Region, through Successful SITA Type X integration in the MID Region and establishment of the 3rd communication gateway with AFI Region (Khartoum COM Centre) • Establishment of the MID Flight Procedure Programme (MID FPP) • Endorsed the following documents: • Guidance for AIM Planning and Implementation in the MID Region (MID Doc 008) • revised version of the MID Region High level Airspace Concept (MID Doc 004) • Updated AMHS implementation plan of the MID ROC connectivity plan • Guidance for AIDC/OLDI Implementation in the MID Region (MID Doc 006) • Revised document of the MID Region Process for Mode S IC Codes Allocation • The MID Region Surveillance Plan (ICAO MID Doc 013) • Minimum Security Baselines (MSBs) for Air Navigation Services • Guidelines for the Implementation of OPMET Data • Exchange using IWXXM (MID Doc 012) 	<p>2019</p> <ul style="list-style-type: none"> • Percentage of Aerodrome Certification increased from 58% to 67% • Percentage of International aerodromes established Runway Safety Teams increased to 57% • The MID Region Safety Strategy (6th Edition), which was endorsed by RASG-MID/7 meeting, includes selected goals and safety indicators from the new GASP 2020-2022 Edition, taking into consideration the regional specific objectives and priorities with specific timeframes in order to achieve the established safety targets. • The Eighth MID Annual Safety Report (MID-ASR) was endorsed by the RSC/7 meeting and made available on the MID RO webpage. • An Action Plan for the implementation of the endorsed AIG Regional Cooperation Mechanism (ARCM) was developed. • Endorsement of the MID Region Safety Management Implementation Roadmap by the RSC/7 meeting • Establishment of the Safety Management Implementation Team (SMIT) by the RSC/7 meeting as the main Regional Framework for the provision of assistance to States through Safety Management Assistance Missions • Coordinate with States and stakeholders the Capacity Building Activities in accordance with the MID Region NCLB Strategy. • Among others, the following activities were conducted during the period APRIL 2019 – MARCH 2020: <ul style="list-style-type: none"> ➤ MENA RSOO Technical Meeting (2019) ➤ ACAO/ICAO Safety Oversight Workshop (2019) ➤ Safety Management Capacity Building Workshop (SMCBW) (2019) ➤ ACAO/ICAO/CAAS Workshop/Course on Aircraft Accident Investigation Techniques (2019) ➤ Regional ECCAIRS-End User Course (2019) ➤ ACAO/ICAO Continuing Airworthiness Workshop (2019) ➤ SMMTC For the benefit of Libya, Sudan and Yemen (2019) ➤ ACAO/ICAO GASP 2020-2022 and NASP Workshop (2020) ➤ Regional USOAP CMA OLF Workshop (2020) ➤ Regional Upset Recovery Training, UPRT Workshop (2020) ➤ Regional Extended Diversion Time Operation, EDTO Workshop (2020) ➤ SSP Implementation Workshop customized for individual State,

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> Established the following Groups/Teams to foster implementation of SARPs and GANP provisions: Digital Datasets Implementation AD-HOC Working Group (DDI WG); Frequency Management Ad-hoc Working Group; and ANS Cyber Security Working Group (ACS WG) 	<p>with high appreciation from receiving States.</p>
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> Challenges arising from the conflict areas or areas with political sensitivities within the MID region resulting in airspace constraints and constraints in the regional planning and implementation activities Challenges arising from disruption of Air Traffic flow caused by airspaces closure, with the lack of flow measures implementation. Frequent activation of the Contingency Coordination Team (CCT). Challenges facing the MIDRMA in collecting the required Data necessary for the development of the RVSM SMR 2018. The lack of financial and human resources in some States, combined with the complexity of administrative arrangements for the approval of duty travel, political sensitivities, etc., affected the level of attendance to the MIDANPIRG activities as well as States' support to the MIDANPIRG and its subsidiary bodies Work Programmes. Hosting of big meetings (lack of adequate meeting room and facilities in the Regional Office premises, political sensitivities, etc. The hosting of the MIDANPIRG/17 and RASG-MID/7 meeting in a Hotel in Cairo was very challenging and costly. The political/security situation in some States, the cross-national variation in Aviation development as well as the relatively small accreditation area, impede the provision of Technical assistance, implementation of regional projects and the achievement of the regional air navigation targets. Low level of reporting by States (inputs to the MID Air Navigation Report, national plans, success stories, environmental data, replies to State letters, etc.). Resources constraints (financial and technical personnel) in the Regional Office, combined with a high rotation rate vs. necessary time for new staff/comers to cope with the way of doing business in ICAO considering the MID Region specific challenges. Slow progress in the implementation of A-CDM, CDO, and CCO ASBU modules; Lack of regional framework to support the implementation of regional 	<ul style="list-style-type: none"> Escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets Low level of responses from States to State letters. Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the MID Safety Targets and support the RASG-MID Work Programme The majority of States are facing an issue with the lack of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities, support the work of RASG-MID and achieve the agreed safety targets. Difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs Limited support to the RASG-MID Work Programme and its subsidiary bodies (low level of attendance) having an impact on the agreed planned activities The lack of necessary resources and expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS). Low level of serious incidents and incidents reporting by the States and lack of shared safety data analysis and safety recommendations by the States Slow progress in the start of operation of the MENA-RSOO. High number of GNSS interferences incidents occurred in the MID Region

REPORT ITEM	PIRG	RASG
	<p>initiatives/projects and provide assistance to States for the implementation of ICAO SARPs and the regional requirements.</p> <ul style="list-style-type: none"> • Challenges faced regarding the implementation of the following projects: • MID Flight Procedure Programme (MID FPP) • MID IP Network • MID Region Aeronautical Database (MIDAD) • Regional/Sub-Regional ATFM System • Many States are facing an issue with the insufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities (in particular in ANS and AGA), support the work of MIDANPIRG and achieve the agreed air navigation targets. • Low percentage of signed SAR bilateral agreements in the MID Region; • Low implementation of the AIDC/OLDI connections; • Difficulties faced by some States related to their challenges in maintaining and upgrading their air navigation systems and ATM/CNS infrastructure due to the imposed sanctions, which are also affecting the achievement of the agreed safety and air navigation targets at regional level. • Cases of missing flight plans and aeronautical safety related messages 	
<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • Implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations and activation of MID Region ATM Contingency Plan (MID Doc 003). • Continuous coordination with States and users for the improvement of the ATS route network and LoAs between adjacent ACCs. • MIDRMA and ICAO MID Office awarded 6 States that achieved above 98% MMR to motivate other member States to fulfil their obligations related to MMR • States not providing necessary data to the MIDRMA were added to the list of deficiencies and follow-up State letters issued by the MID Office • Coordination with States, TCB and LEB to expedite the establishment of the MID FPP and to secure the necessary budget for the recruitment of the MID FPP manager (resource mobilization) 	<ul style="list-style-type: none"> • Based on the feedback and proposals received from the stakeholders and different RASG-MID subsidiary bodies, the RASG-MID/7 meeting endorsed the revised RASG-MID Organizational Structure • To ensure effectiveness of the RASG-MID, the following Groups were established: <ul style="list-style-type: none"> ➢ Annual Safety Report Group (ASRG) ➢ Aerodromes Safety, Planning and Implementation (ASPIG) ➢ Safety Enhancement Implementation Group (SEIG) ➢ Accident and Incident Investigation (AIIG) • The draft ToR of the RASG-MID and the RSC were developed and reviewed by the RSC taking into consideration the new/generic ToR of the RASGs, which were endorsed by the

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Coordination with States and the IP Network Service Provider to complete the CBAs and reduce costs to encourage States to join the CRV project. • The ATFM TF agreed on the solution to be implemented (Multi-Nodal Concept) and a Draft Concept of Operations has been developed. • Conducted A-CDM Workshop • Established the AIDC/OLDI Implementation Support Team composed of Subject Matter Experts (SMEs); mandated the implementation of priority 1 AIDC/OLDI connections in the MID Region. • Mandated the AFTN/CIDIN transition to AMHS in the Region, and establish third AFS gateway with AFI Region. • Development of MID SAR Implementation Plan which includes guidance material to support States to comply with global and regional requirements for SAR provisions. 	<p>President of the Council in July 2019.</p> <ul style="list-style-type: none"> • Development and implementation of Plans of Actions to support States in accordance with the MID Region NCLB Strategy. • Conduct of NCLB assistance missions. • Deliver and conduct NCLB seminars/workshops/trainings, including the GSI courses. • Followed-up with Saudi Arabia (host) and ACAO to expedite the start of operations of the MENA RSOO. • Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts. • Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities. • Fostering accountability through direct communication with DGs/Ministers for the implementation of the MID NCLB Strategy and Plans of Actions for prioritized States. • Optimized the coordination with regional and international organizations in providing assistance to States • Endorsed the RASG-MID Safety Advisory (RSA-14) on GNSS Vulnerabilities
<p>Matters being coordinated between PIRG and RASG</p>	<ul style="list-style-type: none"> • Accidents and incidents analysis (near midair collisions occurrences) • Performance-based navigation (PBN) • Fatigue risk management • State safety programmes (SSPs) and safety management system for ANSPs • Remotely piloted aircraft systems (RPAS) • Airborne avoidance collision system (ACAS) • Call sign similarity and confusion (CSC) • RVSM operations and monitoring activities in the MID Region • GNSS vulnerabilities • Contingency planning • SAR issue • Aerodrome design and operations • Operational Thread: Surface Operations • Airport planning challenges (States/Airports) 	

APPENDIX B

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-1					
Challenge/Issue	Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3.						
Link to global plans	GANP COMI-B0/7 ATS Message Handling System (AMHS)						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Several States have made limited or no progress with implementation. It is a global issue inter-regional coordination with the implementation is required.						
PART B: ACTION DETAILS							
Action 1:	Harmonize the implementation between MET service and telecommunication centres run by ANSP.						
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	2020	-	-	-	-	-	2020
Action 2:	ANC to consider a) providing more detailed guidance for implementation and b) postpone the applicable date of this requirements to November 2021 taking consideration of COVID-19 impacts.						
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	-	-	-	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider the postponement of the applicable date of these requirements to November 2021 taking consideration of COVID-19 impacts.			Request the ANC to consider postponement of the applicability date of the provisions.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-2					
Challenge/Issue	States in the Region experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation.						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Low level implementation of CE-4 is a chronic and global issue which is difficult to resolve						
PART B: ACTION DETAILS							
Action 1:	Assist States with a well-developed training program with an emphasis on on-the-job-training (OJT)						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	-
Action 2:	Address the underlying problem of each region						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to address the underlying problem of each region.			Request the ANC to identify ways to address this issue in each region.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-3					
Challenge/Issue	Low levels of effective implementation (EI) in all audit areas in Pacific Island States						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks							
PART B: ACTION DETAILS							
Action 1: Establish a regional safety oversight organization (RSOO) for Pacific Island States.							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Establish a regional safety oversight organization (RSOO) for Pacific Island States.			Request the ANC to consider the establishment of a RSOO.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-4					
Challenge/Issue	Need for an updated Accident/Incident Data Reporting (ADREP) system						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2019						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	During the review of the report, the ANC requested that a specific item on this matter be added to the ANC work programme						
PART B: ACTION DETAILS							
Action 1: Address the availability of data in the Accident/Incident Data Reporting (ADREP) System).							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	-	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Update the ADREP database			Request the ANC to expedite the long outstanding work related to the update of the ADREP Database.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-5					
Challenge/Issue	High rate of missing operational messages (Flight plans, OPMETs, NOTAMs).						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks							
PART B: ACTION DETAILS							
Action 1: Identify ways to eliminate missing operational messages							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Prioritization of the challenges facing the AFI region Consider ways.			Request the ANC to identify ways to eliminate missing operational messages.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-6					
Challenge/Issue	AFI States are not submitting RVSM data to the ARMA Office on a monthly basis.						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	AFI Regional Monitoring Agency (ARMA) Report on RVSM Airspace Safety - the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment.						
PART B: ACTION DETAILS							
Action 1: Raise awareness amongst States related to the importance of monthly reports							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	-
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Raise awareness amongst States			Request Regional Directors ESAF and WACAF to raise the awareness of States to report RVSM data on a monthly basis.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-7					
Challenge/Issue	Low-level feedback from States to ICAO State letters						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Common global problem. A global solution is required to address this issue. The MID Region is also in the process of developing a State Letters Online Monitoring Tool (SLOMT) in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State letters.						
PART B: ACTION DETAILS							
Action 1: Raise awareness of the importance of State letter response by States							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Identify a global solution to address this issue			Request the ANC to identify a global solution to address this issue.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-8					
Challenge/Issue	Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input checked="" type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	A related recommendation had been made at the 13th Air Navigation Conference (AN-Conf/13, Recommendation 3.5/1 — ICAO location indicator system and database of significant points)						
PART B: ACTION DETAILS							
Action 1:							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	2020	-	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to resolve 5LNC duplicates.			Council to note ongoing work on this issue.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-9					
Challenge/Issue	Low Level of SSP Implementation						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input checked="" type="checkbox"/> MIDANPIRG <input checked="" type="checkbox"/> NATSPG <input checked="" type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	<p>The lack of expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS).</p> <p>This is a systematic issue across the Regions that need to be addressed in detail.</p>						
PART B: ACTION DETAILS							
Action 1: Facilitate the implementation of SSP							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	2021	2021	2021	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to facilitate SSP Implementation.			Council to request the ANC to identify the cause of the underlying issues and propose remedial actions.			

APPENDIX C

Table C-1. PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2020

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2019	22 (151)	19 (101)	37 (223)	30(87)	40(130)	9 (32)	9 (34) - PPRC/5	14 (98)	14 (98)	7 (28) - (ESC/32) 12 (50) Plenary Meeting 4 (18) - (ESC/33)
2018	27 (173)	22 (89)	No meeting	No meeting	40 (111)	9 (32)	18 (101)	No meeting	No meeting	5 (27) - (ESC/31) 8 (27) - (ESC/30)
2017	27 (175)	20 (88)	38 (171)	29 (131)	35 (119)	8 (31)	No meeting	13(80)	11(60)	No meeting
2016	30 (154)	31 (169)	No meeting	No meeting	35 (87)	9 (29)	13 (45) - (PPRC/4)	No meeting	11(59)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	11 (34) - (PPRC/3)	13 (89)	10 (49)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	17 (103)	No meeting	7 (69)	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	13 (37) - (PPRC/2)	14 (85)	No meeting	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	11 (39) - (PPRC/1)	10 (102)	9 (40)	9 (44)
2011	26 (127)	35 (208)	42 (233)	No meeting	34 (97)	8 (26)	22 (93)	No meeting	9 (37)	16 (75)

Figures in Table C-1 reflect the number of States and the total number of participants in parenthesis

*RASG-PA and GREPECAS hold their plenary meeting every three years. In the years that no plenary meeting is held, Executive State Meetings (ESC for RASG-PA and PPRC for GREPECAS) are conducted. Number of participants includes ICAO staff attending.

Number of PIRG/RASG Member States

PIRGs		RASGs	
APIRG	48	RASG-AFI	48
APANPIRG	39	RASG-APAC	39
EANPG	55	RASG-EUR	55
NATSPG	9	NATSPG	9
MIDANPIRG	15	RASG-MID	15
GREPECAS	37	RASG-PA	38

Table C-2. CATEGORIZATION OF 2019 PARTICIPATION¹

	APANPIRG	RASG-APAC	EASPG	NATSPG ²	GREPECAS	RASG - PA	APIRG	RASG-AFI	MID
State participation from within the region – regulator	20 (67)	18 (57)	34 (63)	9 (17)	9 (21)	7 (11) - (ESC/32) 12 (26) Plenary Meeting 5 (27) - (ESC/33)	35 (154)	28 (50)	12 (32)
State participation from within the region – service provider (ANSP and aerodrome operators)	16 (49)	2 (4)	16 (42)	7 (7)	8 (21)	0	10 (23)	10 (23)	12 (50)
States from outside the region	1 (4)	1 (6)	1 (3)	0	0	0	2 (7)	2 (4)	2 (4)
International organizations	7 (30)	6 (27)	9 (20)	5 (5)	4 (15)	6 (14) - (ESC/32) 5 (15) Plenary Meeting 5 (27) - (ESC/33)	9 (20)	12 (17)	8 (11)
Industry	1 (1)	5 (7)	1 (2)	1 (1)	0	3 (3) - (ESC/32) 5 (9) Plenary Meeting 5 (27) - (ESC/33)	10 (28)	6 (10)	1 (1)

— END —

¹ Figures in the table reflect the number of States and the number of participants in parenthesis.

²The NAT SPG has nine Member States but only one (Iceland) is geographically located in the NAT Region. The information provided in the table refers to the NAT SPG members. The NAT Region does not have a dedicated RASG, but all safety-related activities assumed by the RASGs are embedded in the work programme of the NAT SPG.



WORKING PAPER

AIR NAVIGATION COMMISSION

REVIEW OF THE REPORT THE TWENTY-THIRD MEETING OF THE AFRICA-INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/23) AND THE SIXTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR THE AFI REGION (RASG-AFI/6)

(Item 21619)

(Presented by the Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the joint twenty-third meeting of the AFI Planning and Implementation Regional Group (APIRG/23) and the sixth meeting of the Regional Aviation Safety Group for AFI Region (RASG-AFI/6).

Action by the Air Navigation Commission is in paragraph **Error! Reference source not found.**

COORDINATION

All related ANB Sections, Eastern and Southern African Office, Nairobi (ESAF) and Western and Central African Office, Dakar (WACAF)

REFERENCES

*APIRG/23 Report
*RASG-AFI/6

*Principal references

1. INTRODUCTION

1.1 The twenty-third meeting of the AFI Planning and Implementation Regional Group (APIRG/23) and the sixth meeting of the Regional Aviation Safety Group – AFI (RASG-AFI/6) were held virtually from 23 November to 2 December 2020. Virtual meeting arrangements, necessitated by the exceptional circumstances related to the COVID-19 pandemic and associated travel and meeting restrictions, were managed by the ICAO Eastern and Southern African Regional Office, Nairobi (ESAF) and the Western and Central African Regional Office, Dakar (WACAF). The meetings' discussions were conducted in English and French languages with simultaneous interpretation services being provided.

1.2 The WG/SRP noted that, as a result of the relevant analyses carried out and the challenges identified related to the effectiveness and efficiency of the meeting format previously applied, this meeting was structured with a joint APIRG & RASG-AFI opening session followed by an APIRG meeting held back-to-back with a RASG-AFI meeting. A joint APIRG & RASG-AFI closing session was held.

1.3 The WG/SRP was presented with an overview of the APIRG/23 and RASG-AFI/6 meetings. It was noted with satisfaction that the APIRG/23 meeting was very well attended with more than 500 participants, from AFI States, regional/international Organizations and Industry. The WG/SRP noted that thirty-three Conclusions and seven Decisions were taken.

1.4 The WG/SRP noted that the RASG-AFI/6 meeting was also very well attended with more than 400 participants from AFI States and regional /international organizations and industry, including the African and Malagasy Civil Aviation Authorities (AAMAC), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), Airbus, AFI Regional Monitoring Agency (ARMA), Agence pour la Sécurité de la Navigation Aérienne en Afrique et Madagascar (ASECNA), Boeing, Civil Air Navigation Services Organization (CANSO), Unite régionale de supervision de la sécurité et de la sûreté de l'aviation civile - Union Economique et Monétaire Ouest Africaine (URSAC), East African Community (EAC), East African Community-Civil Aviation Safety and Security Oversight Safety Agency (EAC-CASSOA), International Air Transport Association (IATA), and the US Federal Aviation Administration (FAA).

1.5 The WG/SRP reviewed the APIRG/23 report presented by Mr. Magueye Marame Ndao, Director General (DG), Agence Nationale de l'Aviation Civile et de la Météorologie (ANACIM), Senegal assisted by the Secretary of APIRG, Mr. Barry Kashambo, Regional Director (RD), ESAF. The RASG-AFI/6 report was presented by the Chairperson of RASG-AFI, Capt. Gilbert M. Kibe, DG, Kenya Civil Aviation Authority (CAA), and assisted by the Secretary of RASG-AFI, Mr. Prosper Zo'o Minto'o, RD, WACAF. It was noted that the joint sessions of APIRG/23 and RASG-AFI/6 were co-chaired by Mr. Magueye Marame Ndao and Capt. Gilbert M. Kibe.

1.6 The WG/SRP was informed that, after urging States, participation at the Sub-Group level has also increased. The WG/SRP recalled that a paper is proposed to be presented at the upcoming High-level Conference on COVID-19 (HLCC 2021) related to remote participation at PIRG/RASG meetings.

1.7 The WG/SRP recalled that it was tasked to identify common global challenges, and noted that it may be possible in the future to explore ways to expand the scope of that report to include common initiatives and opportunities with common challenges. In addition, the WG/SRP noted that the AFI Region may benefit from more regular Ministerial meetings under the auspices of the African Union (AU).

1.8 The WG/SRP thanked Mr. Magueye Marame Ndao, Capt. Gilbert Kibe, Mr. Barry Kashambo, Mr. Prosper Zo'o Minto'o, and their teams for their time and effort in the preparation and presentation of this detailed and very informative presentation to the SRP.

1.9 The APIRG chairperson congratulated Mr. Nabil Naoumi, the President of the ANC on his recent re-election and expressed his appreciation to the President of the Air Navigation Commission for his active participation and address to the joint closing session of APIRG/23 and RASG-AFI/6 meetings.

1.10 The President of the ANC invited the Chairpersons and Secretaries of the PIRG and RASG which reports were reviewed during the SRP meeting to join the Commission on 2 March 2021 for the review of the reports by the ANC.

2. DISCUSSION

2.1 The WG/SRP was presented with the APIRG/23 and RASG-AFI/6 key issues for 2020 to 2022. With respect to the key issues in air navigation identified by APIRG/23, the WG/SRP noted the serious challenges related to the economic recovery of Air Navigation Service Providers (ANSPs) and aerodromes from the impact of the COVID-19 pandemic, and the impact on States and their industry capabilities and resources. It was highlighted that there are insufficient commitments and technical/financial resources in some States to improve compliance with provisions of ICAO SARPs and corrective action plans implementation.

2.2 With regard to the outstanding rotation of the PIRG and RASG Secretaries as mandated by the PIRG/RASG Terms of Reference (TOR), which was previously scheduled for January 2020, the WG/SRP was informed that the rotation will be completed by April 2021. This would be done through the designation of Mr. Prosper Zo'o Minto'o, RD, WACAF as Secretary of APIRG, and Mr. Barry Kashambo, RD, ESAF as Secretary of RASG-AFI, by the Secretary General. It was noted that necessary action will be taken at ICAO Headquarters (HQ) to formalize the rotation.

2.3 The WG/SRP noted the slow progress with the implementation of the AFI regional Air Navigation Plan (ANP) requirements through the development and implementation of National Air Navigation Plans (NANPs), including ICAO prioritized Aviation System Block Upgrades (ASBU) modules by States. With regard to the participation of States to APIRG and RASG-AFI activities, the WG/SRP noted with concern the low level of commitment by AFI States and the challenges faced in the implementation of respective Conclusions and Decisions. The insufficient and ineffective level of support, technical expertise and participation by States to the Groups' subsidiary bodies was noted.

2.4 With regard to the main challenges, the WG/SRP noted the lack of political commitment and resources (human and financial), as well as insufficient coordination among States and ANSPs.

2.5 The WG/SRP noted with concern that the poor Notice to Airmen (NOTAM) quality in the region is becoming a safety concern. The WG/SRP noted that some of the NOTAM's are older than 95 days; and AIM in general has many shortcomings in AFI Region. The issue of missing operational messages was already identified in the Consolidated Annual Report to Council of 2020 as common challenge, and the WG/SRP noted with appreciation the proactive measures taking place by the region in this regard: APIRG has already initiated actions to further address such challenges (Conclusion 23/20 and 2/05), and a new AFI Plan project has been established. Yet this challenge needs to be closely monitored. It was also noted that reduced vertical separation minima (RVSM) airspace safety is a common concern between APIRG and RASG-AFI.

2.6 The WG/SRP noted that some AFI Flight Information Regions (FIRs) were already implementing free routing trials and that the draft Concept of Operations (CONOPS) developed will provide a framework for a safe and harmonized implementation for Free Route Airspace (FRA) in AFI States. It was noted that in order for free routing to succeed in the South Atlantic, the centres will need to be properly equipped with communication systems. It was noted that the ICAO/IATA teams are making good progress.

2.7 The WG/SRP noted a slow improvement to achieve the previous regional target of zero AIRPROX by 2020. It was noted that the travel restrictions hampered on-site technical assistance for the resolution of outstanding Significant Safety Concerns (SSCs) (one pending SSC in one State).

2.8 With respect to the other challenges identified, the WG/SRP noted low feedback from States to State letters and recalled that this item was identified as a common challenge faced by regions in

the Consolidated Annual Report of PIRGS/RASGs report last year. It was highlighted that there is a need to keep track and monitor solutions being implemented by some regions that could be used by others. The WG/SRP also noted additional identified items including; the insufficient progress in Civil-Military Cooperation arrangements, the ineffective establishment and operation of Search and Rescue, the low level of awareness/commitment of States to environmental issues even though it is not part of the PIRG/RASG TORs, and a lack of adequate budgetary provisions at State and ICAO Regional Offices' level to support and assist with the implementation of APIRG and RASG-AFI Conclusions/Decisions. The WG/SRP noted the low level of effective implementation (EI) in States' USOAP audit areas in personnel licensing and training (PEL), aircraft accident and incident investigation (AIG), aerodromes and ground aids (AGA), and air navigation services (ANS).

2.9 The WG/SRP noted with satisfaction achievements in 2020 including; improved participation and coordination resulting from back to back APIRG/RASG-AFI meetings in the AFI Region, increase in airport certification, reduction in the AFI accident rate, increase in remote safety oversight activities to ensure compliance with SARPs under the current circumstances; and given the COVID pandemic, the resolution of the SSC identified in Cote d'Ivoire.

2.10 With regard to alleviations in light of COVID-19 pandemic, the WG/SRP noted that some States may need additional support when some alleviations would be removed by States on 31 March 2021.

2.11 With regard to the implementation of the Global Reporting Format (GRF), the WG/SRP was informed that some States may not be ready, but steps are being taken by Regional Offices and regular meetings are being held with other ROs and ICAO HQ to monitor the situation.

Joint APIRG/23 and RASG-AFI/ 6 outcomes

2.12 The joint APIRG/23 and RASG-AFI/6 meeting adopted four Conclusions and two Decisions.

2.13 With regard to the Conclusions and Decisions for ANC consideration, the WG/SRP noted that the Council-approved terms of reference (TOR) was implemented and procedural handbooks were updated accordingly. With regard to the actual geographical area of APIRG and RASG-AFI, the WG/SRP noted that the Africa-Indian Ocean (AFI) Region is currently defined in the outdated *Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8144) as the area embracing Africa and associated Oceanic areas and land masses between 25 degrees West and 75 degrees East and South to the South Pole. This is highly confusing. The WG/SRP noted that it is listed as a Decision, whereas it is actually a Conclusion to be acted on by ICAO HQ.

2.14 The WG/SRP suggested that the Secretariat study this issue and present proposals for consideration, as appropriate, by the Air Navigation Commission and the Council. The alignment of the definition of coverage area may also have an impact related to ongoing regional programmes and initiatives such as ARMA, AFI Plan, Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), AFCAC AFI-Cooperative Inspectorate Scheme (AFI CIS) and AFI Security and Facilitation Cooperative Experts Scheme (CES), or other arrangements such as the AFI Group, which were established earlier for the AFI Region. The WG/SRP noted that a separate and ongoing task is the alignment of the *Air Navigation Plan — Africa-Indian Ocean Region* (Doc 7474) and the *Regional Supplementary Procedures* (Doc 7030).

2.15 The WG/SRP noted the Conclusions 2/04 and 2/05 related to the ICAO web-based COVID-19 Recovery Platform to collate the forecasts, guidance, tools, and resources that are needed by national regulators and other stakeholders in their response to the COVID-19 pandemic. In addition, it was

noted the call to further improve the implementation of the Abuja Safety and ANS targets (Conclusion 2/07).

RASG-AFI/6 Outcomes

2.16 With regard to Conclusions and Decisions identified for consideration by the ANC, the WG/SRP noted that moderate progress has been achieved by States towards implementation of safety management provisions. It was noted that only one State (Rwanda) out of 48 States has fully implemented their State Safety Programme (SSP) (Level 4). The WG/SRP noted that there is a need to intensify technical assistance to States with special emphasis on assisting them to develop and implement SSP implementation plans and to perform self-assessments of SSP Foundation Protocol Questions.

2.17 The WG/SRP recalled that low levels of SSP implementation had already been identified as a common challenge in the Consolidated Annual Report of PIRGs/RASGs in 2020, and that Council tasked the ANC to identify the cause of underlying issues. The WG/SRP identified the need to expedite this work. The WG/SRP noted that challenges faced by AFI States in advancing SSP implementation include a lack of qualified technical personnel and resources.

2.18 The WG/SRP noted with interest the proposed pilot programme for the sharing of technical experts and resources among the AFI States, as part of the AFI SSP Peer Review Mechanism. It will involve the sharing of guidance materials and tools, and it is proposed that RASG-AFI States collaborate and mobilize the required financial resources to establish and implement the mechanism.

2.19 With regard to the development of a remote safety oversight mechanism, the WG/SRP noted that RASG-AFI will explore alternative methods to ensure continuous compliance with regulatory requirements. It is envisaged that these methods will include formal mechanisms for AFI States for the conduct of effective and efficient remote safety oversight activities. This initiative will necessitate a consequential amendment to their Inspector's Handbooks to include related procedures and processes.

2.20 With regard to the progress of regional Global Aviation Safety Plan (GASP) implementation, the WG/SRP noted that 28 out of 46 audited African States (60.83%) achieved an EI \geq 60%, which brings the average EI for AFI to 56.23 % versus a worldwide EI of 68.63%. It was noted that one AFI State has a significant safety concern (SSC).

2.21 The WG/SRP noted with satisfaction that the accident rate for RASG-AFI has been declining over the years and was actually lower than the world average in 2016, and that work will continue with focus on the top three Safety Priorities; Runway Safety (RS), controlled flight into terrain (CFIT), and Loss of Control In-flight (LOC-I).

2.22 With regard to the RASG-AFI activities and priorities, the WG/SRP noted that efforts will be increased and more focused to support States in the implementation of ICAO Council's Aviation Recovery Task Force (CART) Report recommendations, and to further improve the implementation of the RASG-AFI Conclusions, Decisions, projects and critical activities. It was noted that RASG-AFI will profile States to proactively identify deficiencies as well as latent or potential SSCs, and provide them with tailored assistance accordingly.

2.23 The WG/SRP noted that in order to achieve results, it will be necessary for the RASG-AFI to maintain and intensify mobilization of financial resources through the AFI Plan, ICAO Safety Fund (SAFE) and other development partners. It was also noted that efforts will be increased to improve coordination with Regional Safety Oversight Organizations (RSOOs) and assistance activities to support States and achieve sustainable funding mechanisms while strengthening sharing of resources.

APIRG/23 Outcomes

2.24 The WG/SRP noted the thirty-three Conclusions and seven Decisions, specifically those that require ICAO Headquarters (HQ) attention. The WG/SRP noted with appreciation that APIRG has already initiated actions to further address the common challenges identified by Council, such as: monitoring the implementation of Air Traffic Services Aeronautical Message Handling System (AMHS), high rate of missing operational messages (flight plans, operational meteorological (OPMET) data, NOTAMs) and the timely submission of RVSM data to the AFI Regional Monitoring Agency (RMA) Office. The WG/SRP noted that the data is available, but commitment from States to submit the data is lacking.

2.25 With regard to the APIRG activities and priorities, the WG/SRP noted additional support to States in the implementation of CART recommendations and Take-off Guidance Document provisions, enhanced pace of the implementation of the APIRG Projects and the ASBU Modules, identification of funding mechanisms for the APIRG Projects implementation, improved RVSM data returns and large height deviations reporting, the implementation of strategic lateral offset procedures (SLOP), and the adoption of new ARMA forms for the monitoring of both RVSM and performance-based communication and surveillance systems (PBCS).

2.26 The WG/SRP noted with interest, activities related to the fostering of a seamless air navigation system being implemented in the AFI Region, including the adoption of related structural changes. The transition to an integrated approach to PIRGs and RASGs was noted. The WG/SRP noted the way forward includes taking advantage and the opportunity of virtual meeting platforms to improve upon the frequency, efficiency and performance of APIRG/RASG-AFI activities and programmes.

2.27 With regard to overflight clearances, the WG/SRP noted the need for States to publish a standardized process and to take advantage of automation in order to expedite the overflight clearance approval process and issuance of overflight clearance/permits.

2.28 The WG/SRP reviewed the outcome of the APIRG/23 and RASG-AFI/6 meetings and identified the Conclusions and Decisions that require action (refer to the Appendix). The WG/SRP noted Nigeria's gracious offer to host the next meetings of the APIRG and RASG-AFI planned in November 2021.

3. ACTION BY THE AIR NAVIGATION COMMISSION

- 3.1 The Air Navigation Commission is invited to:
- a) note the APIRG/23 and RASG-AFI/6 Meeting Reports and the WG/SRP report thereon as contained in this paper; and
 - b) take action on the Conclusions that require specific ANC action in the Appendix.

APPENDIX

**APIRG/23 AND RASG- AFI/6
LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION**

Conclusion/ Decisions	Synopsis	Suggested ANC Action
APIRG/23 & RASG AFI/6 (Decision) Conclusion 2/02: Definition of the Africa-Indian Ocean (AFI) Region	That, to align the definition with the actual geographical area of APIRG and RASG-AFI, the ICAO Council revise the definition of the Africa-Indian Ocean (AFI) Region, in order to: a) reflect the alignment of the areas of applicability of the AFI Air Navigation Plan (Doc 7474) with the Regional Supplementary Procedures (Doc 7030); and b) clarify the scope of on-going regional programmes / initiatives such as AFI ARMA, AFI Plan, AFI SECFAL Plan, AFI- CIS, AFI-CES, or other arrangements such as the AFI Group, which were established earlier for the AFI Region.	To note and request the Secretariat to a) expedite the alignment of Doc 7474 and Doc 7030, and b) develop proposals for consideration related to the definition of Africa Indian Ocean region. (ref. paragraphs 2.13 &2.14)

— END —



WORKING PAPER

AIR NAVIGATION COMMISSION

REVIEW OF THE REPORT THE TWENTY-THIRD MEETING OF THE AFRICA-INDIAN OCEAN PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/23) AND THE SIXTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR THE AFI REGION (RASG-AFI/6)

(Item 21619)

(Presented by the Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the joint twenty-third meeting of the AFI Planning and Implementation Regional Group (APIRG/23) and the sixth meeting of the Regional Aviation Safety Group for AFI Region (RASG-AFI/6).

Action by the Air Navigation Commission is in paragraph **Error! Reference source not found.**

COORDINATION

All related ANB Sections, Eastern and Southern African Office, Nairobi (ESAF) and Western and Central African Office, Dakar (WACAF)

REFERENCES

*APIRG/23 Report
*RASG-AFI/6

*Principal references

1. INTRODUCTION

1.1 The twenty-third meeting of the AFI Planning and Implementation Regional Group (APIRG/23) and the sixth meeting of the Regional Aviation Safety Group – AFI (RASG-AFI/6) were held virtually from 23 November to 2 December 2020. Virtual meeting arrangements, necessitated by the exceptional circumstances related to the COVID-19 pandemic and associated travel and meeting restrictions, were managed by the ICAO Eastern and Southern African Regional Office, Nairobi (ESAF) and the Western and Central African Regional Office, Dakar (WACAF). The meetings' discussions were conducted in English and French languages with simultaneous interpretation services being provided.

1.2 The WG/SRP noted that, as a result of the relevant analyses carried out and the challenges identified related to the effectiveness and efficiency of the meeting format previously applied, this meeting was structured with a joint APIRG & RASG-AFI opening session followed by an APIRG meeting held back-to-back with a RASG-AFI meeting. A joint APIRG & RASG-AFI closing session was held.

1.3 The WG/SRP was presented with an overview of the APIRG/23 and RASG-AFI/6 meetings. It was noted with satisfaction that the APIRG/23 meeting was very well attended with more than 500 participants, from AFI States, regional/international Organizations and Industry. The WG/SRP noted that thirty-three Conclusions and seven Decisions were taken.

1.4 The WG/SRP noted that the RASG-AFI/6 meeting was also very well attended with more than 400 participants from AFI States and regional /international organizations and industry, including the African and Malagasy Civil Aviation Authorities (AAMAC), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), Airbus, AFI Regional Monitoring Agency (ARMA), Agence pour la Sécurité de la Navigation Aérienne en Afrique et Madagascar (ASECNA), Boeing, Civil Air Navigation Services Organization (CANSO), Unite régionale de supervision de la sécurité et de la sûreté de l'aviation civile - Union Economique et Monétaire Ouest Africaine (URSAC), East African Community (EAC), East African Community-Civil Aviation Safety and Security Oversight Safety Agency (EAC-CASSOA), International Air Transport Association (IATA), and the US Federal Aviation Administration (FAA).

1.5 The WG/SRP reviewed the APIRG/23 report presented by Mr. Magueye Marame Ndao, Director General (DG), Agence Nationale de l'Aviation Civile et de la Météorologie (ANACIM), Senegal assisted by the Secretary of APIRG, Mr. Barry Kashambo, Regional Director (RD), ESAF. The RASG-AFI/6 report was presented by the Chairperson of RASG-AFI, Capt. Gilbert M. Kibe, DG, Kenya Civil Aviation Authority (CAA), and assisted by the Secretary of RASG-AFI, Mr. Prosper Zo'o Minto'o, RD, WACAF. It was noted that the joint sessions of APIRG/23 and RASG-AFI/6 were co-chaired by Mr. Magueye Marame Ndao and Capt. Gilbert M. Kibe.

1.6 The WG/SRP was informed that, after urging States, participation at the Sub-Group level has also increased. The WG/SRP recalled that a paper is proposed to be presented at the upcoming High-level Conference on COVID-19 (HLCC 2021) related to remote participation at PIRG/RASG meetings.

1.7 The WG/SRP recalled that it was tasked to identify common global challenges, and noted that it may be possible in the future to explore ways to expand the scope of that report to include common initiatives and opportunities with common challenges. In addition, the WG/SRP noted that the AFI Region may benefit from more regular Ministerial meetings under the auspices of the African Union (AU).

1.8 The WG/SRP thanked Mr. Magueye Marame Ndao, Capt. Gilbert Kibe, Mr. Barry Kashambo, Mr. Prosper Zo'o Minto'o, and their teams for their time and effort in the preparation and presentation of this detailed and very informative presentation to the SRP.

1.9 The APIRG chairperson congratulated Mr. Nabil Naoumi, the President of the ANC on his recent re-election and expressed his appreciation to the President of the Air Navigation Commission for his active participation and address to the joint closing session of APIRG/23 and RASG-AFI/6 meetings.

1.10 The President of the ANC invited the Chairpersons and Secretaries of the PIRG and RASG which reports were reviewed during the SRP meeting to join the Commission on 2 March 2021 for the review of the reports by the ANC.

2. DISCUSSION

2.1 The WG/SRP was presented with the APIRG/23 and RASG-AFI/6 key issues for 2020 to 2022. With respect to the key issues in air navigation identified by APIRG/23, the WG/SRP noted the serious challenges related to the economic recovery of Air Navigation Service Providers (ANSPs) and aerodromes from the impact of the COVID-19 pandemic, and the impact on States and their industry capabilities and resources. It was highlighted that there are insufficient commitments and technical/financial resources in some States to improve compliance with provisions of ICAO SARPs and corrective action plans implementation.

2.2 With regard to the outstanding rotation of the PIRG and RASG Secretaries as mandated by the PIRG/RASG Terms of Reference (TOR), which was previously scheduled for January 2020, the WG/SRP was informed that the rotation will be completed by April 2021. This would be done through the designation of Mr. Prosper Zo'o Minto'o, RD, WACAF as Secretary of APIRG, and Mr. Barry Kashambo, RD, ESAF as Secretary of RASG-AFI, by the Secretary General. It was noted that necessary action will be taken at ICAO Headquarters (HQ) to formalize the rotation.

2.3 The WG/SRP noted the slow progress with the implementation of the AFI regional Air Navigation Plan (ANP) requirements through the development and implementation of National Air Navigation Plans (NANPs), including ICAO prioritized Aviation System Block Upgrades (ASBU) modules by States. With regard to the participation of States to APIRG and RASG-AFI activities, the WG/SRP noted with concern the low level of commitment by AFI States and the challenges faced in the implementation of respective Conclusions and Decisions. The insufficient and ineffective level of support, technical expertise and participation by States to the Groups' subsidiary bodies was noted.

2.4 With regard to the main challenges, the WG/SRP noted the lack of political commitment and resources (human and financial), as well as insufficient coordination among States and ANSPs.

2.5 The WG/SRP noted with concern that the poor Notice to Airmen (NOTAM) quality in the region is becoming a safety concern. The WG/SRP noted that some of the NOTAM's are older than 95 days; and AIM in general has many shortcomings in AFI Region. The issue of missing operational messages was already identified in the Consolidated Annual Report to Council of 2020 as common challenge, and the WG/SRP noted with appreciation the proactive measures taking place by the region in this regard: APIRG has already initiated actions to further address such challenges (Conclusion 23/20 and 2/05), and a new AFI Plan project has been established. Yet this challenge needs to be closely monitored. It was also noted that reduced vertical separation minima (RVSM) airspace safety is a common concern between APIRG and RASG-AFI.

2.6 The WG/SRP noted that some AFI Flight Information Regions (FIRs) were already implementing free routing trials and that the draft Concept of Operations (CONOPS) developed will provide a framework for a safe and harmonized implementation for Free Route Airspace (FRA) in AFI States. It was noted that in order for free routing to succeed in the South Atlantic, the centres will need to be properly equipped with communication systems. It was noted that the ICAO/IATA teams are making good progress.

2.7 The WG/SRP noted a slow improvement to achieve the previous regional target of zero AIRPROX by 2020. It was noted that the travel restrictions hampered on-site technical assistance for the resolution of outstanding Significant Safety Concerns (SSCs) (one pending SSC in one State).

2.8 With respect to the other challenges identified, the WG/SRP noted low feedback from States to State letters and recalled that this item was identified as a common challenge faced by regions in

the Consolidated Annual Report of PIRGS/RASGs report last year. It was highlighted that there is a need to keep track and monitor solutions being implemented by some regions that could be used by others. The WG/SRP also noted additional identified items including; the insufficient progress in Civil-Military Cooperation arrangements, the ineffective establishment and operation of Search and Rescue, the low level of awareness/commitment of States to environmental issues even though it is not part of the PIRG/RASG TORs, and a lack of adequate budgetary provisions at State and ICAO Regional Offices' level to support and assist with the implementation of APIRG and RASG-AFI Conclusions/Decisions. The WG/SRP noted the low level of effective implementation (EI) in States' USOAP audit areas in personnel licensing and training (PEL), aircraft accident and incident investigation (AIG), aerodromes and ground aids (AGA), and air navigation services (ANS).

2.9 The WG/SRP noted with satisfaction achievements in 2020 including; improved participation and coordination resulting from back to back APIRG/RASG-AFI meetings in the AFI Region, increase in airport certification, reduction in the AFI accident rate, increase in remote safety oversight activities to ensure compliance with SARPs under the current circumstances; and given the COVID pandemic, the resolution of the SSC identified in Cote d'Ivoire.

2.10 With regard to alleviations in light of COVID-19 pandemic, the WG/SRP noted that some States may need additional support when some alleviations would be removed by States on 31 March 2021.

2.11 With regard to the implementation of the Global Reporting Format (GRF), the WG/SRP was informed that some States may not be ready, but steps are being taken by Regional Offices and regular meetings are being held with other ROs and ICAO HQ to monitor the situation.

Joint APIRG/23 and RASG-AFI/ 6 outcomes

2.12 The joint APIRG/23 and RASG-AFI/6 meeting adopted four Conclusions and two Decisions.

2.13 With regard to the Conclusions and Decisions for ANC consideration, the WG/SRP noted that the Council-approved terms of reference (TOR) was implemented and procedural handbooks were updated accordingly. With regard to the actual geographical area of APIRG and RASG-AFI, the WG/SRP noted that the Africa-Indian Ocean (AFI) Region is currently defined in the outdated *Directives to Regional Air Navigation Meetings and Rules of Procedure for their Conduct* (Doc 8144) as the area embracing Africa and associated Oceanic areas and land masses between 25 degrees West and 75 degrees East and South to the South Pole. This is highly confusing. The WG/SRP noted that it is listed as a Decision, whereas it is actually a Conclusion to be acted on by ICAO HQ.

2.14 The WG/SRP suggested that the Secretariat study this issue and present proposals for consideration, as appropriate, by the Air Navigation Commission and the Council. The alignment of the definition of coverage area may also have an impact related to ongoing regional programmes and initiatives such as ARMA, AFI Plan, Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), AFCAC AFI-Cooperative Inspectorate Scheme (AFI CIS) and AFI Security and Facilitation Cooperative Experts Scheme (CES), or other arrangements such as the AFI Group, which were established earlier for the AFI Region. The WG/SRP noted that a separate and ongoing task is the alignment of the *Air Navigation Plan — Africa-Indian Ocean Region* (Doc 7474) and the *Regional Supplementary Procedures* (Doc 7030).

2.15 The WG/SRP noted the Conclusions 2/04 and 2/05 related to the ICAO web-based COVID-19 Recovery Platform to collate the forecasts, guidance, tools, and resources that are needed by national regulators and other stakeholders in their response to the COVID-19 pandemic. In addition, it was

noted the call to further improve the implementation of the Abuja Safety and ANS targets (Conclusion 2/07).

RASG-AFI/6 Outcomes

2.16 With regard to Conclusions and Decisions identified for consideration by the ANC, the WG/SRP noted that moderate progress has been achieved by States towards implementation of safety management provisions. It was noted that only one State (Rwanda) out of 48 States has fully implemented their State Safety Programme (SSP) (Level 4). The WG/SRP noted that there is a need to intensify technical assistance to States with special emphasis on assisting them to develop and implement SSP implementation plans and to perform self-assessments of SSP Foundation Protocol Questions.

2.17 The WG/SRP recalled that low levels of SSP implementation had already been identified as a common challenge in the Consolidated Annual Report of PIRGs/RASGs in 2020, and that Council tasked the ANC to identify the cause of underlying issues. The WG/SRP identified the need to expedite this work. The WG/SRP noted that challenges faced by AFI States in advancing SSP implementation include a lack of qualified technical personnel and resources.

2.18 The WG/SRP noted with interest the proposed pilot programme for the sharing of technical experts and resources among the AFI States, as part of the AFI SSP Peer Review Mechanism. It will involve the sharing of guidance materials and tools, and it is proposed that RASG-AFI States collaborate and mobilize the required financial resources to establish and implement the mechanism.

2.19 With regard to the development of a remote safety oversight mechanism, the WG/SRP noted that RASG-AFI will explore alternative methods to ensure continuous compliance with regulatory requirements. It is envisaged that these methods will include formal mechanisms for AFI States for the conduct of effective and efficient remote safety oversight activities. This initiative will necessitate a consequential amendment to their Inspector's Handbooks to include related procedures and processes.

2.20 With regard to the progress of regional Global Aviation Safety Plan (GASP) implementation, the WG/SRP noted that 28 out of 46 audited African States (60.83%) achieved an EI \geq 60%, which brings the average EI for AFI to 56.23 % versus a worldwide EI of 68.63%. It was noted that one AFI State has a significant safety concern (SSC).

2.21 The WG/SRP noted with satisfaction that the accident rate for RASG-AFI has been declining over the years and was actually lower than the world average in 2016, and that work will continue with focus on the top three Safety Priorities; Runway Safety (RS), controlled flight into terrain (CFIT), and Loss of Control In-flight (LOC-I).

2.22 With regard to the RASG-AFI activities and priorities, the WG/SRP noted that efforts will be increased and more focused to support States in the implementation of ICAO Council's Aviation Recovery Task Force (CART) Report recommendations, and to further improve the implementation of the RASG-AFI Conclusions, Decisions, projects and critical activities. It was noted that RASG-AFI will profile States to proactively identify deficiencies as well as latent or potential SSCs, and provide them with tailored assistance accordingly.

2.23 The WG/SRP noted that in order to achieve results, it will be necessary for the RASG-AFI to maintain and intensify mobilization of financial resources through the AFI Plan, ICAO Safety Fund (SAFE) and other development partners. It was also noted that efforts will be increased to improve coordination with Regional Safety Oversight Organizations (RSOOs) and assistance activities to support States and achieve sustainable funding mechanisms while strengthening sharing of resources.

APIRG/23 Outcomes

2.24 The WG/SRP noted the thirty-three Conclusions and seven Decisions, specifically those that require ICAO Headquarters (HQ) attention. The WG/SRP noted with appreciation that APIRG has already initiated actions to further address the common challenges identified by Council, such as: monitoring the implementation of Air Traffic Services Aeronautical Message Handling System (AMHS), high rate of missing operational messages (flight plans, operational meteorological (OPMET) data, NOTAMs) and the timely submission of RVSM data to the AFI Regional Monitoring Agency (RMA) Office. The WG/SRP noted that the data is available, but commitment from States to submit the data is lacking.

2.25 With regard to the APIRG activities and priorities, the WG/SRP noted additional support to States in the implementation of CART recommendations and Take-off Guidance Document provisions, enhanced pace of the implementation of the APIRG Projects and the ASBU Modules, identification of funding mechanisms for the APIRG Projects implementation, improved RVSM data returns and large height deviations reporting, the implementation of strategic lateral offset procedures (SLOP), and the adoption of new ARMA forms for the monitoring of both RVSM and performance-based communication and surveillance systems (PBCS).

2.26 The WG/SRP noted with interest, activities related to the fostering of a seamless air navigation system being implemented in the AFI Region, including the adoption of related structural changes. The transition to an integrated approach to PIRGs and RASGs was noted. The WG/SRP noted the way forward includes taking advantage and the opportunity of virtual meeting platforms to improve upon the frequency, efficiency and performance of APIRG/RASG-AFI activities and programmes.

2.27 With regard to overflight clearances, the WG/SRP noted the need for States to publish a standardized process and to take advantage of automation in order to expedite the overflight clearance approval process and issuance of overflight clearance/permits.

2.28 The WG/SRP reviewed the outcome of the APIRG/23 and RASG-AFI/6 meetings and identified the Conclusions and Decisions that require action (refer to the Appendix). The WG/SRP noted Nigeria's gracious offer to host the next meetings of the APIRG and RASG-AFI planned in November 2021.

3. ACTION BY THE AIR NAVIGATION COMMISSION

- 3.1 The Air Navigation Commission is invited to:
- a) note the APIRG/23 and RASG-AFI/6 Meeting Reports and the WG/SRP report thereon as contained in this paper; and
 - b) take action on the Conclusions that require specific ANC action in the Appendix.

— — — — —

APPENDIX

**APIRG/23 AND RASG- AFI/6
LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION**

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p>APIRG/23 & RASG AFI/6 (Decision) Conclusion 2/02: Definition of the Africa-Indian Ocean (AFI) Region</p>	<p>That, to align the definition with the actual geographical area of APIRG and RASG-AFI, the ICAO Council revise the definition of the Africa-Indian Ocean (AFI) Region, in order to:</p> <p>a) reflect the alignment of the areas of applicability of the AFI Air Navigation Plan (Doc 7474) with the Regional Supplementary Procedures (Doc 7030); and</p> <p>b) clarify the scope of on-going regional programmes / initiatives such as AFI ARMA, AFI Plan, AFI SECFAL Plan, AFI- CIS, AFI-CES, or other arrangements such as the AFI Group, which were established earlier for the AFI Region.</p>	<p>To note and request the Secretariat to</p> <p>a) expedite the alignment of Doc 7474 and Doc 7030, and b) develop proposals for consideration related to the definition of Africa Indian Ocean region. (ref. paragraphs 2.13 &2.14)</p>

— END —



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF THE THIRTY-FIRST MEETING OF
THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/31) AND
THE TENTH MEETING OF THE REGIONAL AVIATION SAFETY
GROUP – ASIA AND PACIFIC (RASG-APAC/10)**

(Item No. 21620)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/31 and RASG-APAC/10 meetings.

Action by the Air Navigation Commission is in paragraph 3.

COORDINATION

All related ANB Sections, Asia and Pacific Regional Office, Bangkok

REFERENCES

- *APANPIRG/31 Report
(<https://www.icao.int/APAC/Meetings/Pages/2020-APANPIRG31.aspx>)
- *RASG-APAC/10 Report
(<https://www.icao.int/APAC/Meetings/2020%20RASGAPAC10/RASG-APAC10%20-%20Final%20Report%2017-18%20Dec%202020.pdf>)

*Principal references

1. INTRODUCTION

1.1 The thirty-first meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) and the tenth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/10) were held virtually between 14 to 16 December 2020 and 17 to 18 December 2020, respectively. Virtual meeting arrangements, managed by the ICAO Asia and Pacific (APAC) Office, Bangkok, Thailand, were necessitated by the exceptional circumstances related to the COVID-19 pandemic and related restrictions on travel and in-person meetings.

1.2 The WG/SRP reviewed the RASG-APAC/10 Report presented by the Chairperson of RASG-APAC, Capt. Victor Liu, Director General of Civil Aviation, Hong Kong, China and the APANPIRG/31 Report, presented by Mr. Manjit Singh, Acting Regional Director, ICAO APAC Office. The WG/SRP thanked Capt. Liu and Mr. Singh and their teams for their time and effort in the preparation of this detailed presentation to the SRP.

1.3 The WG/SRP was presented with an overview of the RASG-APAC/10 and APANPIRG/31 meetings. It was noted that the RASG-APAC/10 was very well attended with 161 participants, more than double the attendance of RASG-APAC/9, with representation from 20 Member States and nine international organizations. It was also noted that the meeting adopted two Conclusions and eight Decisions.

1.4 For the APANPIRG/31 meeting, it was also very well attended with 193 participants, a 27% increase from the previous one. Participation was from 23 Member States, two Special Administrative Regions of China, and eight international organizations. The WG/SRP noted that 17 Conclusions and three Decisions were taken.

1.5 The WG/SRP noted that the PIRG and RASG combined meeting was postponed until 2022 or later, after the COVID pandemic is resolved, as such a meeting will require a face to face interaction.

2. DISCUSSION

RASG-APAC/10 Report

2.1 The WG/SRP noted and reviewed the APAC key challenges, issues, the Beijing declaration outcomes, and the APAC achievements in 2020. The WG/SRP noted with appreciation, the value of the information provided and the continued coordination between the PIRG and the RASG.

2.2 The WG/SRP noted the key challenges faced by RASG-APAC related to the COVID-19 crisis, including possible impacts on compliance and implementation of ICAO SARPS by the States/Administrations due to prolonged lockdown, repeated waves and work from home arrangements. Additionally, the postponement of USOAP CMA Activities (audits and ICVMs) hampered the monitoring of progress made. Similarly, travel restrictions hampered on-site technical assistance to the two Significant Safety Concern (SSC) States, and no Combined Action Teams (CAT) missions took place. It was noted that some off-site USOAP activities, including a Mandatory Information Request took place.

2.3 The WG/SRP noted that there is a slight decrease in APAC Effective Implementation (EI) score (63.9%) with respect to last year RASG-APAC review and that it is still below Global Average of 68.6%. It was explained that the improvement of the EI score of Pacific Small Islands Developing States (PSIDS) is significantly challenging. Addressing the needs of Pacific Small Islands Developing States and the execution of the Pacific Islands Aviation Plan (PIAP) Road Map was not possible. Their participation was still low in PIRG and RASG activities. The WG/SRP was informed that given the size and aviation activity in these States, it may be time to develop audit principles and simpler Protocol Questions that will fit the size and aviation scope of these small island States.

2.4 The WG/SRP noted the concern expressed that post-COVID sustainability and compliance challenges will increase from the potential risk of a global economic downturn. In addition, there are compliance challenges when restarting the industry after a prolonged operational pause of equipment, aircraft and crew.

2.5 Additionally, it was noted that the competency and recovery of training for the industry and Civil Aviation Authority (CAA) staff will be difficult. Furthermore, physical surveillance or inspections related to compliance and certification, as well as accident investigation activities amongst others, are affected. States are also faced with the challenges of State audit preparations, which will directly impact the regional USOAP EI score.

2.6 It was noted that State Safety Programme (SSP) implementation is limited and only four States completed it fully. The WG/SRP was informed that numerous States are still struggling with the basics. It was noted that SSP implementation was already identified as a common challenge during the consideration of the consolidated annual report to Council in 2020.

2.7 It was also noted that the development of National Aviation Safety Plans is slow. Concern was expressed by the WG/SRP that only 40% of States have established independent Accident Investigation Authorities. Even though there are many benefits, the WG/SRP was informed that there is low interest in the region to establish a Regional Accident and Incident Authority.

2.8 The WG/SRP noted that the Annual Safety Report for 2020 was published on time in October 2020 and the Annual Safety Report for 2021 will be published by 1 October 2021. It was also noted that the Procedural Handbook is being revised to incorporate most of the generic Terms of References (ToRs) as approved by the Council.

2.9 The WG/SRP recognised the good work by both the ICAO APAC Regional Office and the ICAO Asia-Pacific COVID-19 Contingency and Recovery Planning Group (ACCRPG) in addressing the aviation safety related risks arising from the COVID-19 pandemic.

2.10 The WG/SRP noted the proposal to request ICAO to consider as a priority the vaccination for frontline aviation personnel and to provide guidance regarding the use of COVID-19 vaccines by Medical Certificate Holders (Decision RASG-APAC 10/7); the WG/SRP was informed that these items are under discussion in various fora related to the ICAO Council's Aviation Recovery Task Force (CART), including discussions with the World Health Organization (WHO).

2.11 The WG/SRP noted with interest the measures adopted to manage aviation safety risks arising from the COVID-19 pandemic (Decision RASG-APC 10/6 refers); this includes a survey on the key risks faced by States/Administrations and mitigating measures implemented. Subsequent consideration of these aspects is expected at the next Asia Pacific Regional Aviation Safety Team (APRAST).

2.12 The WG/ SRP noted with satisfaction that the first Asia/Pacific Ministerial Conference on Civil Aviation was held in China from 31 January to 1 February 2018. The key outcome of this Ministerial Conference was the Beijing Declaration. The WG/SRP noted that the frequency of Ministerial meetings is two years and they address commitments related to Aviation Safety, ANS, AIG, and HR development. Commitments related to aviation safety and air navigation services is included in each agenda developed by the DG's. The WG/SRP was informed that the second Ministerial Conference on civil aviation will take place in India later this year.

2.13 The WG/SRP noted with concern that two APAC States have now SSCs (Bhutan and Pakistan). The WG/SRP was informed that the SSC in Bhutan is an ANS political issue, it has not been solved in the timeframe given last year and slow progress has been made. The SSC in Pakistan is PEL related. Assistance on these two SSCs is hampered by the pandemic, nevertheless it was noted that the Co-operative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP SA) recruited a Personnel Licensing (PEL) expert for Pakistan and an Air Navigation Services

(ANS) expert for Bhutan to address the SSC's. The Regional Office is in close coordination, working with both States and the experts.

2.14 With regard to aerodrome certification, the WG/SRP noted that 301 aerodromes out of 342 (88%), up from 84.86% with respect to 2019, were certified.

2.15 The WG/SRP noted key achievements of States in the APAC region, including: the promulgation of the Asia-Pacific Regional Aviation Safety Plan (AP-RASP), the promulgation of the APAC Annual Safety Report 2020 on time despite COVID challenges, the establishment of monitoring tools for the Safety Enhancement Initiative (SEI), and the coordination of all major regular meetings which were successfully conducted virtually and followed up with tasks in hand for all sub-groups.

2.16 It was also noted that all COVID-19 related meetings to support the implementation of COVID-19 Contingency Related Differences (CCRD) alleviations, COVID-19 Response and Recovery Implementation Centre (CRRIC) updates, and CART recommendations were conducted. It was noted that some alleviations were removed by States. Additionally, some States requested that the date of 31 March 2021 be extended and that the regional office will conduct a survey to this extend.

2.17 With regard to Conclusion RASG-APAC 9/4, the WG/SRP recalled that the urgent work identified by the RASG-APAC/9 related to the update of the ADREP system was identified during last year's report, and work is ongoing in this matter (a progress report is scheduled during ANC 217th session).

2.18 Regarding Conclusion RASG-APAC 10/1 related to Accident Investigation, the WG/SRP noted the proposal to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline. The WG/SRP suggested that this proposal be sent to the Accident Investigation Panel (AIGP) for consideration.

2.19 Regarding the RASG/10 Annual Work Programme, the WG/SRP noted with interest the development of a mechanism to monitor the progress of the national aviation safety plan (NASP) implementation by the States (Task 3). The WG/SRP suggested that once completed, this work can be shared with the other regions.

APANPIRG/31 Report

2.20 The WG/SRP was presented with key challenges and issues in the air navigation fields, key outcomes and conclusions, as well as outstanding conclusions that require specific action by Headquarters (HQ).

2.21 With respect to the key challenges identified in air navigation, the WG/SRP noted the serious challenges related to the economic recovery of Air Navigation Service Providers (ANSPs) and aerodromes from the impact of COVID-19 pandemic. The WG/SRP noted the slow progress with the implementation made by States to meet Beijing Declaration. With regard to the implementation progress of the APAC Air Navigation Priority Elements of APAC Seamless Air Navigation Services (ANS) Plan, it was noted that only one of sixteen elements was satisfactorily implemented by APAC States.

2.22 In continuation with the key challenges, the WG/SRP noted with concern that many APAC States have insufficient resources to improve of compliance with ICAO provisions. Regarding the development of a National Air Navigation Plan (NANP), the WG/SRP noted that a detailed template is available for use by States. The WG/SRP welcomed the idea that States need to consider the inclusion of civil aviation in their national development plans.

2.23 With respect to key issues in Aerodromes (AOP) domain, the WG/SRP noted the slow progress of the certification of aerodromes used for international operations. The WG/SRP was informed that States are facing difficulties in certifying military aerodromes that are used for international operations. Moreover, the WG/SRP noted the issues related to the establishment of Runway Safety Teams (RSTs) in accordance with PANS Aerodromes (Doc 9981) and ICAO RST Handbook,

2.24 Another key issue in the Aerodromes domain is the implementation of the Global Reporting Format (GRF), the WG/SRP was informed that not all States and aerodrome operators will be ready for the transition to the new reporting format by the applicability date of 4 November 2021. The WG/SRP was informed that efforts are being made in this regard, such as webinars led by champion States and an online training course is being organized by ICAO/IATA/CANSO.

2.25 The WG/SRP noted that approximately two-thirds of the APAC FIRs have been validated by the APAC RO and the respective Proposal for Amendment (PfA) was circulated to HQ where progress is slow. The WG/SRP was informed that ICAO HQ has increased the pace of processing for PfAs and obtaining the President of the Council's approval for their entry into the respective Air Navigation Plan (ANP) Volume. This issue is therefore on track at the moment.

2.26 Another key issued highlighted in the ATM domain is Performance-Based Navigation (PBN). The WG/SRP noted with concern that some aircraft are PBN capable, but not authorized for the use of PBN procedures due to an obsolete regulation.

2.27 With regard to Air Traffic Flow Management (ATFM) & COVID-19 recovery planning, the WG/SRP noted that due to the slow implementation of the performance expectations from the Regional Framework for Collaborative ATFM and the consequences of COVID-19 on ANSP capacity, extensive efforts have been made to identify barriers that might affect States' ability to recover from the pandemic.

2.28 The WG/SRP queried about the level of the implementation in the region of Automatic Dependent Surveillance-Broadcast (ADS-B) and particularly about the Space Based ADS-B. The status regarding Space Based ADS-B is as follows: Singapore is operational. In Papua New Guinea data is flowing, the acceptance tests are completed and it will soon be operational. In India the data is also flowing at three sites and that the acceptance tests are completed, the system will be operational soon. In Hong Kong the equipment is installed and the data is flowing. In Indonesia the equipment is installed and work is progressing well.

2.29 With regard to the issue of Ballistic Launch Disruption and Space Re-Entry Debris, the WG/SRP recalled that in previous years APANPIRG had discussed this issue and a conclusion had been formulated during the APANPIRG/30 meeting in 2019 (Conclusion 30/10). During 2020 further concerns were expressed at the APANPIRG/31 meeting, the WG/SRP noted that HQ support is required with respect to the concerns expressed as well as to convey the lessons learnt and APAC guidance into global guidance material. The Observer from Indonesia shared their experiences and specific concerns in this matter. He also informed that a letter had been sent to President of the ICAO Council highlighting their concerns and proposing that this issue is addressed at the global level.

2.30 The WG/SRP was informed that procedures for States in the ICAO Asia and Pacific Region conducting ballistic launches or space re-entry activities within high seas airspace are contained in the ICAO Asia/Pacific Seamless ANS Plan. With regard to the need for global guidance, the WG/SRP was informed that the Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088) also contains guidance based on that from the APAC region. It was noted that experience has shown that a small group of States are involved in ballistic launches and re-entries and the main challenge relates to providing timely information, promulgation, and the coordination of launches and re-entries by the various

stakeholders. The Secretariat offered support in the form individual workshops to provide assistance to these States as necessary.

2.31 In addition, the WG/SRP was informed that an action item was agreed to three years ago by the last APAC Director Generals (DGs) Conference to sensitize the relevant Government agencies, other than ATM, on the need to strengthen civil-military cooperation. It was noted that even though concrete actions are being taken, this item remains an issue for the region as demonstrated by the various official letters, including the letter from Indonesia to ICAO. The WG/SRP acknowledged that, from a regional perspective, there are actions to be taken at the Headquarters level. The WG/SRP recalled that this issue was previously identified in the Consolidated Annual Reports to Council and therefore additional monitoring and closer attention will be needed in future reports.

2.32 With respect to other issues in ATM domain, the WG/SRP noted that the National Air Navigation Planning has been emphasized to support whole-of-government planning to support COVID-19 recovery. The WG/SRP recalled that this is now a requirement in the Regional Air Navigation Plan, Vol. II, and includes the need for the ten Basic Planning Elements.

2.33 With regard to the current status of “Aeronautical Information Management”, the WG/SRP noted with concern its poor implementation particularly in the critical area of quality management of aeronautical information.

2.34 With regard to key issues in “Communications, Navigation and Surveillance” (CNS), the WG/SRP noted the challenges and difficulties faced by States and Administrations under the current pandemic, and that the target year for implementation of a Common Regional Virtual Private Network (CRV) was postponed to the end of 2021. The WG/SRP noted that the need for an IP based application to achieve early benefits is a challenge.

2.35 Regarding key issues in the “Meteorology” (MET) domain, the WG/SRP noted the difficulties related to the new Annex 3 SARPs, namely the dissemination of MET information in IWXXM format and implementation of an Aeronautical Message Handling System (AMHS) to support the dissemination of IWXXM. The WG/SRP was informed that less than half of APAC States had planned for or implemented them. The WG/SRP recalled that these standards became applicable on 5 November 2020. The WG/SRP also noted with concern that some States have demonstrated little progress in fully complying with the Annex 3 SARPs concerning the designation of a MET authority.

2.36 The WG/SRP noted that APANPIRG monitors and tracks implementation of the Beijing Declaration commitment related to Aeronautical Information Management (AIM), Performance Based Navigation (PBN), ground telecommunication infrastructure (CRV), civil-military cooperation, surveillance capability (e.g. ADS-B), Air Traffic Flow Management (ATFM), Collaborative Decision Making (CDM), and National Air Navigation Plan (NANP).

2.37 The WG/SRP noted with satisfaction that a set of generic documents were developed and made available on the APAC website related to the Certification of Aerodromes (Guidance on the Aerodrome Operations Personnel Competency Requirement Framework, Generic Aerodrome Certification Procedure, Generic Procedures for Accepting Non-Compliances in Aerodromes, Draft Generic Aerodrome Inspector Handbook, Aerodrome Manual and Regional Guidance on Aeronautical Information Publication – AD 1.5 Status of Certification of Aerodromes).

2.38 It was also noted that an Aerodrome Directory was established to monitor the status of the; certification of aerodromes, implementation of Airport Collaborative Decision Making (A-CDM), and the establishment of local runway safety teams at aerodromes used for international operations.

2.39 The WG/SRP noted with satisfaction that significant progress has been made to improve ANS infrastructure safety and capacity in the AKARA-FUKUE Corridor, especially with regard to resolving Annex 11 compliance. A phased approach has been agreed, with the Phase I target date planned for 25 March 2021.

2.40 The WG/SRP noted that the Regional Aeronautical Mobile Service (AMS) and air-ground datalink strategy were revised to reflect the latest developments. It was noted that a Ground-Based Augmentation System/Satellite Based Augmentation System (GBAS/SBAS) Implementation Task Force was established to stimulate the sharing of information and experience in the region. It was noted that a Localizer Performance with Vertical guidance (LPV) (SBAS) and GBAS Landing System (GLS) (GBAS) Implementation Map was developed to depict the implementation progress in the region.

2.41 With regard to ICAO APAC webinars, the WG/SRP noted that feedback from the “ATM Safety Assessment in Change Management”, as well as the three-day “ATM Safety Assessment in Change Management” webinars highlight that States are waiting for more hands on exercises. ICAO HQ was invited to support these efforts. It was also noted that two rounds of webinars on the “Fundamentals of Air Navigation Services (ANS)”, and two webinars on the “Implementation of GRF for COSCAPs and Pacific States” were conducted. Additionally, the WG/SRP noted with satisfaction that 28 Air Navigation Deficiencies were resolved in 2020.

2.42 The WG/SRP noted that there are two APANPIRG/31 Conclusions which require action by Headquarters.

- a) Conclusion APANPIRG/31/7. Holding Bays and Multiple Entrance Taxiways, the review of Figure 2-2 of ICAO Aerodrome Design Manual (Doc 9157), Part 2 Taxiways, Aprons and Holding Bays to tally with SARPs of runway-holding position marking and actual aircraft operations; and secondly, the review the current SARPs in Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations to cater for the design of multiple entrance taxiways. The WG/SRP recommended to the ANC that these items be referred to the Aerodromes Design and Operations Panel (ADOP) for further consideration.
- b) Conclusion APANPIRG/31/8. Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations. The WG/SRP was informed that certain military aerodromes in States are undertaking limited civil international operations and the certification of such aerodromes by civil aviation authorities may prove to be difficult, therefore an alternative safety oversight framework may be appropriate in consideration of the low level of civil international operations at such aerodromes. The Secretariat informed that a total rewrite of Doc 9774 - Manual of Certification of Aerodromes - is underway to update its content and to align it with last amendment of PANS-Aerodromes, that manual will contain guidance related to certification on military aerodromes used for international operations.

2.43 The WG/SRP noted that APAC is several years behind its commitments to implement the APAC Seamless ANS Plan. This is mainly due to a lack of whole-of government planning and, associated with this, a lack of political will. As a result, the requirement for a National Air Navigation Plan (NANP) was entered into the Regional Air Navigation Plan (RANP), Vol. II. However, the actual progress of State implementation of the Global Air Navigation Plan (GANP) and Seamless ANS elements in 2020 is unclear, mainly due to the lack of an updated reporting portal that was promised by HQ in 2019 (Conclusion 30/6

refers). The WG/SRP recalled that this is an outstanding action from the APANPIRG review in 2019 (AN-WP/9399 refers) and suggested to request the Secretariat to take the necessary action in such respect.

2.44 The WG/SRP noted that the key conclusions had identified a common challenge in APAC States. This was Conclusion APANPIRG/31/8 which related to the certification of military aerodromes used in international operations, and the WG/SRP was informed that this is already being addressed (see paragraph 2.42.b). With respect to Conclusion APANPIRG/31/11, the WG/SRP was informed of the ongoing work related to the Alphanumeric Call Sign Initiative at the regional level and wider implications related to the need of universal support by aerodrome operators and ANSPs, thus the proposal for consideration as global challenge. The WG/SRP noted that this initiative is related to pilot-ATC miscommunications and the number of Category D (ATC loop Error) Large Height Deviations (LHDs). It was recalled that LHD was already identified as a common challenge in previous Consolidated Annual Reports on PIRGs/RASGs; in this connection, it was suggested that the issue related to alphanumeric call signs be further analysed and considered in future Consolidated Annual Reports.

2.45 The WG/SRP noted that to further improve support from ICAO, participation from ANC members, and particularly the President and/or the Chairperson of the WG/SRP in PIRG/RASG meetings, will be useful especially when related to ANC actions taken from the previous ANC meeting. It was noted that States will be pleased to hear information related to the ongoing and future planned work of the ANC. P/ANC informed the meeting that it will be a privilege for himself and the ANC to attend relevant parts of the meetings when invited to do so.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the APANPIRG/31 and RASG-APAC/10 Meeting Reports and the WG/SRP report thereon as contained in this paper;
 - b) note and agree to the specific conclusions that require the ANC action in the Appendix; and
 - c) request the Secretariat to address the outstanding action related to the Regional ANS implementation reporting portal.
-

APPENDIX

RASG-APAC/10

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
Conclusion RASG-APAC 10/1	That, Secretariat is requested to follow-up with the proposal in WP/9 of APAC-AIG/7 by forwarding the WP to the attention of the Air Navigation Commission to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline.	To note and request the AIG Panel to review the proposal related to Annex 13.

APANPIRG/31

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
Conclusion APANPIRG 31/7: Holding Bays and Multiple Entrance Taxiway	That, the ICAO HQ be invited to consider to: a) Review Figure 2-2 of ICAO Aerodrome Design Manual (Doc 9157), Part 2 <i>Taxiways, Aprons and Holding Bays</i> to tally with SARPs of runway-holding position marking and actual aircraft operations; and b) Review the current SARPs in Annex 14, <i>Aerodromes – Volume I, Aerodrome Design and Operations</i> to cater for the design of multiple entrance taxiways.	To note and request the ADOP to review the APANPIRG/31 proposals related to Doc 9157 and Annex 14.
Conclusion APANPIRG/31/8 Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations	ICAO HQ is invited to consider establishing an alternative safety oversight framework in lieu of certification for such military aerodromes.	To note (actions already ongoing. Paragraph 2.42.b refers)



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE SUMMARY OF DISCUSSIONS AND CONCLUSIONS OF THE
FIFTY-SIXTH MEETING OF THE NORTH ATLANTIC SYSTEMS
PLANNING GROUP (NATSPG/56)
(Item 21511)**

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

<p style="text-align: center;">SUMMARY</p> <p>The ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) hereby presents its review of the report of the NATSPG/56 Meeting.</p> <p>Action by the Air Navigation Commission is in paragraph 3.</p>
<p style="text-align: center;">WORK PROGRAMME ELEMENTS</p> <p>N/A</p>
<p style="text-align: center;">COORDINATION</p> <p>All related ANB Sections, European and North Atlantic (EUR/NAT) Regional Office.</p>
<p style="text-align: center;">REFERENCES</p> <p>*NATSPG/56 Report (available at: https://www.icao.int/EURNAT) NATSPG/56 PowerPoint</p> <p>This working paper relates to the Strategic Objectives for Safety and Air Navigation Capacity and Efficiency.</p> <p>*Principal references</p>

1. INTRODUCTION

1.1 The first virtual meeting of the North Atlantic Systems Planning Group was held from 24 to 25 June 2020, as a partial replacement for its fifty-sixth Meeting (NATSPG/56) that was originally scheduled to take place from 22 to 25 June 2020 in Paris. The SRP noted that even though this is a relatively short report, there are still various issues of interest.

1.2 This virtual meeting arrangement was necessitated by the exceptional circumstances related to the COVID-19 pandemic and related travel and meeting restrictions. The virtual meeting was attended by 30 participants, from eight States and three International Organizations, the NAT Central Monitoring Agency (CMA) and Iridium. As this is the first time that Ms Holm presented the NATSPG Report to the WG/SRP, the group congratulated her on her election as chairperson.

1.3 The WG/SRP reviewed the report on 4 November 2020. Ms. Hlín Holm, NATSPG Chairperson (Iceland), was supported by Mr. Elkhán Nahmadov, Deputy Regional Director of the ICAO European and North Atlantic (EUR/NAT) Office. Ms. Holm introduced the report via remote videoconference as per the usual practice. The WG/SRP thanked Ms. Holm and Mr. Nahmadov for their time and effort in the preparation of this detailed presentation to the SRP. The WG/SRP commented that the NATSPG leads the way to bring evolution in aviation and also adapted to the current situation.

2. DISCUSSION

2.1 The WG/SRP noted with satisfaction the high quality and usefulness of the NATSPG/56 Report. It was noted that, by prior arrangement, the discussions of NATSPG virtual meeting were limited to address only routine matters that were not expected to result in any controversial or complex debates. More complicated topics would be postponed until a face-to-face meeting, tentatively scheduled for 26 to 28 January 2021, will take place. However, at this time this date seems to be not realistic. The WG/SRP complimented the NATSPG related to the logic applied to ensure that the NAT Work Programme could be advanced. It was noted with satisfaction that the NATSPG structure is continuing to function in this time of crisis with the strong support from the ICAO Secretariat in Paris.

2.2 The main highlights of the meeting were presented to the WG/SRP. Some measures had been taken due to the unprecedented impact of the COVID-19 public health contingency on the NAT operations and the dramatic drop in air traffic. In particular, a temporary accommodation measure for non-North Atlantic Datalink Mandate (NAT DLM) compliant aircraft in the NAT airspace was put in place until 25 February 2021 or until traffic levels have reached 50% of the 2019 traffic numbers. The implemented measure allowed more flexibility for NAT airspace users, which were very appreciative in these challenging times of crisis in the global aviation industry.

2.3 The WG/SRP was informed that the preparation of the NAT Annual Safety Report (ASR) 2019 had been delayed due to the COVID-19 contingency situation. The WG/SRP noted that the NATSPG should make the NAT ASR 2019 publicly available as soon as practical, recognizing the impact of the COVID-19 pandemic on timely delivery of validated information necessary for its production, hopefully before the end of this year.

2.4 The WG/SRP noted with interest the discussions to initiate a “lessons learnt” review of the NATSPG crisis response to the COVID-19 situation, including consideration of the introduction of a crisis management procedure.

2.5 With regards to the other outcomes of the NATSPG/56, the WG/SRP noted (Conclusions 56/3 and 56/11) the action taken to update the NAT Air Traffic Management Operational Contingency Plan – North Atlantic Region (NAT Doc 006, Part I, v1.13) related primarily to contingency routes and VHF contact channels.

2.6 The WG/SRP noted (Conclusions 56/4 and 56/12) that the NAT Doc 007 was amended to add clarifications concerning operations on Tango routes, equipment and the NAT HLA (High Level Altitude) State approval and the application of Strategic Lateral Offset Procedures (SLOP). The WG/SRP noted with satisfaction that operations without a fixed speed assigned are now in operation in the most of the NAT area unless specifically required for the application of a separation.

2.7 With regard to height monitoring (Conclusion 56/9), the WG/SRP noted that the NAT ADS-B Height Monitoring System Project Team was established to determine if an ADS-B Height Monitoring System could be utilised in the NAT in order that the currently used Strumble height monitoring unit could be decommissioned. With respect to ACARS Data Link Oceanic Clearance Procedures (Conclusion 56/5), it was noted that work is ongoing to facilitate the discontinuation of the Oceanic Clearance in NAT airspace, aligning the NAT with global procedures. The WG/SRP was informed of the establishment of a procedure for use by CSP (Communication Service Providers) related to third party data link facilities (Conclusion 56/1).

2.8 The WG/SRP was informed of the ongoing work related to the application of ICAO provisions regarding the identification of aircraft and the termination of surveillance service (Conclusion 56/7 refers). Following the implementation of space based ADS-B services in the NAT region, it became evident that in this new operational environment certain surveillance service provisions allow for different interpretation. It was noted that NATSPG input has been provided to the Operational Data Link Specific Working Group (CP-OPDLWG) regarding required changes to phraseology. These changes are now being coordinated with the ATMOPS and FLTOPS Panels.

2.9 The WG/SRP was informed of the update of NAT OPS Bulletin 2019_003 to include Inmarsat SATCOM terminal configuration guidance and updates regarding issues with the potential loss of SATCOM while in oceanic airspace where VHF is available (Conclusions 56/2 and 56/6 refer).

2.10 With respect to the PBCS implementation in the NAT Region, the WG/SRP was informed of practical implementation issues that would need further clarification in the PBCS manual; for example: how much data is needed to gather in order to declare an aircraft as non-compliance, and what is the process for reporting, since there are several stakeholders involved (ANSP, RMA, National regulator, Operator). The WG/SRP was informed that coordination with CP-ODLSWG is ongoing but progress is slower than desired.

2.11 With regard to common challenges, the WG/SRP noted that meetings of NATSPG are currently restricted to virtual meetings in lieu of the traditional face-to-face meetings. As the NATSPG/56 was the first regional group to meet virtually, the WG/SRP noted the experience of the first PIRG/RASG virtual meeting and the associated difficulties experienced: reduction of efficiency and flexibility since decision making takes more time, no fit for complex discussions, time difference, and missing side bar discussions. It was noted that reduction of traffic has balanced slightly the pressure, but still limitations on virtual meetings remain.

2.12 The WG/SRP was informed that experience will change the way the NATSPG works in the long term. The NATSPG is identifying now ways to overcome those limitations of working remotely and virtually together (like meetings more often for shorter time), while continuing to work in the NATSPG spirit of achieving consensus driven conclusions and agreements to the extent possible.

2.13 The WG/SRP noted that topics postponed for the tentative face-to-face meeting in January 2021 included the proposed update of the NAT OPS Bulletins, cybersecurity, NAT 2030 Vision, etc. However, given the current situation in Europe, these items may need to be addressed virtually and not face-to-face as originally planned.

2.14 The WG/SRP noted with satisfaction that that good coordination exists between the NAT and the SAT. It was noted that the SAT recently attended the NAT/IMG meeting that also contribute to enhanced coordination. With regard to PBCS implementation in the SAT, it was noted that there is no need for implementation at this time.

2.15 The WG/SRP noted that none of the NATSPG/56 conclusions requires ANC or Headquarters action.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the report of the NATSPG/56 Meeting and the WG/SRP Report thereon as contained in this paper;
- b) agree with the inclusion of the impact of COVID-19 pandemic and consequential limitations on the use of virtual meetings, as a common challenge to be reported in the next Annual Report of PIRGs and RASGs to the Council; and
- c) request the Secretariat to address the issues reported by NATSPG related to PBCS implementation as detailed in paragraph 2.10.



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF THE SECOND PART OF THE FIFTY SIXTH MEETING OF
THE NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT SPG/56-2)**

(Item No. 21621)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) hereby presents its review of the report of the NAT SPG/56-2 Meeting. Action by the Air Navigation Commission is in paragraph 3.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All related ANB Sections, European and North Atlantic (EUR/NAT) Regional Office.
REFERENCES
*NAT SPG/56-2 Report (available at: https://www.icao.int/EURNAT) This working paper relates to the Strategic Objectives for Safety and Air Navigation Capacity and Efficiency. *Principal references

1. INTRODUCTION

1.1 The second part of the virtual meeting of the North Atlantic Systems Planning Group was held from 26 to 27 January 2021. Two sessions were conducted as partial replacements for its fifty sixth meeting (NAT SPG/56) which had originally been planned to take place on 22-26 June 2020 in Paris. The WG/SRP noted that even though the second part of the meeting has a relatively short report, there are still various issues of interest.

1.2 This virtual meeting arrangement was again necessitated by the exceptional circumstances related to the COVID-19 pandemic and related travel and meeting restrictions which prevented the second

part of the NAT SPG/56 from a face-to-face meeting. The virtual meeting was attended by fifty participants, from eight States, four observer States and four international organizations and the NAT Central Monitoring Agency (CMA).

1.3 The WG/SRP reviewed the report on 3 March 2021. Ms. Hlín Holm, NAT SPG Chairperson (Iceland), was supported by the Vice-chairpersons, Mr. Sean Patrick and Mr. Tom Kirkhope. They were also supported by Mr. Elkhan Nahmadov, Deputy Regional Director of the ICAO European and North Atlantic (EUR/NAT) Office. The acting Regional Director (EUR/NAT), Mr. Denis Guindon, also participated in the review. Ms. Holm introduced the report via remote videoconference as per the usual practice. The WG/SRP thanked Ms. Holm, Mr. Nahmadov and the NAT SPG team for their valuable time and effort in the preparation of this detailed presentation to the SRP. The WG/SRP commented that the NAT SPG leads the way to bring evolution in aviation and also adapted to the current situation.

1.4 The President of the Air Navigation Commission (ANC) invited the Chairperson and Vice-Chairpersons as well as the NAT SPG Secretariat to participate in the ANC review of the SRP Report on the NAT SPG/56-2 meeting that will take place on the 11 March 2021.

2. DISCUSSION

2.1 The WG/SRP noted with satisfaction the high quality and usefulness of the NAT SPG/56-2 Report that portray good progress. It was noted that in spite of the challenges faced during the pandemic, the NAT Region continues to address with leadership the aviation needs of the region. It was noted that, similar to its first session in June 2020, the NAT SPG meeting had again focussed on the progress of particular NAT matters that were required to advance the overall NAT work programme, including items that required NAT SPG decisions and additional guidance.

2.2 The WG/SRP complimented the NAT SPG on the logic applied to ensure that the NAT work programme could be advanced. It was noted with satisfaction that the NAT SPG structure is continuing to function in this time of crisis with the strong support from the ICAO Secretariat in Paris.

2.3 With regard to the COVID-19 and the related crisis effects, it was noted that the discussions on the NAT 2030 vision would be deferred to the next potential NAT SPG face-to-face meeting, as these discussions would require a non-virtual environment.

2.4 With respect to the NAT Data Link Mandate, it was noted that the NAT SPG agreed that, in accordance with the previously defined criteria, the NAT Data Link Mandate be re-instated as currently published, from the AIRAC date 25 FEB 2021 onwards (Conclusion 56-2/1). The WG/SRP was informed that IATA preferred to delay the reinstatement of the data link mandate until higher traffic levels have been achieved. However, this proposal was not supported by the NAT SPG, as data link was an important safety mitigation and efficiency enhancement tool for the NAT and there was no evidence to justify the delay.

2.5 The WG/SRP noted that the NAT SPG agreed to a proposed amendment to the NAT OPS Bulletin 2018_003 (Conclusion 56-2/2) to raise the awareness of aircraft operators that in accordance with NAT agreed procedures, half-degree waypoints may be included in voice or data link OCL (Obstacle Clearance Limit) oceanic clearances and re-clearances. The WG/SRP was informed that NAT OPS Bulletins are intended as guidance material in addition to the North Atlantic Operations and Airspace Manual (NAT Doc 007) to further support implementation.

2.6 The WG/SRP was informed that the NAT Annual Safety Report (ASR) 2019 had been endorsed after a delay due to the COVID-19 contingency situation (Conclusion 56-2/3). The WG/SRP was informed that a note was included in the report stating that the values for safety performance presented for 2019 could be revisited, if necessary, and only if there is a challenge in the data, once face-to-face meetings of the North Atlantic Scrutiny Group (NAT SG) can be resumed. This action was due to the fact that the full scrutiny of safety occurrences could not be conducted due to the limitations of the virtual meetings. Instead, the scrutiny was conducted by a limited number of experts. Nevertheless, the NAT SPG has sufficient confidence that the values are valid. The WG/SRP was appraised at the level of scrutiny applied in the NAT Region.

2.7 The WG/SRP noted with interest that NAT ANSPs were invited to examine the use of controller pilot data link communications (CPDLC) route clearance uplinks after oceanic entry with the aim of maximizing their use. This measure intends to help reduce the number of Gross Navigational Errors (GNEs) and improve the collision risk in the lateral dimension (Conclusion 56-2/4 refers).

2.8 With regards to the NAT economic, financial and forecast issues, the WG/SRP noted that a preliminary “crystal ball” forecast of total NAT traffic for the period 2020-2025 was developed by the NAT Economic, Financial and Forecast Group (NATEFFG) subgroup of forecasting experts and approved by correspondence. This exceptional process and deadline was requested in order to support the work on the DENICE (Danish and Icelandic Joint Financing) Agreement for calculations of user charges for 2021, which needed to be completed by September 2020.

2.9 As the economic and traffic situation was extremely fluid and in view of the high level of uncertainties related to the ongoing pandemic, NAT SPG agreed that the forecast should be updated and that the first updated figures in this still volatile environment could be expected for NAT SPG approval by correspondence in March 2021.

2.10 With regards to height monitoring (Conclusion 56-2/5), the WG/SRP noted that that the future NAT Height Monitoring System should be designed to be able to monitor 100 per cent of the NAT traffic population on a 24/7 basis. It was recognised that this would require a reinforcement of the NAT CMA, which required further discussions. It was also noted that the Height Monitoring Unit (HMU) Agreement signed in 1995 should be updated accordingly and that this work will be completed by the end of March 2021.

2.11 The WG/SRP noted that in view of the increasing urgency for an alternative to the current low level of height monitoring provided by the Strumble Height Monitoring Unit, the NAT SPG agreed that the minimum height monitoring requirements will be initially set at one 24-hour period of all available NAT Regional automatic dependent surveillance — broadcast (ADS-B) data on a rolling eight-day schedule, which would cover at least 60 per cent of the traffic population. It was noted that this minimum height monitoring requirement will be reviewed on a regular basis to take advantage of technological improvements which could accommodate an increase in the monitoring rates.

2.12 The WG/SRP noted that the NAT/SPG endorsed the 2019 NAT GANP/ASBU (Aviation System Block Upgrades) Implementation Status Report (Conclusion 56-2/6). It was noted that the report will be published soon.

2.13 The WG/SRP noted that various NAT documents were updated. The *North Atlantic Operations and Airspace Manual* (NAT Doc 007) was amended in relation to the removal of the HO NDB

(Hopedale Non-Directional Beacon), the NOROTS (Northern Organized Track Structure), NCA (Northern Control Area) and the upcoming elimination of “turbojet” in PANS-ATM with reference to Mach number technique (Conclusion 56-2/9). NAT Doc 007 was also updated to clarify the NAT Region HF requirements (Conclusion 56-2/10).

2.14 With regards to the NAT SPG work programme and meetings, the WG/SRP noted that in view of the uncertainties for travel due to the ongoing COVID-19 crisis, the NAT SPG agreed that all NAT SPG and subgroup meetings for the first half of 2021, including the first session (NAT SPG/57-1) be conducted by virtual meeting during the week of 21 to 24 June 2021.

2.15 The WG/SRP noted with interest that the NAT SPG will focus on what has worked well during the COVID-19 crisis and identify additional ways to further enhance the current processes to further support the work programme for the NAT Region. This will also include a review of the current NAT SPG structure to make adjustments as necessary. The Group will also address lessons learned to be considered in the future.

2.16 With regard to challenges faced, the WG/SRP noted that the NAT SPG endeavour to ensure that the regional PBCS monitoring system is fully functional, especially in interfacing with other Regions Regional Monitoring Agencies (RMAs) for communicating PBCS non-performance reports. It was noted that the Group will continue its efforts to ensure that all Safety Key Performance Indicators (SKPIs) are met and that the collision risk estimates for 2019 are meeting the target level of safety. (TLS). The WG/SRP noted that, similar to other Regions, working through virtual means represents some challenges, especially when complex topics needs to be discussed.

2.17 The WG/SRP noted that none of the NAT SPG/56-2 conclusions requires ANC or Headquarters action.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to note the report of the NAT SPG/56-2 Meeting and the WG/SRP Report thereon as contained in this paper.

— END —



WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORT OF THE SECOND MEETING OF THE
EUROPEAN AIR NAVIGATION SYSTEMS PLANNING GROUP (EASPG/2)**

(Item No. 21622)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the EASPG/2 Meeting.

Action by the Air Navigation Commission is in paragraph 3.

COORDINATION

All related ANB Sections, European and North Atlantic (EUR/NAT) Regional Office

REFERENCES

*EASPG/2 Report

*Principal references

1. INTRODUCTION

1.1 The second meeting of the European Air Navigation Systems Planning Group (EASPG/2) took place virtually from 1 to 4 December 2020. This virtual meeting arrangement was necessitated by the exceptional circumstances related to the COVID-19 pandemic and related travel and meeting restrictions which prevented a face-to-face meeting. The virtual meeting was attended by 184 participants from forty-three States and ten international organizations.

1.2 The WG/SRP reviewed the report on 3 March 2021. Mr. Luis Miguel Ribeiro, Chairperson of EASPG, supported by Mr. Elkhan Nahmadov, Deputy Regional Director of European and North Atlantic Office in Paris, introduced the report via remote videoconference. The Acting Regional Director (EUR/NAT), Mr. Denis Guindon also participated in the review. The WG/SRP congratulated Mr. Alexander Neradko, First Deputy Minister of Ministry of Transport and Head of Federal Air Transport Agency, on his election as EASPG Vice-Chairperson. The WG/SRP thanked Mr. Ribeiro and Mr. Nahmadov for the time and effort in the preparation of this detailed presentation to the SRP.

1.3 The President of the Air Navigation Commission (ANC) invited the Chairperson and Vice-Chairpersons as well as the EASPG Secretariat to participate in the ANC review of the SRP Report on the EASPG/2 meeting that will take place on the 11 March 2021.

2. DISCUSSION

2.1 The WG/SRP noted with satisfaction the quality and very usefulness of the EASPG/2 Report which reflects good progress. It was noted that in spite of the challenges faced during the pandemic, EUR Region continues to address the aviation needs. The WG/SRP was presented with the main highlights during 2020 in the EUR Region. The WG/SRP noted the preparation steps for COVID-19 Vaccine Delivery (Conclusion 2/1). The EASPG/2 meeting was presented with a summary of considerations related to the large-scale handling, transport and distribution of vaccines, pharmaceutical, life science and medical products required for COVID-19 recovery. The WG/SRP noted that States were urged to develop an action plan aimed at ensuring the proper preparation and risk management of the involved stakeholders for planned vaccine deliveries. It was also noted that IATA will be utilized to serve as a communication channel in the overall global collaboration approach.

2.2 With respect to the 2020 EUR Reduced Vertical Separation Minimum (RVSM) Safety Monitoring Report, the WG/SRP noted that both the EUR and EURASIA Regional Monitoring Agencies (RMAs) reports estimated that the quantitative safety objectives were both satisfied. The WG/SRP noted the concern that, although there was a high degree of confidence that the technical risk estimate was representative, there was very little confidence in the accuracy of the estimation of the total risk result due to the poor level of reporting from accredited States for the estimation of the operational risk component.

2.3 The WG/SRP was informed that a Regional Expert Safety Group (RESG) was established to update, support implementation and monitor implementation of the EUR RASP, GASP and Safety Enhancements Initiatives (SEIs) (Decision 2/3). It was also noted the establishment and operation of Local Runway Safety Teams (RSTs) (Decision 2/1). The WG/SRP was informed of the lack of progress on the implementation of the SEI related to the improvement of safety for helicopter operations and the delay in organizing a helicopter safety forum due to COVID-19; in this regard, the WG/SRP noted that invitations were issued for participation in the Helicopter Safety Team (Conclusion 2/3). The WG/SRP was informed that the Safety Advisory on initiatives to reduce controlled flight into terrain (CFIT) risk when conducting non-precision and circling approaches will be published (Conclusion 2/4).

2.4 With respect to the continuation of Safety Enhancement Initiatives (SEI) related to multi-crew pilot licenses (MPL), the WG/SRP noted that States were invited to provide information about their plans and assistance requests to support MPL implementation (Conclusion 2/2). It was also noted that the Terms of Reference of the Language Proficiency Requirement Implementation Task Force (LPRI TF) were amended to align its scope with focus on regional harmonization of oversight procedures (Decision 2/5).

2.5 With respect to the EUR ASBU Implementation Report, the WG/SRP noted with satisfaction that the 2019 Report included again the updated progress/status of implementation of ASBU Block 0 modules from all fifty-five EUR States. It was noted that most of the ASBU modules recorded a slight increase in the implementation progress across EUR Region. With respect to the lowest levels of implementation, the WG/SRP was informed that, although there are certain differences in implementation, none of the ASBU modules is significantly challenging in the EUR region.

2.6 The WG/SRP was informed that, due to the significant changes in the new version of the GANP (6th Edition), it will not be possible to continue with the current form of implementation monitoring and to make comparison in implementation progress versus previous years. The WG/SRP noted with interest the difficulties expressed by the Region. It was further explained that the new edition of the GANP introduced changes in the format, terminology and level of granularity, which implied changing the whole approach for monitoring. It was highlighted that the GANP would need a higher level of stability and that the consequential impact to existing PIRG activities must be better addressed in the future.

2.7 In continuation with ASBUs reporting, it was recalled that reporting issues had been raised by other regions recently reviewed by ANC; APANPIRG/31 identified the urgent need for ICAO HQ to develop the outstanding ASBU implementation reporting portal. The WG/SRP recalled that the GANP Study Group recently met and that during a future upcoming informal briefing to the ANC, the Study Group should be informed of the need to stabilize the GANP to facilitate proper implementation by regions/States. The WG/SRP considered that ANC should keep abreast of development of monitoring requirements of ASBUs modules and suggested to revisit this topic during the review of the Consolidated Annual Report of PIRG/RASG.

2.8 The WG/SRP noted that the EASPG established a regional working group on aerodrome operations topics (Decision 2/9) to support the regional implementation of ICAO provisions related to final approach and aerodrome operations that should be addressed in the 2020-22 timeframe. The scope of this work includes All Weather Operations, Performance Based Aerodrome Operating Minimum (PBAOM), Surface Movement Guidance and Control System (SMGCS), CSAs and obstacle management, new technologies and operational concepts and others.

2.9 With regard to 8.33 kHz, the WG/SRP noted that a Regional Implementation Plan was developed to produce some basic guidance to States and to agree, through consultation, on a realistic implementation schedule (Decision 2/11). The WG/SRP noted that further to the postponement of the applicability date of Global Reporting Format (including the new SNOWTAM) to 4 November 2021, the EUR SNOWTAM Guidance was updated accordingly (Decision 2/16). It was noted that EUR Region Performance Framework was updated in preparation for the regional report that will be issued later in 2021 (Decisions 2/12 & 2/17)

2.10 The WG/SRP noted that the satellite distribution system for information relating to air navigation (SADIS) users were encouraged to integrate the test 0.25-degree World Area Forecast System (WAFS) hazard data available on SADIS into systems and software for the operational implementation date of 17 March 2021 (Conclusion 2/6). It was noted that States were invited to familiarize themselves with the proposed WAFS changes planned for November 2023 and commence preliminary discussions with their technical departments about how their organization could adapt to these technological changes (Conclusion 2/7). The WG/SRP was informed that the EUR SIGMET and AIRMET Guide and the EUR OPMET Data Management Handbook were revised and published (Conclusion 2/12).

2.11 With regard to the inclusion of Regional OPMET Centre (ROC) Moscow to the list of ROCs (Decision 2/14), the WG/SRP noted the need to update EUR ANP Volumes I and II. This amendment will include the update of the requirements to distribute tropical cyclone information (TCA and WC SIGMET), as well as updates related to SADIS nomenclature, current Volcanic Ash Advisory distribution scheme in the EUR Region and use of Volcano Observatory Notice for Aviation by the volcano observatories.

2.12 The WG/SRP noted Conclusion 2/11 in regards to numerous issues related to the dual track process of provision of space weather information through meteorological information and NOTAMs. The Conclusion invites EUR/NAT States to make available to users space weather information through the dedicated meteorological channel only, and reminds EUR/NAT States of the obligation to file difference if they do not comply with Annex 15 — *Aeronautical Information Services* provisions in this respect. In responding to a query related to sharing this issue with other regions, the WG/SRP was informed that the EASPG reports are made available to other regions. The WG/SRP was informed that this issue had already been raised during a consultation of a proposal for amendment of Annex 3 — *Meteorological Service for International Air Navigation* concerning the provision of space weather information in 2017. The Secretariat recalled that the change would be for the provisions in Annex 15. The WG/SRP was informed that the work programme of the Information Management Panel (IMP) contains currently a job card dealing

with NOTAM inadequacies (Job Card IMP. 007.01), which was originated from an AIM implementation brainstorming session. The WG/SRP suggested to refer this matter to the IMP, with support of the Meteorology Panel (METP), for consideration of the issue in a global context.

2.13 The WG/SRP was informed of the need to harmonize ICAO Annex 3, Attachment B *Operationally Desirable Accuracy of Forecasts* with Annex 3, Appendix 5 *Technical Specifications related to Forecasts*. Similarly, the WG/SRP was informed of the need to insert reference to guidance material in ICAO *Manual of Aeronautical Meteorological Practice* (Doc 8896), Chapter 3, 3.2 – Accuracy of aeronautical meteorological forecasts and Appendix. (Conclusions 2/8 and 2/9 refer). The WG/SRP suggested that these items be referred to the METP for consideration during its next meeting scheduled in May 2021.

2.14 With respect to the reporting of Surface Wind Direction on ATIS (Conclusion 2/10), the WG/SRP noted the proposal to provide additional guidance in Annex 3, Annex 11 — *Air Traffic Services, Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), *Manual on Coordination between Air Traffic Services, Aeronautical Information Services and Aeronautical Meteorological Services* (Doc 9377), Doc 8896 and other relevant publications on the reporting of wind direction on automatic terminal information service (ATIS). The WG/SRP asked for clarification in order to have a better understanding of the problem and the challenges caused. It was recalled that the requirement in Annex 3 is to report wind direction in degrees true, and in Annex 11 the requirement is to report wind direction in degrees magnetic. The WG/SRP was informed that the matter of using magnetic in operational scenarios associated with the runway-in-use had arisen in previous years, where the differentiation was accepted as helpful to pilots using ATIS.

2.15 In continuation with the issue of reporting wind direction, the WG/SRP suggested that EASPG Secretariat provide additional data indicating the magnitude or seriousness of the concern that made the proposal for guidance necessary, and any information on any hazard that had been identified. From EASPG perspective, the proposal is for the appropriate global group(s) to consider providing the surface wind direction in local routine and local special reports in degrees magnetic since this information is used for arrivals and departures; this would therefore not require conversion from degrees true to magnetic as there were significant associated costs with implementation of this provision. If the approach taken is to report the surface wind direction in local routine and local special reports in degrees magnetic, guidance on “rounding” from true to magnetic would not be needed.

2.16 With respect to the issue of delegation of responsibility for separation (Conclusion 2/13), the WG/SRP noted proposal related to the application of provisions on the reduction of the separation in the vicinity of the aerodrome (PANS-ATM, 6.1 refers), in particular in relation with the requirements for the application of wake turbulence separation (PANS-ATM, 5.8.1 refers). The WG/SRP recalled that the EASPG ToR, as approved by the Council, assigned a task to provide feedback and improvement proposals on implementation of ICAO provisions to the ANC. This feedback mechanism was considered to be very useful as it highlights issues related to implementation of ICAO provisions from a regional perspective that may have a global impact. The WG/SRP was informed that the Secretariat was still in the process of reviewing the proposal and would provide additional information during the ANC review of the SRP report to enable the Commission to take a decision on the way forward.

2.17 With respect to common challenges, the WG/SRP noted that virtual meetings reduce efficiency and flexibility because decision making takes more time and reaching consensus is more difficult. It was noted that in the regional context, virtual meetings are not conducive for complex discussions and different time zones makes it difficult for participants. The WG/SRP was informed that the sidebar discussions as part of face-to-face meetings contribute to compromises being reached in a timely manner. It was noted that in some regions, virtual meetings provide flexibility for more participation by States, hence

the increase in numbers. However, in the EUR Region, virtual meetings are not as efficient as face-to-face meetings.

3. **ACTION BY THE AIR NAVIGATION COMMISSION**

3.1 The Air Navigation Commission is invited to:

- a) note the EASPG/2 Meeting Report and the WG/SRP report thereon as contained in this paper; and
- b) note and agree to the specific conclusions that require the ANC action in the Appendix.

APPENDIX

EASPG/2

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p>Conclusion 2/8: Harmonize ICAO Annex 3, Attachment B Operationally Desirable Accuracy of Forecasts with Annex 3, Appendix 5 Technical Specifications related to Forecasts</p>	<p>That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to communicate to the appropriate ICAO global group the need to harmonize ICAO Annex 3, Attachment B Terminal Aerodrome Forecast (TAF) quality criteria with the various criteria for inclusion of change groups in TAF and issuance of amended forecasts referenced in ICAO Annex 3, Appendix 5 in light of meeting operational needs</p>	<p>Refer to the METP (Ref. para. 2.13)</p>
<p>Conclusion 2/9: Proposed Update to ICAO Doc 8896 Manual of Aeronautical Meteorological Practice</p>	<p>That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to communicate to the appropriate ICAO global group to insert reference to guidance material in Appendix C into ICAO Doc 8896, Chapter 3, 3.2 – Accuracy of aeronautical meteorological forecasts and Appendix thereto.</p>	<p>Refer to the METP (Ref. para. 2.13)</p>
<p>Conclusion 2/10: Reporting of Surface Wind Direction on ATIS</p>	<p>That, the ICAO Regional Director, Europe and North Atlantic, undertake the necessary action to request ICAO to consider:</p> <p>a) providing additional guidance in ICAO Annex 3, ICAO Annex 11, ICAO Doc 4444, ICAO Doc 9377, ICAO Doc 8896 and other relevant publications on the reporting of wind direction on ATIS either in degrees true or degrees magnetic; and</p> <p>b) providing guidance for conversion, if so requested by ICAO, of wind direction in degrees true to wind direction in degrees magnetic and allowing for States in the position to do so, to provide the wind direction in degrees magnetic in local routine reports and local special reports as agreed between the meteorological and ATS authorities concerned.</p>	<p>(pending) (Ref. para 2.14 & 2.15: EASPG Secretariat to provide additional data that indicates magnitude or seriousness of the concern that made the proposal for guidance necessary, and any information on any hazard that had been identified.</p> <p>EASPG perspective: proposal is for the appropriate global group(s) to consider providing the surface wind direction in local routine and local special reports in degrees magnetic since this information is used for arrivals and departures; this would therefore not require conversion from degrees true to magnetic as there were significant associated costs with implementation of this provision. If the approach taken is to report the surface wind direction in local routine and local special reports in degrees magnetic, guidance on “rounding”</p>

		from true to magnetic would not be needed.
Conclusion 2/11 Space Weather NOTAM	<p>That, noting numerous issues related to the dual track process of provision of space weather information through meteorological information and NOTAMS, the ICAO Regional Director, Europe and North Atlantic, take appropriate actions to:</p> <p>a) remind States to ensure that meteorological information supplied to operators and flight crew members include space weather information;</p> <p>b) invite EUR/NAT States to make available to users space weather information through the dedicated meteorological channel only;</p> <p>c) remind EUR/NAT States of their obligation to file a difference, if they do not comply with the Annex 15 requirement concerning space weather NOTAMS; and</p> <p>d) initiate, with support from EUROCONTROL, a proposal to the Air Navigation Commission for the removal amendment of ICAO provisions pertaining to space weather information dissemination by NOTAM.</p>	<p>Refer the matter to the Information Management Panel (IMP) with support from the METP for consideration. (Ref. para. 2.12)</p>
Conclusion 2/13: Delegation Responsibility for Separation	<p>That ICAO be invited to initiate the process for assessment of the ICAO provisions pertaining to delegation of responsibility for separation</p>	<p>(pending) (Ref. para. 2.16: Secretariat still in the process of reviewing the proposal and provide additional information to ANC to enable a decision on the way forward)</p>



WORKING PAPER

COUNCIL — 221TH SESSION

Subject No. 14.4.2: Regional air navigation meetings

**CONSOLIDATED REPORT ON
PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AND
REGIONAL AVIATION SAFETY GROUPS (RASGs) FOR 2019**

(Presented by the President of the Air Navigation Commission and
the Director of the Air Navigation Bureau)

EXECUTIVE SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020, prior to the coronavirus disease (COVID-19) impact. This annual report serves as the main tool for the ANC to evaluate implementation progress in the regions. The paper focuses not only on the outcomes of PIRG and RASG meetings, but also on regional safety and air navigation implementation progress and challenges. A brief summary of PIRG and RASG regional implementation progress is contained in Appendix A and common challenges faced by regions are contained in Appendix B. Categories of participation may be found in Appendix C.

Action: The Council is invited to:

- a) note the progress and outcomes of the PIRG and RASG activities listed in Appendices A and B;
- b) note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP); and
- c) take action, as required, on the items identified in Appendix B.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.	
<i>Financial implications:</i>	Not applicable.	
<i>References:</i>	C-WP/14986 C-WP/14983 C-WP/14966 C-WP/14902 C-DEC 219/7 C-DEC 218/4 C-DEC 217/6 AN-WP/9406 AN-WP/9399 AN-WP/9364	AN-WP/9357 AN-WP/9309 AN-WP/9166 AN-WP/8993 AN Min 215-4 Doc 10140, <i>Assembly Resolutions in Force</i> (as of 4 October 2019) Doc 10004, <i>2020-2022 Global Aviation Safety Plan</i> Doc 9750, <i>Global Air Navigation Plan</i>

1. INTRODUCTION

1.1 Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 This paper presents a consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP, covering the period from April 2019 to March 2020. The information is summarized by regional group and includes matters being coordinated between the PIRGs and RASGs in each region (Appendix A). It complements the information in the *Annual Report to Council on Regional Offices' Activities during 2019 and Operating Plans for 2020* (C-WP/14986 refers).

1.3 Assembly Resolution 40/5: *Regional implementation support mechanisms*, adopted by the 40th Session of the Assembly, recognized that regular PIRG and RASG meetings have the effect of coalescing and recording regional progress on planning and implementation and instructed the Council to ensure that PIRGs and RASGs report on an annual basis implementation progress as well as challenges experienced.

1.4 The Assembly agreed that some PIRGs and RASGs would benefit from meeting more frequently and decided that the meeting schedule of the PIRGs and RASGs and the annual reporting requirement to the Council be aligned. Consequently, the Council endorsed the actions proposed in Appendix B of C-WP/14983, to align the meeting schedule of the PIRGs and RASGs and the annual reporting requirement to the Council. The Council-approved PIRGs and RASGs Terms of Reference (<https://www.icao.int/safety/Implementation/Lists/RASGSPIRGS/AllItems.aspx>) were amended on 5 August 2020 to include the annual meeting requirement.

1.5 At the fourth meeting of its 218th Session, the Council approved a revised reporting structure of common challenges faced by the PIRGs and RASGs (C-DEC 218/4 refers) as outlined in the Appendix to C-WP/14966. The Council agreed to proceed with the new format on the understanding that it would have an opportunity to review the effectiveness and utility thereof at a future session once sufficient time had elapsed to allow for a meaningful evaluation.

1.6 It was also agreed that the new format, as found in Appendix B of this working paper, is a work-in-progress that could benefit from additional refinement. In addition, it may be possible to link the Council action(s) to be taken in relation to identified common challenges with the Business Plan. This item will be coordinated within the Secretariat. Progress on the recently approved format will be reported to Council once the next PIRG/RASG cycle is completed. It should be noted that no face-to-face PIRG or RASG meetings have taken place in 2020 as yet.

1.7 The number of States that participated in PIRG and RASG plenary meetings is found in Appendix C.

1.8 The PIRG and RASG reports were reviewed by the Commission as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The reports covered by this working paper are:

- a) *Review of the Report of the 30th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) and the Report of the*

9th Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9) (AN-WP/9399)

- b) *Review of the Report the Twenty-second Meeting of the AFI Planning and Implementation Regional Group (APIRG/22) and the Fifth Meeting of the Regional Aviation Safety Group for AFI Region (RASG-AFI/5) (AN-WP/9364)*
- c) *Review of the Report of the First European Air Navigation Systems Planning Group (EASPG/1) (AN-WP/9406)*
- d) *Review of the Report the North Atlantic Systems Planning Group (NATSPG/55) (AN-WP/9357)*
- e) *Review of the Report the Seventeenth Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/17) and the Seventh Meeting of the Regional Aviation Safety Group – Middle East (RASG MID/7) (AN-WP/9309)*

1.9 In line with the current Terms of Reference, the Secretary of the Caribbean/South American (CAR/SAM) Regional Planning and Implementation Group (GREPECAS) provided an update related to progress on implementation, as well as challenges experienced for inclusion in this report. The information is based on the outcome of the Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) held from 16 to 18 July 2019. The GREPECAS Plenary was rescheduled to mid-2021 due to the coronavirus disease (COVID-19) pandemic. The report of the plenary of the tenth meeting of the Regional Aviation Safety Group Pan America (RASG-PA) will be reported together with the next GREPECAS Meeting.

2. **SUMMARY OF THE REVIEW OF THE PIRG/RASG REPORTS BY THE AIR NAVIGATION COMMISSION (ANC)**

2.1 **Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30, 4 to 6 November 2019) and Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9, 7 to 8 November 2019)**

2.1.1 The Commission noted that the APANPIRG/30 and the RASG-APAC/9 Meetings were very well attended. The existing challenges related to the implementation of the Asia and Pacific (APAC) internet protocol-based common regional aeronautical VPN private network (CRV) to meet the increased requirements of aeronautical traffic and achieve early benefits were also noted.

2.1.2 With regard to the upgrading of the air traffic services (ATS) message handling system (AMHS), it was noted that several States have made limited or no progress. With respect to performance-based navigation (PBN) approach procedure implementation, it was noted that progress was slower than the global average.

2.1.3 Regarding the implementation of the global reporting format as per Annex 14 — *Aerodromes*, the Commission noted that only a few States and aerodrome operators are fully ready for this transition in a timely manner. It was noted that some States in the Region lack competent inspectors, suggesting a low level implementation of Critical Element 4. Since the review of the APANPIRG Report by the ANC, the applicability date has been deferred.

2.1.4 The Commission noted with concern, that the Pacific Island States have low levels of effective implementation (EI) in all audit areas. To address this, it was proposed that one of the best options would be to establish a regional safety oversight organization (RSOO) in that area. Work is ongoing in this regard.

2.1.5 The Commission also noted with concern, that the only Significant Safety Concern (SSC) in the Region is not yet resolved. With regard to aeronautical information management (AIM) implementation, the unacceptable level of implementation in the Regions was noted.

2.1.6 The current average USOAP score for States in RASG-APAC is 64.59 per cent, below the global average of 68.94 per cent. It was noted that the RASG-APAC identified the need for an updated Accident/Incident Data Reporting (ADREP) system, as well as guidance for States to use the tool and guidance related to the use of media sources. This item is currently under consideration by the Commission.

2.1.7 The Commission noted the key achievements in safety for 2019 that included amongst other items: Combined Action Teams missions during 2019-2020 in nine States (Kiribati, Malaysia, Maldives, Marshall Island, Nepal, Pakistan, Philippines, Timor-Leste and Vietnam) resulting in an increase of EI from 62.41 per cent (2018) to 64.59 per cent in 2019; APAC Regional Office safety intelligence report to assist Headquarters plan and prioritize the USOAP Continuous Monitoring Approach (CMA) and integrated validation activity (IVA) for 2021; safety enhancement initiatives related to controlled flight into terrain (CFIT), loss of control in-flight (LOC-I) and runway safety (RS), and introduction of monitoring tools; APAC Annual Safety Report 2019 published on time; Beijing Declaration commitments on safety continuously monitored as per RASG-APAC work programme and the President Certificates for 2019 to India, Myanmar and Papua New Guinea.

2.1.8 With regard to the next meeting, it was noted that Indonesia has offered to host the next APANPIRG and RASG-APAC Meetings in November 2020. However, due to the COVID-19 pandemic, the meetings are postponed to December 2020 and will be held at the APAC Office, Bangkok (subject to control of the outbreak).

2.2 AFI Planning and Implementation Regional Group and Regional Aviation Safety Group for AFI Region (APIRG/22 and RASG-AFI/5, 29 July to 2 August 2019)

2.2.1 The Commission was presented with the meeting format, achievements, key issues and challenges of the Africa-Indian Ocean (AFI) Region related to air navigation and safety. It was noted that the Secretariat organized the meeting to include joint PIRG/RASG sessions to deal with common issues. The Commission noted with satisfaction, the increase in APIRG and RASG-AFI participation, but noted with concern the insufficient and ineffective level of support, technical expertise and participation by States to the contributory bodies. It was recalled that this is a common problem in some regions.

2.2.2 With regard to the rotation of the APIRG and RASG-AFI Secretaries, the Commission was informed the target date to commence the rotation was 1 January 2020, coinciding with the start of the new triennium.

2.2.3 The Commission expressed concern regarding the disproportionate number of papers submitted for discussion seeing as the APIRG had more papers than the AFI-RASG. The Commission was informed this may have been because the AFI Aviation week, which included a safety symposium, was held earlier in May 2019, and had covered a number of technical areas by each group.

2.2.4 With regard to the format of the meeting, the logistical difficulties encountered when hosting parallel meetings where two languages are used were noted. In addition, it doubles conference room requirements as well as the number of interpreters required to accommodate the separate, but simultaneous meetings. With regard to facilities, the Commission noted there are facilities belonging to the United Nations in Nairobi, but very limited facilities in Dakar. It was recalled that the PIRG/RASG Terms of Reference have the build-in flexibility to host meetings outside regional offices, if needed.

2.2.5 The APIRG and RASG-AFI Secretaries informed the Commission that they will identify ways to meet annually so as to meet Assembly Resolution 40-5, *Regional implementation support mechanisms* to report annually on implementation progress and challenges experienced. The Commission welcomed the efforts made to convene the PIRG/RASG meetings on an annual basis.

2.2.6 With regard to the main challenges, the Commission noted with concern, the consistent increase of traffic in States with low to medium safety oversight capability and insufficient coordination among States/air navigation service providers (ANSPs). Of particular concern was the high rate of missing operational messages (flight plans, operational meteorological, notice to airmen).

2.2.7 The Commission noted the AFI Regional Monitoring Agency (ARMA) Report on Reduced Vertical Separation Minimum (RVSM) Airspace Safety, and that the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. It was noted with concern that the combined effect of increases in the probabilities of vertical overlap was caused by improper flight level crossings, which is a loss of separation during level change, and flying at wrong flight levels. The Commission noted with concern that AFI States are not submitting RVSM data to the ARMA Office on a monthly basis.

2.2.8 In response to a question related to reports that Somalia would start providing an air traffic control service in Class A airspace as opposed to the current flight information service in Class A airspace, it was understood that the Mogadishu flight information region (FIR) would transition in January 2020. However, no promulgation of the planned changes to the airspace by the State, as required by Annex 15 — *Aeronautical Information Services* had been published. The Commission recalled that ICAO previously had the responsibility for the operations within the Mogadishu FIR via contract(s) with the Technical Co-operation Bureau (TCB) and that this responsibility was formally handed over to the Federal Government of Somalia on 31 July 2019.

2.2.9 The Commission also noted information related to large height deviations (LHD) reported from within the Mogadishu FIR. There were at least 51 LHDs reported to the MID Regional Monitoring Agency (RMA) for aircraft exiting Mogadishu FIR into the Sanaa FIR during August 2019 alone. It was further noted that the AFI RMA (ARMA) does not currently receive any RVSM data or LHD reports from Somalia.

2.2.10 With regard to the low-level feedback from States to ICAO State letters, the Commission recalled that this is a common global problem. It was agreed that a global solution is required to address this issue and it was recalled that the MIDANPIRG is working on a possible solution. It was noted that the lowest level of EI in the AFI Region relates to air navigation services (ANS), aerodromes, air routes and ground aids (AGA), accident investigation (AIG) and personnel licensing (PEL).

2.2.11 The increase in international airport certification as well as the improved accident rate in the AFI Region was noted with satisfaction. It was noted that the accident rate for RASG-AFI is declining over the years and lower than the global average in 2016. The Commission noted the ongoing efforts related to the available options to formalize the South Atlantic Group (SAT) and to further enhance cooperation and coordination between the SAT and the North Atlantic (NAT).

2.2.12 With regard to the progress of regional implementation under USOAP, the Commission noted that 63.04 per cent of African States have achieved the 60 per cent EI target and that one State remains with an SSC. One of the RASG-AFI priorities will be to harness synergies and engage authorities of the State and partners as part of the efforts to resolve the SSC in that State. It was noted that RASG-AFI calls on ICAO to intensify and undertake Regional Office Safety Teams (ROST) missions to support AFI States' efforts to improve their safety oversight systems.

2.3 **European Air Navigation Systems Planning Group (EASPG/1, 2 to 6 December 2019)**

2.3.1 With respect to the main accomplishments in the European (EUR) Region, the Commission noted with satisfaction the merger of the European Air Navigation Planning Group (EANPG) and the RASG-EUR into the newly established EASPG and the first meeting took place in December 2019. The first meeting was attended by 130 participants from forty States and eleven international organizations and industry. The Commission welcomed the new beginning in the ICAO EUR working structure.

2.3.2 During the review of the EASPG/1 Report, the Commission noted the achievements, challenges and key issues of the Region. It was noted that some of the key challenges arise from conflict areas and areas with political sensitivities within the European and North Atlantic (EUR/NAT) Region and in the interface areas with other regions resulting in constraints in airspace and in regional planning and implementation activities.

2.3.3 It was further noted with satisfaction that the significant safety concern in Kyrgyzstan was resolved, and that in general, EI levels in several EUR/NAT Regions have improved. The Commission noted that the sixth meeting of the Black Sea Task Force (BSTF/6) reconfirmed the commitment to working together, refrain from any direct or indirect actions that could affect safe operations for all aircraft operators and acknowledged the confirmation by the International Air Transport Association (IATA) that operations took place smoothly in the period from September to October 2019.

2.3.4 Furthermore, the BSTF identified a set of enablers that must be addressed before any operational/technical solution can be successfully implemented. A question was raised as to what percentages of airlines that are crossing that area are actually using those routes within the Simferopol FIR. The Commission was informed that not many airlines use the two routes.

2.3.5 With respect to State safety programme (SSP) implementation, the Commission noted with concern the low level of implementation identified in the region.

2.3.6 With respect to the EASPG/1 Conclusion 1/13 – *Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates* and Conclusion 1/14 – *Procedure for Handling the Homophonous 5LNCs*, the Commission noted that a related recommendation had been made at the 13th Air Navigation Conference (AN-Conf/13, Recommendation 3.5/1 — *ICAO location indicator system and database of significant points*). In this regard, the Commission suggested having an update on the progress of this recommendation, taking into consideration the outcomes of the EASPG/1.

2.3.7 With respect to the EASPG/1 Conclusion 1/34 – *Visual approach*, the Commission noted the request that ICAO initiate the process for assessment of the definition of visual approach in the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and that the Secretariat initiate the process to amend the EUR Supplementary Procedures in Doc 7030, *Regional Supplementary Procedures* related to visual approaches.

2.3.8 The Commission noted the EASPG/1 Conclusion 1/35 – *Strengthening ICAO environment capacity-building activities in the EUR Region* and the proposed actions for the region.

2.4 **North Atlantic Systems Planning Group (NAT SPG/55, 24 to 27 June 2019)**

2.4.1 During the review of the NAT SPG/55 Report, the Commission noted the achievements, challenges and key issues. The Commission noted with satisfaction, the successful preparation of the operational trial of advanced surveillance enhanced procedural separation (ASEPS) using automatic dependent surveillance-broadcast (ADS-B) that commenced in March 2019. This included the completion of a safety risk assessment and an implementation plan.

2.4.2 It was also noted that the regional coordination of implementation programmes in the North Atlantic (NAT) Region, such as, advanced surveillance enhanced procedural separation (ASEPS), using space-based automatic dependent surveillance-broadcast (SB ADS-B), trials and the expansion of the reduced separation minima based on the performance-based communication and surveillance (PBCS) PBN lead to significant capacity and efficiency gains and reduction in carbon dioxide (CO₂) emissions.

2.4.3 With regard to the 2018 Annual Safety Report, the Commission noted with satisfaction that the NAT Region's sixth annual safety report was issued by the NAT SPG who continuously studies, monitors and evaluates the air navigation system in the NAT Region in light of changing traffic characteristics, technological advances and updated traffic forecasts. It was noted that seven targets were met.

2.4.4 The Commission noted that the First Atlantic Coordination Meeting (ACM/1) was held in Paris, France, on 31 January 2019. ACM/1 was attended by representatives from 14 States and six international organizations. It was noted that the project on harmonization of contingency plans, led by the United Kingdom with ANB support, delivered an updated SAT Contingency Plan. This plan was subsequently approved by the SAT/24 Meeting (Luanda, Angola, 3 to 7 June 2019).

2.4.5 It was noted with satisfaction, that the NAT Region Concept of Operations (CONOPS) for the introduction of operations without an assigned fixed speed (OWAFS) was endorsed and will be published. This capability will further enhance operator fuel and time efficiencies and reduce greenhouse gas (GHG) emissions.

2.4.6 The Commission noted that the NAT Region traffic forecast was updated for the years 2018-2038. The near-term five-year outlook for NAT Region traffic was expected to grow at an average annual rate of 2.7 per cent between 2018 and 2023, a decrease over the previous reported 2017-2022 short-term growth rate of 3.9 per cent.

2.4.7 It was noted that the vertical collision risk was estimated at 76.4 x 10⁻⁹ fatal accidents per flight hour (fapfh) (an increase of 66 per cent compared to 2017) and the lateral collision risk was estimated at 13.8 x 10⁻⁹ fapfh (an increase of 8 per cent compared to 2017). It was noted that this increase was mostly due to the availability of a much larger data sample that was now collected from all NAT FIRs. The Commission noted that the biggest contribution to the lateral collision risk estimate in 2018 was a total of 162 minutes that was spent on an incorrect track.

2.4.8 With regard to implementation of separation minima based on PBCS/PBN, the Commission noted that the NAT Region continues to make progress toward achieving its safety targets, although LHDs and vertical risk continue to be of specific concern. At the same time, the region also continued to conduct the safety analyses and operational trials necessary to introduce new technologies and procedures intended to increase the efficiency of the busy oceanic airspace.

2.4.9 The Commission noted with concern that due to the expected de-orbiting by 2020-2021 of the I-3 satellite currently providing additional coverage over NAT, Inmarsat satellite coverage redundancy could be lost and the NAT data link availability issues could become more salient. In addition, the remaining two Inmarsat I-4 satellites over the NAT would provide less coverage in the northern latitudes.

2.4.10 The Commission noted with interest that the Aireon ALERT, a free global aircraft tracking solution system, was available for registration and following the completion of Aireon satellite infrastructure on 9 July 2019, would go into full operational service, which would be operated from the Irish Aviation Authority (IAA) North Atlantic Communications Centre in Ballygirreen, Ireland. The Commission requested that this information be made available to all the other PIRGs and RASGs.

2.4.11 With regard to challenges experienced in the NAT Region, the Commission noted the actions required to ensure that the regional PBCS monitoring system is fully functional, especially in interfacing with other regions RMAs for communicating PBCS non-performance reports.

**2.5 Middle East Air Navigation Planning and Implementation
Regional Group and Regional Aviation Safety Group –
Middle East (MIDANPIRG/17 and RASG-MID/7,
15 to 18 April 2019)**

2.5.1 The Commission noted some of the achievements among the numerous presented: 97 per cent of aircraft have known height-keeping performance monitoring results in the Middle East (MID) Region and six States achieved a minimum monitoring requirement (MMR) above 98 per cent; the number of LHDs at the interface APAC-MID was reduced; the revised version of the MID Region AIM Implementation Roadmap was endorsed; 80 per cent of States developed ATS contingency plans; the level of signed bilateral contingency agreement between area control centres (ACCs) reached 73 per cent; 70 per cent of the MID States implemented new SIDs and STARs phraseologies; the status of implementation of 20 NM radar longitudinal separation in the MID Region is 51 per cent; 80 per cent of States signed search and rescue (SAR) bilateral agreements between ACCs; the MID Region Surveillance Plan was endorsed; and the total number of air navigation deficiencies approved by MIDANPIRG/17 was 104 compared to 114 approved by MIDANPIRG/16 (10 per cent reduction).

2.5.2 It was highlighted that the main challenges for the Region are: political/security situation in some States; the lack of financial and human resources in some States; States' support to MIDANPIRG and RASG-MID work programmes (especially the required support for the contributory bodies work); the lack of adequate training provided to technical and inspectorate staff; and the low level of reporting by States. The Commission noted with interest the means to address the challenges (e.g. for training technical and inspectors).

2.5.3 The Commission noted with interest the MID States' satisfaction with the arrangements for the conduct of MIDANPIRG and RASG-MID meetings concurrently (plenary sessions and parallel tracks) as well as the revised MIDANPIRG and RASG-MID organizational structures, where no major changes are proposed.

2.5.4 With regard to the RASG-MID/7, the Commission noted the key achievements, and commended the improvement of average level of EI from 70.5 per cent to 75.14 per cent. It was also noted with appreciation that, through Technical Assistance and capacity building support, in addition to the overall increase of EI, 10 States have achieved an EI above 60 per cent (nine of them above 75 per cent), two States received the ICAO President's Certificates, the progress on aerodrome certification increased from 59 per cent to 67 per cent and there were no SSCs in the MID Region.

2.5.5 The Commission was apprised of the progress achieved in GASP implementation, through the monitoring of the MID Region Safety Strategy, in particular the regional average rates of accidents and fatal accidents to be in line with the global average rates.

Stephen P. Creamer

Nabil Naoumi

APPENDIX A
SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS
APRIL 2019 – MARCH 2020

TABLE A-1: ASIA/PAC REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>ASIA/PAC Regional Safety Priorities and Targets.</p> <p>APAC Seamless ANS Air Navigation Priorities</p>	<ul style="list-style-type: none"> • “Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and APANPIRG regional priorities, Asia/Pacific Air Navigation Plan (ANP), Asia/Pacific Seamless ATM Plan, Asia/Pacific Framework for Collaborative ATFM, Regional ATM Contingency Plan, Asia/Pacific Search and Rescue (SAR) Plan and Asia Pacific Airport Collaborative Decision Making Implementation Plan. Reviewed States’ progress and proposed actions to achieve the goals” • Asia/Pacific Seamless ATM Reporting including Air Navigation Priorities and Targets can be accessed at: https://www.icao.int/APAC/Documents/Seamless%20ATM/Reporting%20picture.pdf • APAC is several years behind its commitments to implement the APAC Seamless ATM (now ANS) Plan. This is mainly due to a lack of whole-of government planning and associated with this, a lack of political will. Hence, the requirement for a National Air Navigation Plan (NANP) with ten Basic Planning Elements (BPEs) was endorsed by APANPIRG/30 and entered into the RANP Vol. II 	<ul style="list-style-type: none"> • Asia Pacific Regional Aviation Safety Plan (AP-RASP) is developed and published in APAC website in March 2020 which is in line with the GASP 2020-2022 objectives. • Regional aviation safety priorities and targets are incorporated in the AP-RASP for 2020-2022. • One ICVM (Ukraine) and two audits (Turkmenistan and Zimbabwe) were supported by APAC ROs. • In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme to assist APAC States with an effective implementation (EI) score lower than the global EI average and provided special assistance to improve the safety compliance with the objective of improving their EIs to above the global EI average in few years. CAT Missions to 12 States (i.e. Brunei, Indonesia, Kiribati, Laos, Maldives, Malaysia, Marshall Islands, Nepal, Pakistan, Philippines, Timor-Leste, Vietnam) were undertaken in 2019. • Bhutan has progressed one step forward in resolving their SSC in ANS area establishing their own independent ANSP. • Afghanistan has completed the DESKTOP Audit in December 2019. • Myanmar has faced the first IVA (AGA Area) in APAC Region and resulting slight improvement in EI. • PSIDS Aviation Needs Analysis Study completed successfully.

Appendix A

<p>Key PIRG/RASG activities and achievements in 2019</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • APANPIRG/30 monitored and tracked implementation of Beijing Declaration. • APANPIRG/30 decided to make a triennial major update of the Asia/Pacific Seamless ANS Plan to incorporate the 6th Edition of the GANP • APANPIRG/30 urged States' and APANPIRG' actions to improve the process for State and APANPIRG to prioritize and resolve Air Navigation Deficiency. • APANPIRG/30 decided to conduct the combined APANPIRG and RASG-APAC trial Plenary Meetings in 2020 <p>AIR TRAFFIC MANAGEMENT</p> <ul style="list-style-type: none"> • Requested ICAO HQ Support for Regional ANS Implementation (Conclusion 30/6). • Asia-Pacific ATM Performance Measurement Framework (new performance framework for monitoring ATM performance) (Conclusion 30/7) • Regional ATM Contingency Plan V3.0 • Guidance Material for the Continued Safety Monitoring of the Asia-Pacific RVSM Airspace V1.0 • RASMAG Safety Bulletin • Asia/Pacific Seamless ANS Plan V3.0 • State National Air Navigation Plan Template V6.0 • Ballistic Launch and Space Re-entry Management – Additional Guidance and State Planning Checklist • Asia/Pacific Search and Rescue (SAR) Plan V3.0 • GADSS ADT Phase Basic Guidance • Asia/Pacific Regional Guidance for the Regulation and Safe Operation of UAS in National Airspace • Basic Phrases for Cross-Border ATFM Coordination – Working Draft • ATFM Post-Operations Analysis Framework – Working Draft • Flexible Use of Airspace NOTAM Templates • PBCS Reporting Form Templates • Guidance for Data Link Performance Improvement for Aircraft Operators <p>CNS:</p>	<ul style="list-style-type: none"> • Developed the 2019/2020 RASG-APAC Work Programme. • Sixteen SEIs related to the CFIT, LOC and RS has been updated and approved in RASG and monitored through an online mechanism on the implementation progress. • Published the 2019 APAC Annual Safety Report and uploaded onto RASG-APAC/APRAST public website. • RASG-APAC has completed and published the AP-RASP in the APAC website. • APAC has undertaken following activities: <ul style="list-style-type: none"> - Conducted the APRAST-14 (27-31 May 2019) and RASG-APAC/09 (7-8 November 2019) for 2019. - Senior and Middle Managers Training Course (SMMTC) conducted in three States: India, Papua New Guinea and Philippines. - Supported preparing the APAC RO intelligence database for ICAO HQ USOAP Activity Planning purpose. - APAC AIG has conducted workshop focusing on “Underwater Aircraft Accident Investigation” - Two EDTO (Beijing, 15-19 July and Bangkok 22-16 July 2019) and one RASP/NASP Workshop (Bangkok, 4-6 November 2019) was conducted for APAC Region. - Participated in Civil-Military Cooperation Workshop in Bangladesh between 21-13 October 2019. - Conducted the ISAGO Workshop by IATA (15-16 August 2019) as an industry programme. - Conducted “English language Proficiency Test Design Guidelines” Workshop in Bangkok from 28-30 October 2019. - Supported 56 DGCA meeting held in Kathmandu, Nepal.
--	---	---

<ul style="list-style-type: none"> • Regional SWIM Implementation Philosophy and APAC SWIM Roadmap and SWIM Education video • Successful trial for use of RPAS for flight inspection • Asia/Pacific Regional FIXM Extension for ATFM (Conclusion 30/12) • Asia/Pacific Regional Transition Plan for RNP APCH Chart Identification from RNAV to RNP including recommended contingency measures for consideration by States/administrations (APANPIRG/30/14) • Adoption of Guidance for Procurement and Certification of CNS/ATM Services and Systems (CNS/23/17) • Organized a GBAS and SBAS implementation workshop to assist States in this new technology <p>METEOROLOGY</p> <ul style="list-style-type: none"> • Removed the air navigation deficiency (index: AP-MET-07) • Conducted two volcanic ash exercises (VOLCEX 18/02 and VOLCEX 19/01) • Updated the Regional guidance materials (APAC Regional SIGMET Guide, Asia/Pacific Regional Guidance for Tailored Meteorological Information and Services to Support Air Traffic Management (ATM) Operations • Conducted the ICAO APAC Workshop on the Implementation of the ICAO Meteorological Information Exchange Model (IWXXM) <p>AERODROMES AND GROUND AIDS</p> <ul style="list-style-type: none"> • Developed Asia Pacific Airport Collaborative Decision Making Implementation Plan • Developed generic composition and ToR for the establishment of the WHM Committee at the national level. • Developed draft Regional Guidance on Aerodrome Operations Personnel Competency Requirement Framework • Developed draft generic Regional Guidance on Aerodrome Certification Procedures; Aerodrome Inspector Handbook, Aerodrome Manual and Aeronautical Study/Safety Risk Assessment for Acceptance of Non-compliances. 	
--	--

Appendix A

<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • <u>Airspace Management (ATC separation standards):</u> Most States in APAC Regions are not applying ATC standards correctly, preferring to use larger/conservative separations. • More than half of the APAC FIRs have been tentatively validated by the APAC RO has been correct and being processed by PfA. • <u>Aircraft flying PBN procedures:</u> Aircraft are capable for PBN but not authorized for the use of PBN procedures (obsolete regulation). Some aircraft need to be retrofitted (which is very expensive). Several PBN operational approval courses have been organized in the region with the support of COSCAPs but difficult to get a real picture as regulators do not attend the PBNICG meeting. • <u>RNP Approach Chart Identification Changes:</u> Planning for globally and regionally coordinated transition. • <u>Slow PBN approach procedure implementation:</u> PBN approach procedure implementation is slowly progressing each year. Much more could be done but some States (Bangladesh, Brunei, Cambodia) are reluctant to welcome a PBN Go Team visit, which could assist them. • <u>Air Traffic Flow Management and A-CDM:</u> Slow implementation of regional ATFM performance expectations of the Regional Framework for Collaborative ATFM – Only Singapore and United States assessed as having <i>robust</i> implementation. • <u>Aeronautical Information Management:</u> Generally poor implementation (apart from a few more capable States) particularly in the critical area of quality management of aeronautical information – 22 APAC Administrations with APANPIRG ANS Deficiencies for non-implemented quality management of aeronautical information. Ongoing high level of concern about poor QM and the lack of State/organizational priority for this safety critical matter. • <u>Civil-Military Cooperation:</u> Military SUA and ADIZ implemented, with poorly developed and promulgated procedures for civil flights. Cases of incorrect promulgation of SUA and ADIZ in the FIRs assigned to other States • <u>AKARA Corridor:</u> ATC service jointly provided between Japan and Republic of Korea in the Incheon FIR east of SADLI, and by China in the Incheon FIR west of SADLI. Hopeful for resolution in terms of Annex 11 compliance during 2020. • <u>Ballistic Launch Disruption and Space Reentry Debris:</u> Myanmar, Lao PDR and Cambodia raised formal concerns with the Regional Office about the alleged impact of Chinese ballistic rocket debris near populated areas during 2019. RO is continuing to monitor the situation. • <u>Harmonize implementation of CRV</u> 	<ul style="list-style-type: none"> • Lack of coordination and understanding between State’s CAA and Ministry for NDP, NASP, SSP, independent accident investigation authority etc. • Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations. • Insufficient attendance and engagement by States (particularly Pacific States) at RASG Meetings. • Capacity deficiencies in small Pacific Island States with Low EIs and lack of resources in PASO. • Challenges faced due to COVID-19 pandemic and disruption of business continuity for 2020 planning and implementation of events and activities.
---	--	--

	<p>Harmonize implementation of CRV to meeting increasing requirement of IP based aeronautical traffic and to achieve early benefits</p> <ul style="list-style-type: none"> • <u>Upgrading AMHS to support the requirement of IWXXM version 3.0</u> Implementation and/or upgrading AMHS to support the requirement of IWXXM version 3.0 traffic by November 2020 • <u>Annex 3 new SARPs - dissemination of MET information in IWXXM form</u> Several States have made limited or no progress in the necessary planning and implementation of the Annex 3 SARPs • <u>Undetermined designation by some States of the responsible MET authority</u> Some States have demonstrated little progress in fully complying with the Annex 3 SARPs concerning MET authority • <u>Insufficient coordination in some States between MET authorities and CAA/ATS authorities</u>: Some States have established limited, if any, formal agreements between relevant authorities to ensure proper regulatory and safety oversight of MET information service provision • <u>Slow progress of the certification of aerodromes used for international operations</u> More than 43 aerodromes used for international operations are yet to be certified • <u>Certification of military aerodromes used for international operations</u> States are facing difficulties to certify military aerodromes used for international operations • <u>Implementation of Global Reporting Format by 5 November 2020</u> Not many States and aerodrome operators are fully ready for transition to new reporting format of the runway surface conditions. 	
--	--	--

Appendix A

Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Identify reasons for not applying the ICAO minima, conduct safety assessment, simulation if needed, and training to support justification to apply the minima RO and RSO are studying which support can be given to States. • Respond to ICAO survey (information gathering), and participate in planned Regional workshop and the Regional Transition Plan. • Ensure minimal, if any, impact on civil flights. Conclusion APANPIRG/29/10 urges States to ensure a number of actions. Conformance with the APANPIRG-adopted Regional Framework for Collaborative ATFM. • Regional workshops and seminars on ATFM and A-CDM, in cooperation with Regional Sub-Office and in collaboration with EASA. • Two Sub-Regional workshops (Southeast Asia and South Asia) on AIM Quality Management (service delivery), in collaboration with EASA. • Regional workshop on safety oversight of AIS-AIM, in collaboration with FAA. • States concerned are encouraged to work to normalize air traffic operations in the AKARA corridor. Technical Working Group established. • States/Administration has been urged through State letter in early March 2020 for the regional CRV implementation by end of 2020. • Organized a GBAS and SBAS implementation workshop to assist States in this new technology • APANPIRG urged States to support region-wide implementation of IWXXM (Conclusion APANPIRG/30/17 refers) • APANPIRG urged States to support IWXXM as the only standard exchange format (for MET) by 2026 (Conclusion APANPIRG/30/18 refers) • ICAO highlighted CAAs' key responsibilities concerning MET authority, quality management, oversight and surveillance of MET in special briefings to DGCA/56 and APANPIRG/30 • Conducted Regional Seminar on GRF Implementation in Bangkok • Organized various workshops on Aerodrome Certification and ICAO Annex 14, Volume I Courses in collaboration with COSCAP-SEA, ICAO/GAT and ACI and Aerodrome SMS Seminar in Incheon • Organized A-CDM workshops in Bangkok. 	<ul style="list-style-type: none"> • CAT Missions were planned and executed in 2019. • Completed the development of CATIIC Mission programme and ready to launch focusing to provide OJTs to the State CAA Inspectors. • COSCAP SA has recruited an ANS Expert for six months to assist Bhutan. • States are encouraged to join upcoming APAC AIG/8 meeting and workshop to be held in India (date to be confirmed due COVID-19 pandemic). • Completed the Draft Pacific Island Aviation Plan (PIAP) basing on the actions recommended by the Pacific Small Island Developing States (PSIDS) Aviation Needs Study.
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Conducted the Sixth APANPIRG/RASG-APAC Coordination Meeting on 6 August 2019 and 7th Meeting is scheduled on 4 – 5 May 2020. • Discussed the GASP and GANP link for air navigation and airport core infrastructure (Goal 6 of GASP 2020-2022), RPAS programme • Lead Regional Group – Responsibilities: RPAS (AN) – APANPIRG RPAS (ROC, PEL) - RASG-APAC APANPIRG reports on RASMAG, UAS and runway safety should be shared with APRAST. 	

APAC Ministerial Conference on Civil Aviation (31 Jan-1 Feb 2018, Beijing, China)	<ul style="list-style-type: none">• First Asia/Pacific Ministerial Conference on Civil Aviation and Follow Up Action Plan: RASG-APAC and APANPIRG have been monitoring the progress towards the fulfilment of the commitments, as follows:<ul style="list-style-type: none">○ RASG-APAC and Asia Pacific Regional Aviation Safety Team (APRAST): on aviation safety, accident investigation and safety related human resources development; and○ APANPIRG and its contributory bodies: on air navigation services, aerodrome certification and related human resources development.• Second Asia/Pacific Ministerial Conference on Civil Aviation will be held in India in 2020. Necessary coordination with the host is ongoing.
---	--

TABLE A-2: AFI REGION

REPORT ITEM	PIRG	RASG
<p>Regional action plan for GANP/GASP implementation</p>	<ul style="list-style-type: none"> • Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and the APIRG identified regional priorities including the Regional ATM Contingency Plan. Reviewed States' progress and proposed actions. • ATM: <ul style="list-style-type: none"> ▪ User preferred routing, implementation of Free Routing Airspace in the AFI region; improved implementation of PBN CCO/CDO routes; ▪ Improved implementation of national SAR programmes/plans; ▪ Elimination of duplicated 5-LNCs and the harmonization of the State AIPs and ▪ Reduction of ATS incidents and AIRPROX. ▪ Improvement of safety in RVSM airspace. • AIM: <ul style="list-style-type: none"> ▪ Implementation of QMS in AIS ▪ Transition from AIS to AIM • AGA <ul style="list-style-type: none"> ▪ 32 AFI International Aerodromes certified. 	<ul style="list-style-type: none"> • On-going implementation of the five-year RASG-AFI LOC-I Plan of Action. • AFI Plan The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) continued to yield positive results through ROST assistance activities, including several AFI Plan funded assistance projects on Aerodrome Certification, ANSP Peer Review, SSP Implementation, Search and Rescue (SAR) organization, Accident and Incident Investigation (AIG) and Fundamentals of Safety oversight (FSO). In 2019, the number of SSC States in the region reduced to one, not to mention the overall number of African States with EI above 60% increased by about 10% to 33%. • Identification and refinement of AFI Safety Targets • Identification of Safety Priorities • Review of RASG-AFI Safety Support Teams (SST), namely Fundamentals of safety Oversight (FSO), Aircraft Accident and Incident Investigations (AIG) and Significant Safety Concern (SSC) • Initiation of the development of a the planned Regional Aviation Safety Plan (RASP)

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<p>GENERAL</p> <ul style="list-style-type: none"> • ATM/SAR <ul style="list-style-type: none"> ▪ Developed the AFI Regional ATM Contingency Plan and harmonization of national Contingency Plans with the Regional Plan. ▪ Developed 30 new PBN routes in preference to existing conventional routes resulting in reduction distance of 1 844.7 NM, fuel savings of 9 123 kg, and carbon savings of 28 660 kg. ▪ Reviewed the AFI regional route network and coordinated the implementation of all pending approved routes. ▪ Trained 24 technical officers from seven States and two international organizations on the management of the ICARD and reviewed the duplicated 5 letter naming codes (5-LNC) for the AFI States. ▪ Reviewed the AFI SSR Code management plan and updated the Doc 7474. ▪ 103 technical staff from the States participated and were trained on the understanding of CCO/CDO: giving guidance with regards to PBN and CCO/CDO provisions in the AFI Air Navigation Plan; ▪ Coordinated inter-regional Search and Rescue (SAR) workshop with MID region; developed coordination procedures for SAR inter-region activities. ▪ Conducted technical missions to the following States to assist in the determination of the gap analysis in SAR and the development of the SAR plans: Liberia, Carbo Verde, Cote d'Ivoire, Equatorial Guinea and Niger. ▪ Reviewed and updated the minimum Reporting Areas for the management of the AFI ANS Deficiency database. ▪ Coordinated a special ATM coordination meeting between the Eastern African states to address the high level of coordination failures reported in horn of Africa region. ▪ Coordination with EUR/NAT and SAM Regions for ATS improvements and flight level optimization in the high seas over the Atlantic Ocean; ▪ Coordinated PBCS implementation activities including adoption of RCP 240/ RSP 180 and expanded the functions of the ARMA to include PBCS monitoring. ▪ Coordinated with ARMA to obtain the relevant data for conducting RSVM airspace Collision Risk Assessment/13. 	<ul style="list-style-type: none"> • Conducted ten ROST missions including three IVA to assist States improve their safety oversight system. • Supported five audits/ICVM activities. • RASG-AFI Workshop on LOC-I and UPRT. • Workshop on EDTO. • Average EI for ESAF States rose from 52.97% to 54.3% • Conduct of National Aviation Safety Plan (NASP) Workshop • Conduct of Aircraft Accident and Incident Investigations (AIG) Workshop • Conduct of Government Safety Inspectors Airworthiness Course • Assisted States remotely and through onsite technical missions to elevate their EI of CEs of Safety oversight systems • Increase in EI for all the States that were subjected to ICAO USOAP activities • Increased updating of OLF for all modules • Conduct of SSP Gap Analysis for the majority of States • Development of SSP implementation plans for some States • Incremental implementation of SSP by States • Conduct of iIMPLEMENT workshop. • Conduct of Safety Management Capacity Building Workshop (SMCBW). • 2 RST Go-Teams missions (workshop and establishment of RSTs) • Regional workshop on Runway Safety with FAA in Lome (Togo)

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • CNS <ul style="list-style-type: none"> ▪ Completed upgrade of NAFISAT and SADC VSAT2 networks and most of missing flights resolved ▪ Improved interoperability between AFI VSAT networks ▪ Readiness of the networks to support the new added services (IP based Space Based ADS-B data and AIM system). ▪ ICAO GNSS Policy, AFI GNSS strategy and SBAS implementation criteria highlighted and Terms of Reference (ToRs) of the CBA related to the implementation of the GNSS/SBAS project in Africa developed ▪ ICAO Position for the ITU WRC-19 promoted as result all ICAO issues and concerns addressed and dealt with successfully. ▪ Implementation of AMHS and ADS-C/CPDLC increased ▪ Workshop on Cyber Safety and Resilience for Air Navigation Systems organized and as result participants recognized that cybersecurity encompasses cyber safety and resilience • AIM <ul style="list-style-type: none"> ▪ 76 participants from 21 ICAO Contracting States, and five international aviation organizations were trained on the importance of timely and quality of aeronautical information data; participants identified and resolved to eliminate the common AIM deficiencies especially from the source. • AGA <ul style="list-style-type: none"> ▪ Conducted Aerodrome Certification incorporating PANS-Aerodromes Workshop for East and Southern African Region in Lusaka Zambia. ▪ Conducted two Global Format for Reporting of Runway Surface Conditions (GRF) Workshops in Nairobi and Johannesburg for East and Southern African Region. ▪ Conducted technical assistance mission to Seychelles to assist in certification of Aerodromes. ▪ Conducted APEX Assistance mission to Malawi together with ACI ▪ Conducted Runway Safety Team Assistance mission to Botswana together with ACI and IATA ▪ Coordination and continuous assistance to five States/airports (Burkina Faso, Bénin, Congo, Cameroun and Equatorial Guinea) for aerodromes certification in the AFI Plan framework ▪ Conduct two regional workshops on aerodrome certification and USOAP-CMA tools (Brazzaville and Ouagadougou) 	

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> ▪ Conduct of two workshops (Dakar and Accra) and assistance to States for the implementation of the GRF ▪ Coordination of four APEX reviews (Conakry, Monrovia, Praia and Sal) ▪ Technical assistance mission to six States ▪ Continuous support to APIRG and its Sub Groups activities ▪ Coordination and support to Regional Projects (PASTACO, China funded project for Congo) ▪ Support the ICAO-WHO CAPSCA training in Johannesburg (South Africa) ▪ Conduct of a CAPSCA assistance visit to Senegal ▪ Monitoring of the ongoing Ebola outbreak in DRC <p>• METEOROLOGY</p> <ul style="list-style-type: none"> ▪ Updated regional guidance material providing responsibilities and procedures to be followed for OPMET data exchange as well as guidance for the procedures and formats related to the preparation and issuance of SIGMETs. ▪ Coordinated and conducted an annual testing activity conducted to assist States in the preparation and issuance of SIGMET information 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • To improve States response to SLs • To improve Active participation by States in ICAO Regional meetings and related APIRG programmes. • To Improve coordination amongst States in areas of SAR • Improve the level of implementation for ATS Interfacility Data Communications (AIDC), Automatic Dependent surveillance-Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC) • Improve understanding of ATFM and A-CDM concepts • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, eTOD, Quality Management System (QMS), Data inter-operability, etc. • Improve States developments of National SAR Plans • Improve the implementation of the transition from AIS to AIM (eTOD, eAIP, AIXM, etc.) • Improve the Technical capacity of the ANS regulatory staff. • Lack of resources and availability of experts for supporting projects activities • Improvement in participation of State experts in Aerodrome Operations projects especially in RFFS and Aerodrome Data. • Increased number of Aerodrome Certified under AFI Plan 	<ul style="list-style-type: none"> • Deficiency in technical staffing levels. • Lack of implementation of an appropriate training programme. • Slowness in updating the Online Framework. • Limited financial resources for the majority of States • Lack of political commitment for some States • Lack of sufficient qualified, trained and experienced inspectors • Political instability and associated security challenges for some States • Low level of responses from States to State letters

REPORT ITEM	PIRG	RASG
	Aerodrome Certification project	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies 	<ul style="list-style-type: none"> • Safety issues directly related to flight operations • Accidents and Incidents Analysis • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Regional Safety Oversight Organizations (RSOOs) • Regional Accident and Incident Investigation Organizations (RAIOs) • SMS implementation • Runway Safety • Unsatisfactory Condition Reports (UCRs) • RVSM airspace safety • Airspace contingencies • Public HEALTH Emergencies • Collaboration and partnerships with donors, RECs, and financial institutions

TABLE A-3: CAR/SAM REGION
(Reported by the Secretary)

REPORT ITEM	PIRG*	RASG								
<p>Regional action plan for GANP or GASP implementation</p> <p>CAR/SAM regional safety and air navigation priorities and target</p>	<p>The Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5) was held in the ICAO North American, Central American and Caribbean (NACC) Regional Office, in Mexico City, Mexico, from 16 to 18 July 2019. Its outcomes were:</p> <ul style="list-style-type: none"> • Support the implementation of the GASP and the GANP • Update of the Regional e-ANP Vols. I and II • Formulation of a template for e-ANP Vol III • Development and implementation of National Air Navigation Plans Technical assistance to two SAM States NACC assistance to States https://www.icao.int/NACC/Pages/regional-group-ASBUb.aspx • Assistance to States to implement regional/interregional RNAV routes (en-route segments) through meetings and workshops/seminars. The CAR Region developed a PBN model concept for its airspace, working towards harmonized implementation (SAM RO/ATS/ and ICAO CAR /IATA/CANSO PBN). • Assistance to States to implement PBN routes for terminal airspace through meetings and workshops/seminars. • Assistance to States to develop new trajectories through provision of 5LNCs and route designators. • Assistance to States to resolve FIR coordination and airspace responsibility issues through ATM coordination meetings. • Assistance to States to improve their SAR organization, international SAR letters of agreement and service. The CAR Region developed and approved its SAR Plan. The NAM/CAR SAR Task Force was re-established as a platform to support implementation. • Assistance to CAR/SAM States to develop harmonized ATM contingency plans. The development and publication of ATM Contingency Plans for the CAR Region improved significantly. The NACC Regional Office implemented an internal procedure to ensure annual review and update of Contingency Plans. The first regional ATS table top exercise was carried out, as part of the CAR Resiliency Programme. • Assistance to the CAR/SAM States to resolve deficiencies and increasing EI, in the context of the USOAP and the ICAO "No Country Left Behind initiative" through missions to States and workshop/seminars. • Assistance to States on communication system and surveillance facilities integration and interoperability 	<p>CAR/SAM top priorities to support GASP implementation are:</p> <ul style="list-style-type: none"> • Support the improvement regulatory capacity of the States, through their civil aviation authorities, in order to promote technical reliability and stability to the national systems. • Effectively lead the regional efforts, assistance and meetings to identify the present challenges to either propose solutions to meet the expected regional goals or proactively propose improvements to the regional and global plans. • Build awareness on the benefits generated by civil aviation in the region, through proper databased studies and indicators, in order to promote the adoption of best practices among the States of the region. • Increase AIG, AGA and ANS Effective Implementation. <p>Additionally, the CAR Region seeks to enhance the use of electronic safety tools such as SIMS and ECCAIRS in support of the facilitation of timely safety data for risk management, to support data-driven decisions.</p> <p>The following indicators and targets have been established through the SAM Safety Plan:</p> <table border="1" data-bbox="1178 1019 1871 1544"> <thead> <tr> <th data-bbox="1178 1019 1461 1052">SAM SP Indicator</th> <th data-bbox="1461 1019 1871 1052">2022 Target</th> </tr> </thead> <tbody> <tr> <td data-bbox="1178 1052 1461 1390">SAM EI</td> <td data-bbox="1461 1052 1871 1390"> 75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019 </td> </tr> <tr> <td data-bbox="1178 1390 1461 1451">SAM SSP Establishment</td> <td data-bbox="1461 1390 1871 1451">100% all States</td> </tr> <tr> <td data-bbox="1178 1451 1461 1544">SAM States with Safety Oversight Index lower than 1</td> <td data-bbox="1461 1451 1871 1544">0</td> </tr> </tbody> </table>	SAM SP Indicator	2022 Target	SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019	SAM SSP Establishment	100% all States	SAM States with Safety Oversight Index lower than 1	0
SAM SP Indicator	2022 Target									
SAM EI	75% for States with EI lower than 65% in 2019 80% for States with EI between 65% and 74.99 in 2019 85% for States with EI between 75% and 79.99% in 2019 90% for States with EI higher than 80% in 2019									
SAM SSP Establishment	100% all States									
SAM States with Safety Oversight Index lower than 1	0									

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • Assistance to the CAR/SAM States in order to implement the “Roadmap for the AIS to AIM transition. Important progress was reported by States and International Organizations. • The first draft for the AIM Collaborative Plan for the NACC States was presented. • NACC PANS AIM Workshop • The Twelfth AIS to AIM Transition Workshop was conducted in order to follow up the PANS AIM Implementation in the SAM Region. • Assistance to States in order to prepare their National Air Navigation Plan aligned to the CAR/SAM e-ANP and GANP through workshops/seminars. • Assistance to States on the communication system and surveillance facilities integration through meetings and workshops/seminars. • AMET Assistance Program to address the implementation of the classification scheme for Aeronautical Meteorology personnel, resolution of longstanding deficiencies, IWXXM implementation and safety oversight on MET service providers. • Assistance to States on the Flight Plan Automation. 	<p>Additionally, the following targets have been determined as SAM additional means to monitor GASP implementation:</p> <ul style="list-style-type: none"> • 5 year average accident rate. • Number of Runway Safety Teams. • Number of certified aerodromes. • AGA and ANS EI. • Number of service providers participating in the corresponding ICAO-recognized industry assessment programmes. <p>For the NAM/CAR Regions, the corresponding Regional Safety Plan for the Panamerican Region is under development with an expected target date of 3 November 2020.</p> <p>The NACC SAP Programme is supporting the States on achieving the NACC USOAP target of 80 % EI implementation. For the Systemic Assistance Programme (SAP) follow-up and sustainability phase:</p> <ul style="list-style-type: none"> • USOAP considerations: <ul style="list-style-type: none"> ○ Assist States to conduct a full self-assessment and Corrective Action Plan every five years • Prioritization of SSP and SMS: CAR Regional SSP Implementation Strategy • Tracking of CAAs institutional strength: Develop criteria to assess CAA’s strengths and track their priority • Greater emphasis in political will and commitment: Part of the High Level Commitment of ISO Process in SAP • Set air transport in the political agenda of the States: air transport development and implementation approach <p>The NACC SAP following targets were agreed by States (to be reviewed due to current COVID-19 Pandemic):</p> <ul style="list-style-type: none"> • By end of 2021 no more than two States with EI below 80% in USOAP • 2021 complete metric of 90% Member States in the NAM/CAR Regions at or above 80% • States above 80% increase their EI by 2-5% for two States annually • 100% States implemented the SAP <p>Similar other NACC safety indicators to measure GASP implementation and safety enhancement:</p>

REPORT ITEM	PIRG*	RASG
		<ul style="list-style-type: none"> • Five-year average accident rate • Number of Runway Safety Teams and their effectiveness • Number of certified aerodromes and other Aerodrome Safety indicators • AIG implementation • SSP implementation following the NACC Strategy using the Tiers mechanism • Existing RSOO enhancements <p>Important coordination was initiated between GREPECAS and RASG-PA, several teleconferences were held and as result of that some activities were planned and are in progress for both groups.</p>
Key PIRG/RASG activities and achievements in 2019	<ul style="list-style-type: none"> • Workshop on the new version of the (GANP) In accordance with the valid Resolutions of the A-40, particularly Resolution A40-1 “ICAO global planning for safety and air navigation”, the ICAO NACC RO conducted a five-day regional workshop (from 17 to 21 February 2020) to familiarize participants with the new version of the GANP 6th. Edition, providing support to facilitate the coordinated implementation of the GASP and the GANP, avoiding duplication of efforts and inviting States and stakeholders to cooperate in the formulation and execution of regional, sub regional, and national plans that are based on the framework of the GASP and GANP. • Workshop on the Key Performance Indicators aligned to GANP KPI catalogue conducted by the SAM RO in order to determine the applicable KPIs for the SAM Region • AMET Assistance Programme <ul style="list-style-type: none"> - Assistance to streamline the implementation of the classification scheme for Aeronautical Meteorology personnel in accordance with the provisions of ICAO Annex 1 and Annex 3 and WMO Technical Regulations - Assistance per individual State for the resolution of longstanding MET deficiencies - Assistance missions to States for the increase of the Safety Oversight capabilities on the MET service providers. - Dissemination of updated guidance material to promote the standardization and harmonization of SIGMET information, OPMET exchange, IWXXM in accordance with MET Panel recommendations - Determination of an aeronautical requirements for tropical 	<p>During this timeframe (April 2019-March 2020), the RASG-PA conducted the following meetings:</p> <ul style="list-style-type: none"> • RASG-PA 10th Plenary Meeting – Quito, 20 and 21 June 2019. • RASG-PA Executive Steering Committee (ESC) 32 Meeting – Mexico City, 19 and 20 March 2019. • RASG-PA Executive Steering Committee (ESC) 33 Meeting – Lima, 11 and 12 September 2019. • PA Regional Aviation Safety Team (PA-RAST) 36 Meeting – Trinidad and Tobago, 21-23 May 2019. • PA Regional Aviation Safety Team (PA-RAST) 37 Meeting – Miami, 20 and 21 August 2019. • PA Regional Aviation Safety Team (PA-RAST) 38 Meeting – Sao Paulo, 3 and 4 December 2019. • PA Regional Aviation Safety Team (PA-RAST) 39 Meeting – Miami, 11-13 February 2019. <p>Effective Implementation (EI) in SAM is 80%. GASP implementation has been supported mainly through the following measures:</p> <ul style="list-style-type: none"> • Establishment and implementation of a systematic approach towards fulfilling GASP’s goals by the States, through the SAM Regional Safety Plan (SAMSP). • Additional 5 aerodromes certified, increasing the regional percentage to 39.42% (a 5.4% increase compared to YE2018). • EI ANS USOAP has increased 17.4% on average in 4 years. Sustainability for CE3, CE4 and CE5 is expected through the recent publishing of regional Regulations, Guidance Material for

REPORT ITEM	PIRG*	RASG
	<p>cyclone advisory information in the Western South Atlantic</p> <ul style="list-style-type: none"> - Improvements in the QMS implementation with four SAM States and two CAR States certified in compliance with ISO 9001:2015 • Improvements opportunities in the effective implementation of the CAR/SAM Regional ANP through the development and implementation of National Air Navigation Plans focused on the ICAO prioritized ASBU modules (i.e. APTA [PBN implementation], FRTO, CDO, CCO FICE, D-AIM (AIM 1.0) and AMET) • Support FICE elements implementation to CAR States; AIDC and NAM/ICD Implementation in Jamaica. • Support ASUR on ADS-B implementation on Barbados. Possibilities of improvements in the coordination amongst States/ANSPs for the implementation of Air Navigation Infrastructure and systems, towards SWIM concept requirements • Lack of effective implementation from some States and lack of effective regional or inter State cooperation: Integration vs. Sovereignty on some specific ANS issues • Longstanding air navigation-related deficiencies (AGA/ATM/SAR/CNS/ AIM). Concerning AGA, the GREPECAS Air Navigation Deficiencies Database (GANDD) is updated according to mission visits to States in the CAR Region under the SAP • Seeking a new approach in order to identify ANS deficiencies (survey) in the Sates with the participation of International Organizations and the safety oversight area of the States, in coordination with RASG-PA and its subsidiary bodies, for main safety issues. 	<p>Safety Inspectors and competences developed during this year.</p> <ul style="list-style-type: none"> • Capacity building actions on ANSPs SMS implementation and in Air Traffic Controller Fatigue Management new provisions (Amendment 50B of Annex 11). • Five SAM States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP. • Eleven States received 25 technical assistance missions under NCLB, exceeding the regional expectation of six States, either through Regular Programme or SAFE Funds. • Under the SRVSOP (LATAM RSOO) 110 horizontal cooperation missions were implemented. • A safety performance dashboard is being developed to provide real time information on the status of the GASP Objectives and Targets in the Pan-American Region. <p>SAM accident rate for 2019 was 3.09 as compared with 4.19 from 2018, as well as the following:</p> <ul style="list-style-type: none"> • SAM total accidents in 2019 were 6, as compared with 8 from 2018. • SAM had 0 fatal accidents in 2019 as compared with 1 in 2018. <p>USOAP Effective Implementation (EI) in the NACC States is 72.55%, representing a continuous increase of the region since the NACC SAP implementation.</p> <p>AIG specific activities:</p> <ul style="list-style-type: none"> • ICAO NACC working with Central America to support the Regional Aviation Accident Investigation Group (GRIAA) deployment. • Several workshops on AIG legal requirements and others, as well as online assistance on AIG implementation matters. • TSB Canada training support: two investigators sent for a course (Costa Rica and Bahamas). • AIG seconded by Mexico reported by the 2nd half of 2019. • Enhanced Regional Collaboration: GRIAA-Dominican Republic, GRIAA-MEX, etc. <p>The NACC SAP implementation consisted mainly on more than 80 technical on-line assistance teleconferences, more than 30 high level SAP teleconferences and at least 25 onsite missions to States. Dedicated</p>

REPORT ITEM	PIRG*	RASG
		<p>technical assistance is provided to existing SSC of Organization of Eastern Caribbean States (OECS) States.</p> <p>Four new CAR States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP.</p> <p>The NACC accident rate for 2019 was 3.03 as compared with 3.18 in 2018, as well as the following:</p> <ul style="list-style-type: none">• NACC total accidents in 2019 were 36, as compared with 37 in 2018.• NACC had six fatalities in 2019 as compared with 113 in 2018.

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • High rate of missing or errors on Flight Plans encountered in some States • Solving the difficulties in integrating communication systems to manage AIDC and other surveillance facilities between adjacent FIRs, 70% of the NAM/CAR Regions coordinate air traffic through automated protocols. • NACC States reduced 60% of flight plans errors through the implementation of mitigation activities to avoid flight plan errors, creating procedures and sharing lesson learned through the NACC AIDC Task Force. • Around 70% of CAR States share surveillance data. • Lack of resources and availability of experts to support project activities. • More integration of the NACC and SAM Regional Offices with the increase of joint plans and activities. A close approach was made but still needs more openness and effectiveness from both offices. • LHD events due to coordination errors between adjacent FIRs in air traffic management. The ICAO NACC Office implemented a hands-on strategy to address LHD hotspots. • Increased operations of Remotely Pilot Aircraft System (RPAS) in non-segregated airspace resulting in ATS incidents occurring in the CAR/SAM airspace. • 85% of the States have made capacity calculation in order to plan the implementation of the ATFM. • SAM Region (Resolution A37 – 11) PBN Implementation; 87.9%. PBN implementation on SIDs 66% and STARs 50.7%. • CAR Region (Resolution A37 – 11) PBN Implementation; 58.1%. PBN implementation on SIDs 42.3% and STARs 38.6%. • 125 international airports out of 256 (AOP Table) in the CAR/SAM Regions were certified. In the CAR Region 88 international aerodromes out of 152 were certified, which means 58% certified. In the SAM Region 47 out of 104 were certified, which means 45% certified. • Over 11% increase year to year from 2018 to 2019 on aerodrome certification figures for the SAM Region. A jump from 34% to 45%. • The SAM Region has already implemented AMHS in all States (14 in total). • All NAM/CAR FIRs share their aeronautical information through the AMHS. Haiti is in the process to put in operational its AMHS. With the implementation of Haiti, all States in NAM/CAR Regions will have completed their AMHS implementation. 	<ul style="list-style-type: none"> • Approval of the “PBN implementation into visual runways” project. • Approval of the “Analysis of weather related events” project. • CFIT and MAC indicating positive safety trends. • Improved risk identification and mitigation procedure. • Improved decision-making process based on data triggers. <p>The top challenges SAM faced in 2019 on safety were:</p> <ul style="list-style-type: none"> • Limited availability of SAM Region’s Safety Intelligence and KPIs to measure progress and to support decision-making. • Guaranteeing sustainable of USOAP performance through time. • Proactively support the States that face challenges in increasing their level of compliance with the SARPs. <p>Similarly, for the NAM/CAR Regions the main challenges are:</p> <ul style="list-style-type: none"> • Limited resources and State inspectorate staff in the Small Developing Islands (SDIs). • Lack of State infrastructure to ensure safety data exchange and recollection. • Inefficient performance of Caribbean RSOO. <p>The following were also recurring issues that represented a challenge for the regional implementation of the SARPs:</p> <ul style="list-style-type: none"> • Limited availability of qualified human resources at the State level. • Political instability in some States. • High level of qualified personnel rotation. <p>Regarding the SAM challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Training and support to Regional Officers in Project Management has helped SAM Regional Office to secure funding for projects to address the needs of building business intelligence such as: connectivity metric, institutional strength, SIMS implementation, etc. • Data-driven assistance allows better allocation of ICAO’s resources and increase commitment from all hierarchic levels within the States’ authorities in supporting the regional goals. • Continue supporting project based approach and innovation for new ways of delivering and measuring progress. • Consolidate and communicate the understanding that ICAO audits are

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • AMHS interconnections, the SAM Region increases the interconnections to 31. • ADSC and CPDLC in operational phase in four FIRs and in pre-operational phase in three FIRs. • 13 CAR/SAM States implementing QMS/AIM and certificate the majority of them (SAM includes the Uruguay certification). • AIM Phase 1 WGS-84 AIRAC QMS monitoring Annex differences. • New approved projects on Airport CDM and Airport Planning for the CAR/SAM Regions. • 12 CAR/SAM States implemented and certified QMS/MET. • Regional projects on Aerodrome certification, Airport CDM, Airport Planning, SAR organization, e-TOD, QMS (AIM and MET) and ANS performance are ongoing under the CAR/SAM Plan. 	<p>an integral part of the assistance provided to the States.</p> <ul style="list-style-type: none"> • Establish the formal compromise of assistance programmes following audit results. • Raise awareness and promote good governance practices of civil aviation regulators. • Promote the inclusion of good regulatory practices in Global Plans as part of ICAO’s agenda. <p>Regarding the NACC challenges, the following actions were implemented:</p> <ul style="list-style-type: none"> • Provision of inspectorate training and technical assistance by ICAO and Champion States to SDIs. • Promotion of Caribbean RSOO to NGO funds and external supports and exchange with other RSOOs. • Fostering of strategies to enhance inspectorate qualifications and exchange among States. • ICAO SAFE fund (Project and IADB Project promoted by ICAO to support SDIs safety oversight systems. • Promote the exchange of operational incident and other safety information with States among airlines and other aircraft operators.

Appendix A

REPORT ITEM	PIRG*	RASG
<p>Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Finalize the e-ANP Volume III template and initiate the approval procedure in accordance with GREPECAS-PPRC/5 meeting. • Verification of the implementation of essential air navigation services for international civil aviation, as outlined in the BBB framework and in accordance with GANP 6th Edition. • ICAO Cyber Security and resilience of Air Navigation System (emerging challenge), currently the NACC Regional Office is working with States and industry on a regional approach on cybersecurity. • Increase States replies to State letters. • It is desirable to increase the active participation by States in ICAO regional meetings (including GREPECAS (PPRC/5) and RASG-PA and related programmes/projects). • Improve coordination among States, including on ATM contingency planning matters. • Need to increase resources to assist and support States. • Improve the level of implementation of ATS Inter-facility Data Communications (AIDC), Automatic Dependent surveillance-Broadcast (ADS-B) and Controller–pilot data link communications (CPDLC). • Improve understanding of ATFM and SWIM concepts and emphasize the PBN implementation benefits. • Implement the agreed strategy to resolve the deficiencies related to: aeronautical cartography, e-TOD, Quality Management System (QMS), Data inter-operability, etc. • Speed up aerodrome certification. There was a strong plan for certifying at least 8 Mexican aerodromes during 2020, but due to the current situation the plan is kept on hold. In the SAM Region, certification was going on a good pace in Argentina, Colombia and Peru, but it also came to a halt due to the current situation. • Currently, under a project on the AGA programme for both regions, a regional strategy for the implementation of aerodrome master planning provisions is ongoing. • Speed up the transition from AIS to AIM (eTOD, eAIP, AIXM, Digital Data Sets, etc.). • MET projects of GREPECAS-PPRC/5 have had limited development, targets have been partially achieved despite efforts to coordinate the activities through follow up tele-conferences, a State by State approach is being implemented. • QMS/MET, MET Personnel Qualification, Space Weather and IWXXM implementation (AMDt. 78 Annex 3) limitations of economic or personnel resources, preventing States to comply with implementation dates. 	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • Cartography for RNAV and RNP • Flight Plan Management and automation/Reduction of FPL errors-duplication. • Improve coordination among stakeholders and ICAO. • Emerging technologies (UAS, RPAS, Artificial Intelligence, etc.). • Application of ICAO's policies on charges for airports and air navigation services contained in Doc 9082. • Enhancement of the SAT Group. Interfaces with GREPECAS-PPRC need a more formal process. • Implementation on new provisions of GRF (Global Reporting Format) on CAR/SAM Aerodromes. 	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • States are to develop performance objectives and performance indicators, adopted from GANP (version 2019) in order to improve and consolidate the capacity and efficiency of air navigation. An updated CAR/SAM ATFM CONOPS is already approved. States that implemented ATFM services have to establish common initiatives with surrounding States, in order to foster a regional multimodal ATFM system, as a basis of a future interregional ATFM system. • Regional ATS routes (RNAV – 5) implementation is addressed based on an interregional approach (ATSRO/10 meeting/workshop, July 2019, Bogota, Colombia). • States are to develop the required regulatory framework and enhance supervision of aeronautical meteorological services through their active participation. • Promote programmes aimed at providing assistance to individual States including SME exchange. States which have not yet started the transition from AIS to AIM should develop an Implementation Plan for Aeronautical Information Management, where a fundamental basis should be the cost-benefit study on the implementation of information management tools in an electronic environment (e-TOD, e-AIP, D-NOTAM). • Since 2015, seminars and workshops on AIXM, e-TOD, Database Management for e-AIP, SWIM, PANS-AIM and updating of auditors for the ISO 9001 Standard have been provided. • Analyse the convenience of updating the management and reporting of air navigation deficiencies in the CAR/SAM Regions. 	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Joint (RASG-PA GREPECAS-PPRC 5) Regional Projects: <ul style="list-style-type: none"> • PBN implementation in visual runways • Analysis of weather related events • Safety issues directly related to flight operations • Accidents and Incidents Analysis • State Safety Programmes (SSPs) 	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none">• Remotely Piloted Aircraft Systems (RPAS)• Cyber-Threats and ANS Resilience• Regional Safety Oversight Organizations (RSOOs)• SMS implementation• English Language Proficiency (ELP)• Runway Safety• Unsatisfactory Condition Reports (UCRs)• Airspace contingencies• e-TOD implementation• Contingency measures for incidents due to meteorological phenomena• Turning VFR approaches to IFR approaches under PBN concept	

TABLE A-4: EUR/NAT REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>EUR/NAT Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> The EUR and NAT Air Navigation implementation action plans, priorities and targets are regularly reviewed and agreed through the EUR and NAT eANP, Vol II and Vol III, supported by a number of specific implementation plans and roadmaps. Conducted NAT 2030 Workshop and Atlantic Coordination Meeting (ACM) to address mid-long term Oceanic priorities and challenges 	<ul style="list-style-type: none"> The Regional Safety action plans, priorities and targets are regularly reviewed and agreed by the RASG-EUR and NAT SPG. The RASG-EUR has approved a EUR Regional Aviation Safety Plan in cooperation with EASA. The EUR RASP is being updated to be fully aligned with GASP 2020-2022. EUR safety priorities: Runway Safety; Loss of Control In-flight; CFIT; Safety Oversight capabilities; EUR Air Navigation deficiencies; Safety Management capabilities; RPAS integration EUR safety targets <ul style="list-style-type: none"> ST1 – Accident rate in scheduled commercial air transport- Reduce by end 2019 compared with the average regional accident rate for the 2013-2017 period ST2 – CAA resources - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST3 – Certification, surveillance and resolution of safety concerns - Increase by end 2019 compared with the average regional EI level for these PQs for 2017 ST4 – SSC resolution 0 by the end of 2019 ST5 – SSP implementation - All States to have implemented SSPs by end 2019 (as per information uploaded by States on ICAO ISTAR SPACE website) ST6 – Accident investigations - Improve by end 2019 compared with the regional rate for 2017 NAT safety indicators: <ul style="list-style-type: none"> -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link in use -Rate of LHD events (No of LHD events divided by No of flight hours flown in the NAT region), involving operations with Data Link not in use Percent of Long Duration LHD events -Rate of minutes that aircraft, with Data Link in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of minutes that aircraft, with Data Link not in use, spent at the wrong flight level (Amount of minutes spent at the wrong flight level divided by total duration of flights in minutes) -Rate of GNE events (No of GNE events divided by No. of flight hours flown in the NAT region) , involving operations with Data Link in use

REPORT ITEM	PIRG	RASG
		-Rate of GNE events (No. of GNE events divided by No of flight hours flown in the NAT region), involving operations with Data Link not in use// -Rate of losses of separation (vertical) (No. of losses of separation events divided by No of flight hours flown in the NAT region) Target - Reduction over previous rolling three-year period of performance compared to 2015-2016-2017 baseline.

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<ul style="list-style-type: none"> • EUR (in collaboration with EUROCONTROL) and NAT Annual ASBU Implementation Monitoring Reports with participation of all 55 EUR and 9 NAT provider States • EUR Air Navigation System Performance Framework Report in collaboration with EC, EASA and EUROCONTROL • Several major airspace improvement projects including the implementation of free route airspace, the opening of the new Istanbul Airport and other ATS Route and Airspace enhancement activities in coordination with EUROCONTROL • Volcanic Ash exercises that resulted in an improved response by States and ANSPs in accordance to the regional EUR/NAT contingency plan. two exercises held and one VA preparatory workshop • Communicable Diseases training package (ITP) developed by CAPSCA EUR and a RTCE for the training of all CAPSCA Technical Advisors • CAPSCA EUR OJT for the Technical Advisors. • Successful implementation of the second phase of the PBCS performance based reduced separation minima in the NAT to allow for increased capacity, efficiency and reduced environmental impact • Activation of the NAT SB ADS-B trials • Conducted and supported a total of four workshops on the implementation of Global Reporting Format • Conducted Terrain and Obstacle Datasets (TOD) Workshop for Maghreb States (Algeria, Morocco and Tunisia) • Conducted a review and update of the EUR Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies. • Development of EUR RNAV to RNP IFP Charts Identification Transition Plan (implementation in progress as planned) • B0-AMET at 92% implementation, B1-AMET at 32% • DAIM AIXM 41% implemented (12% in progress) and QMS at 93% • Special crisis coordination teams and meetings supported to address the airspace constrains due to the conflict zones in the interface areas with MID and APAC Regions. 	<ul style="list-style-type: none"> • Resolution of the Significant Safety Concern (SSC) in Kyrgyzstan pertaining to the certification process for the issuance of air operator certificates and improvement of the Effective Implementation (EI) of States' safety oversight system as a result of capacity building technical assistance activities of the ICAO EUR/NAT Office supported by several donor States and international organizations. • Four States in the EUR Region have received the ICAO's Council President Certificate in recognition of significant progress in resolving safety oversight. • Ongoing update of the EUR Regional Aviation Safety Report (EUR RASP) for 2019-2022 in collaboration with EASA; • Delivery of EUR and NAT Annual Safety Reports • Four Runway Safety Go Teams completed in 2019, to assist in the implementation of RSTs and runway safety programme, Assistance was provided to ICAO APAC office and COSCAP-SEA in launching first RS Go-teams in the APAC region. • Assistance in the implementation of USOAP CMA program: two CAP reviews performed with the assistance of ROs, six ROs participated in ten USOAP CMA activities • Technical assistance capacity building projects were delivered to three States with EI below 60%. Two more technical assistance missions in 2019 were deployed to support two States with low EI. Three workshops on Aerodrome Certification (AGA) were conducted to build the necessary capacity for CAAs aerodrome inspectorate staff (70 experts trained in 2019) • Conducted and supported two workshops on Language Proficiency Requirements (LPR) to raise awareness and to develop best-practices in language testing systems, according to ICAO Document 9835. In total, 71 LPR experts from 27 States benefited from the two workshops. • An Accident Investigation (AIG) and ECCAIRS user workshop developed competencies to enable States to conduct independent and effective investigations of aircraft accidents and incidents, support the implementation of ADREP/ECCAIRS compatible taxonomies and databases as well as support States in better fulfilling their investigation obligations within the context of Annex 13. Continue resource mobilization with donor States and organizations to coordinate the capacity building activities through the EUR/NAT NCLB Technical Assistance Programme. Coordinate accordingly with SPCP.

Appendix A

REPORT ITEM	PIRG	RASG
Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS	<p>Challenges arising from the conflict areas or areas with political sensitivities within the EUR/NAT and in the interface areas with other Regions resulting in airspace constraints and constraints in the regional planning and implementation activities</p> <ul style="list-style-type: none"> • Coordination with adjacent Regions to address specific ATM issues to ensure harmonization and interoperability 	<ul style="list-style-type: none"> • Operations of RVSM non-approved/non-compliant aircraft • Continuing work on improving EI • Implementation of SSP
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Special Coordination Meetings and Crisis Coordination Cells in coordination with other Regional Offices, States and international/regional organizations 	<ul style="list-style-type: none"> • Several workshops/seminars were held in 2019 on specific issues such as two ICAO Safety Management Capacity Building Workshops, “IT for safety” Workshop and RASG-EUR Accident investigation and ECCAIRS user workshop • Provide further assistance to States through EUR framework and NCLB TAP • Develop potential mitigations for further review to address the RVSM non-compliant/non-approved aircraft operations issue
Matters being coordinated between PIRGs and RASGs	<ul style="list-style-type: none"> • Regional air navigation deficiencies and collaborative actions for their resolution • Regional NCLB Technical Assistance Programme to assist States in resolution of identified deficiencies • Development and approval of the EUR Regional Aviation Safety Plan and amendments to the EUR and NAT air navigation plans • Development and approval of the EUR and NAT annual Safety Reports 	

TABLE A-5: MID REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>MID Regional Safety Priorities and Targets.</p>	<ul style="list-style-type: none"> • Aviation statistics and traffic forecasts reviewed and taken into consideration in the air navigation planning mechanism in the MID Region. • MIDANPIRG and its subsidiary bodies plan and monitor the implementation of the GANP. • The Regional performance indicators and targets, included in the MID Region Air Navigation Strategy, are monitored by MIDANPIRG and its subsidiary bodies. The Strategy was slightly revised by MIDANPIRG/17 meeting based on the inputs received from States and stakeholders. The Strategy has been used by States to develop their National ASBU Implementation Plans and prioritize their activities/investments towards the achievement of the agreed performance targets within the specified timelines. • The MID Air Navigation Report-2018 was developed and endorsed by MIDANPIRG/17. It provides an overview of the status of implementation of the priority 1 ASBU Block 0 Modules in the MID Region, as well as an outlook of the ASBU implementation by 2020 based on the plans provided by States. The Report includes also a Section on environmental protection highlighting planned/implemented operational improvements and few success stories related to the implementation of operational improvements. • Assistance provided to States through development of guidance material/regional plans to foster implementation of priority 1 ASBU modules. • Organize Workshops/Seminars/ Symposiums 	<ul style="list-style-type: none"> • The MID Region Safety Strategy (6th Edition) was endorsed by the RASG-MID/7 meeting. The regional safety indicators and targets, included in the MID Region Safety Strategy are monitored by the RASG-MID. • The Eighth MID Annual Safety Report (MID-ASR) was published and available on the MID RO webpage. The main focus areas in the MID Region are: <ol style="list-style-type: none"> 1) Runway Safety (RS) (mainly RE and ARC during landing); 2) Loss of Control Inflight (LOC-I); 3) Controlled Flight Into Terrain (CFIT); and 4) MID Air Collision (MAC) • Identified emerging risks are: <ol style="list-style-type: none"> 1. Fire/Smoke (non-impact) – (F-NI); 2. Wake turbulence; 3. Runway Incursion (RI); 4. Bird Strike (BIRD); 5. Security (SEC); 6. System Component Failure- Power Plant (SCF-PP) 7. System Component Failure Non-Power Plant (SCF-NP); 8. Wind shear • In line with the Assembly Resolution A40-1, States were requested to establish a National Aviation Safety Plan consistent with Global Aviation Safety Plan (GASP), including the global aviation safety roadmap, and the MID Region Safety Strategy; and based on their operational safety needs. • Through coordination among the RASG-MID members/focal points and the Secretariat, the MID Region Safety Strategy will be reviewed and amended in order to be upgraded to a Regional Aviation Safety Plan (RASP) consistent with the GASP 2020-2022.
<p>Key PIRG/RASG Activities and Achievements in 2019</p>	<ul style="list-style-type: none"> • Development of the third MID Air Navigation Report (overall ASBU implementation increased from 55% to 58%); • Number of air navigation deficiencies decreased by 10%; • MIDANPIRG/17 commended States and Stakeholders for their 	<ul style="list-style-type: none"> • The Regional EI increased from 73.24% to 75.23% • Ten States with EI above 60% (9 of them above 75%) • Two States (Bahrain and Qatar) received the President’s Certificate in 2019

REPORT ITEM	PIRG	RASG
	<p>commitment and excellent cooperation that ensured the success of the Contingency Coordination Team (CCT) framework</p> <ul style="list-style-type: none"> • The continuous enhancements of the recovery Plan for the normalization of traffic operation through Baghdad FIR • Action plans developed by the ATFM TF and FWC2022 TF were endorsed • Level of signed bilateral contingency agreement between Area Control Centres had reached 73% • 97% of aircraft have known Height-Keeping Performance monitoring results in the MID Region and 6 States achieved MMR above 98% • 70% of the MID States implemented the new SIDs and STARs phraseologies • Status of implementation of 20 NM and 10 NM radar longitudinal separation in the MID Region increased to 51%. • 80% of States signed SAR bi-lateral arrangements between ACCs. • 60% of States have implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain. • Enhanced reliability of the AFS Services in the MID Region, through Successful SITA Type X integration in the MID Region and establishment of the 3rd communication gateway with AFI Region (Khartoum COM Centre) • Establishment of the MID Flight Procedure Programme (MID FPP) • Endorsed the following documents: • Guidance for AIM Planning and Implementation in the MID Region (MID Doc 008) • revised version of the MID Region High level Airspace Concept (MID Doc 004) • Updated AMHS implementation plan of the MID ROC connectivity plan • Guidance for AIDC/OLDI Implementation in the MID Region (MID Doc 006) • Revised document of the MID Region Process for Mode S IC Codes Allocation • The MID Region Surveillance Plan (ICAO MID Doc 013) • Minimum Security Baselines (MSBs) for Air Navigation Services • Guidelines for the Implementation of OPMET Data • Exchange using IWXXM (MID Doc 012) • Established the following Groups/Teams to foster implementation of SARPs and GANP provisions: 	<ul style="list-style-type: none"> • Percentage of Aerodrome Certification increased from 58% to 67% • Percentage of International aerodromes established Runway Safety Teams increased to 57% • The MID Region Safety Strategy (6th Edition), which was endorsed by RASG-MID/7 meeting, includes selected goals and safety indicators from the new GASP 2020-2022 Edition, taking into consideration the regional specific objectives and priorities with specific timeframes in order to achieve the established safety targets. • The Eighth MID Annual Safety Report (MID-ASR) was endorsed by the RSC/7 meeting and made available on the MID RO webpage. • An Action Plan for the implementation of the endorsed AIG Regional Cooperation Mechanism (ARCM) was developed. • Endorsement of the MID Region Safety Management Implementation Roadmap by the RSC/7 meeting • Establishment of the Safety Management Implementation Team (SMIT) by the RSC/7 meeting as the main Regional Framework for the provision of assistance to States through Safety Management Assistance Missions • Coordinate with States and stakeholders the Capacity Building Activities in accordance with the MID Region NCLB Strategy. • Among others, the following activities were conducted during the period APRIL 2019 – MARCH 2020: <ul style="list-style-type: none"> ➢ MENA RSOO Technical Meeting (2019) ➢ ACAO/ICAO Safety Oversight Workshop (2019) ➢ Safety Management Capacity Building Workshop (SMCBW) (2019) ➢ ACAO/ICAO/CAAS Workshop/Course on Aircraft Accident Investigation Techniques (2019) ➢ Regional ECCAIRS-End User Course (2019) ➢ ACAO/ICAO Continuing Airworthiness Workshop (2019) ➢ SMMTC For the benefit of Libya, Sudan and Yemen (2019) ➢ ACAO/ICAO GASP 2020-2022 and NASP Workshop (2020) ➢ Regional USOAP CMA OLF Workshop (2020) ➢ Regional Upset Recovery Training, UPRT Workshop (2020) ➢ Regional Extended Diversion Time Operation, EDTO Workshop (2020) ➢ SSP Implementation Workshop customized for individual State, with high appreciation from receiving States.

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Digital Datasets Implementation AD-HOC Working Group (DDI WG); • Frequency Management Ad-hoc Working Group; and • ANS Cyber Security Working Group (ACS WG) 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Challenges arising from the conflict areas or areas with political sensitivities within the MID region resulting in airspace constraints and constraints in the regional planning and implementation activities • Challenges arising from disruption of Air Traffic flow caused by airspaces closure, with the lack of flow measures implementation. • Frequent activation of the Contingency Coordination Team (CCT). • Challenges facing the MIDRMA in collecting the required Data necessary for the development of the RVSM SMR 2018. • The lack of financial and human resources in some States, combined with the complexity of administrative arrangements for the approval of duty travel, political sensitivities, etc., affected the level of attendance to the MIDANPIRG activities as well as States’ support to the MIDANPIRG and its subsidiary bodies Work Programmes. • Hosting of big meetings (lack of adequate meeting room and facilities in the Regional Office premises, political sensitivities, etc. The hosting of the MIDANPIRG/17 and RASG-MID/7 meeting in a Hotel in Cairo was very challenging and costly. • The political/security situation in some States, the cross-national variation in Aviation development as well as the relatively small accreditation area, impede the provision of Technical assistance, implementation of regional projects and the achievement of the regional air navigation targets. • Low level of reporting by States (inputs to the MID Air Navigation Report, national plans, success stories, environmental data, replies to State letters, etc.). • Resources constraints (financial and technical personnel) in the Regional Office, combined with a high rotation rate vs. necessary time for new staff/comers to cope with the way of doing business in ICAO considering the MID Region specific challenges. • Slow progress in the implementation of A-CDM, CDO, and CCO ASBU modules; • Lack of regional framework to support the implementation of regional initiatives/projects and provide assistance to States for the implementation of ICAO SARPs and the regional requirements. 	<ul style="list-style-type: none"> • Escalated political/security situation in some of the MID States, which affected the achievement of the regional safety targets • Low level of responses from States to State letters. • Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs and contribute to the achievement of the MID Safety Targets and support the RASG-MID Work Programme • The majority of States are facing an issue with the lack of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities, support the work of RASG-MID and achieve the agreed safety targets. • Difficulty to find voluntary Champions/Coordinators (from States or the Industry) to progress the work related to the identified SEIs and DIPs • Limited support to the RASG-MID Work Programme and its subsidiary bodies (low level of attendance) having an impact on the agreed planned activities • The lack of necessary resources and expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS). • Low level of serious incidents and incidents reporting by the States and lack of shared safety data analysis and safety recommendations by the States • Slow progress in the start of operation of the MENA-RSOO. • High number of GNSS interferences incidents occurred in the MID Region

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Challenges faced regarding the implementation of the following projects: • MID Flight Procedure Programme (MID FPP) • MID IP Network • MID Region Aeronautical Database (MIDAD) • Regional/Sub-Regional ATFM System • Many States are facing an issue with the insufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities (in particular in ANS and AGA), support the work of MIDANPIRG and achieve the agreed air navigation targets. • Low percentage of signed SAR bilateral agreements in the MID Region; • Low implementation of the AIDC/OLDI connections; • Difficulties faced by some States related to their challenges in maintaining and upgrading their air navigation systems and ATM/CNS infrastructure due to the imposed sanctions, which are also affecting the achievement of the agreed safety and air navigation targets at regional level. • Cases of missing flight plans and aeronautical safety related messages 	
<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • Implementation of contingency measures/routes ensuring the safety of air traffic during contingency situations and activation of MID Region ATM Contingency Plan (MID Doc 003). • Continuous coordination with States and users for the improvement of the ATS route network and LoAs between adjacent ACCs. • MIDRMA and ICAO MID Office awarded 6 States that achieved above 98% MMR to motivate other member States to fulfil their obligations related to MMR • States not providing necessary data to the MIDRMA were added to the list of deficiencies and follow-up State letters issued by the MID Office • Coordination with States, TCB and LEB to expedite the establishment of the MID FPP and to secure the necessary budget for the recruitment of the MID FPP manager (resource mobilization) • Coordination with States and the IP Network Service Provider to complete the CBAs and reduce costs to encourage States to join the CRV project. • The ATFM TF agreed on the solution to be implemented (Multi-Nodal 	<ul style="list-style-type: none"> • Based on the feedback and proposals received from the stakeholders and different RASG-MID subsidiary bodies, the RASG-MID/7 meeting endorsed the revised RASG-MID Organizational Structure • To ensure effectiveness of the RASG-MID, the following Groups were established: <ul style="list-style-type: none"> ➢ Annual Safety Report Group (ASRG) ➢ Aerodromes Safety, Planning and Implementation (ASPIG) ➢ Safety Enhancement Implementation Group (SEIG) ➢ Accident and Incident Investigation (AIIG) • The draft ToR of the RASG-MID and the RSC were developed and reviewed by the RSC taking into consideration the new/generic ToR of the RASGs, which were endorsed by the President of the Council in July 2019. • Development and implementation of Plans of Actions to support States in accordance with the MID Region NCLB Strategy. • Conduct of NCLB assistance missions.

REPORT ITEM	PIRG	RASG
	<p>Concept) and a Draft Concept of Operations has been developed.</p> <ul style="list-style-type: none"> • Conducted A-CDM Workshop • Established the AIDC/OLDI Implementation Support Team composed of Subject Matter Experts (SMEs); mandated the implementation of priority 1 AIDC/OLDI connections in the MID Region. • Mandated the AFTN/CIDIN transition to AMHS in the Region, and establish third AFS gateway with AFI Region. • Development of MID SAR Implementation Plan which includes guidance material to support States to comply with global and regional requirements for SAR provisions. 	<ul style="list-style-type: none"> • Deliver and conduct NCLB seminars/workshops/trainings, including the GSI courses. • Followed-up with Saudi Arabia (host) and ACAO to expedite the start of operations of the MENA RSOO. • Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts. • Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities. • Fostering accountability through direct communication with DGs/Ministers for the implementation of the MID NCLB Strategy and Plans of Actions for prioritized States. • Optimized the coordination with regional and international organizations in providing assistance to States • Endorsed the RASG-MID Safety Advisory (RSA-14) on GNSS Vulnerabilities
<p>Matters being coordinated between PIRG and RASG</p>	<ul style="list-style-type: none"> • Accidents and incidents analysis (near midair collisions occurrences) • Performance-based navigation (PBN) • Fatigue risk management • State safety programmes (SSPs) and safety management system for ANSPs • Remotely piloted aircraft systems (RPAS) • Airborne avoidance collision system (ACAS) • Call sign similarity and confusion (CSC) • RVSM operations and monitoring activities in the MID Region • GNSS vulnerabilities • Contingency planning • SAR issue • Aerodrome design and operations • Operational Thread: Surface Operations • Airport planning challenges (States/Airports) 	

APPENDIX B

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION							ISSUE and ID: 2020-1		
Challenge/Issue	Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3.								
Link to global plans	GANP COMI-B0/7 ATS Message Handling System (AMHS)								
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG								
Date first reported	2020								
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed								
Remarks	Several States have made limited or no progress with implementation. It is a global issue inter-regional coordination with the implementation is required.								
PART B: ACTION DETAILS									
Action 1:	Harmonize the implementation between MET service and telecommunication centres run by ANSP.								
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ		
Timeline	2020	-	-	-	-	-	2020		
Action 2:	ANC to consider a) providing more detailed guidance for implementation and b) postpone the applicable date of this requirements to November 2021 taking consideration of COVID-19 impacts.								
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ		
Timeline	-	-	-	-	-	-	2020		
PART C: HIGH-LEVEL ACTION BY THE COUNCIL									
ID	Action proposed by PIRG/RASGS				Action proposed by the ANC				
1	Consider the postponement of the applicable date of these requirements to November 2021 taking consideration of COVID-19 impacts.				(Consideration of postponement completed)				
2					Request that PIRGs monitor the implementation of AMHS and report through subsequent PIRGs reporting cycles in order to identify additional necessary measures.				

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-2					
Challenge/Issue	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation.						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Low level implementation of CE-4 is a chronic and global issue						
PART B: ACTION DETAILS							
Action 1: Assist States with a well-developed training program with an emphasis on on-the-job-training (OJT)							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	-
Action 2: Address the underlying problem of each region							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to address the underlying problem of each region.			Request PIRGs/RASGs to identify the underlying problem of each region and report to the ANC in subsequent reporting cycles in order to identify ways to address this issue in each region.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-3					
Challenge/Issue	Low levels of effective implementation (EI) in all audit areas						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Initially reported by RASG-APAC for Pacific Island States, ANC noted work already ongoing under PSIDS stream, in particular with respect to the establishment of a RSOOs. ANC identified this challenge as a common challenge to other regions.						
PART B: ACTION DETAILS							
Action 1: Establish a regional safety oversight organization (RSOO) for Pacific Island States.							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	-	-	-	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	RASG-APAC: Establish a regional safety oversight organization (RSOO) for Pacific Island States.						
2				ANC to identify similar cases with low levels of effective implementation (EI) in all audit areas and propose ways to address the issue in subsequent reporting cycles.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-4					
Challenge/Issue	Need for an updated Accident/Incident Data Reporting (ADREP) system						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2019						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	During the review of the RASG-APAC report, the ANC requested that a specific item on this matter be added to the ANC work programme. Item already considered in March 2020 (213th Session) and a progress report is scheduled for current ANC Session 215th.						
PART B: ACTION DETAILS							
Action 1: Address the availability of data in the Accident/Incident Data Reporting (ADREP) System).							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	-	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Update the ADREP database			Request the ANC to expedite the long outstanding work related to the update of the ADREP Database.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-5					
Challenge/Issue	High rate of missing operational messages (Flight plans, OPMETs, NOTAMs).						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Although challenge affects AFI region primarily, it is affecting other regions as well.						
PART B: ACTION DETAILS							
Action 1: Identify ways to eliminate missing operational messages							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Prioritization of the challenges facing the AFI region Consider ways.			Request the Secretary General to instruct the Secretaries of PIRGs and RASGs to identify ways to eliminate missing operational messages (including assistance).			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-6					
Challenge/Issue	States are not submitting RVSM data to the RMA Office on a monthly basis.						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	AFI Regional Monitoring Agency (ARMA) Report on RVSM Airspace Safety - the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. Similar issue across other regions.						
PART B: ACTION DETAILS							
Action 1: Raise awareness amongst States related to the importance of monthly reports							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	-
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS	Action proposed by the ANC					
1	Raise awareness amongst States	Request the Secretary General to raise the awareness of States to report RVSM data on a monthly basis.					
2		Request that PIRGs monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary.					

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-7					
Challenge/Issue	Low-level feedback from States to ICAO State letters						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	Common global problem. A global solution is required to address this issue. The MID Region is also in the process of developing a State Letters Online Monitoring Tool (SLOMT) in order to support States in the process of follow-up and effective provision of replies to the ICAO MID Office State letters.						
PART B: ACTION DETAILS							
Action 1: Raise awareness of the importance of State letter response by States							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	2020	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Identify a global solution to address this issue			Request the Secretary General to analyze and identify a global solution to address the low level of response to State letters and the ANC to review the information and report to the Council..			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-8					
Challenge/Issue	Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input checked="" type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	A related recommendation had been made at the 13th Air Navigation Conference (AN-Conf/13, Recommendation 3.5/1 — ICAO location indicator system and database of significant points). Item already in ANC Work Programme, consideration scheduled in 215th Session.						
PART B: ACTION DETAILS							
Action 1:							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	2020	-	-	-	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to resolve 5LNC duplicates.			Note ongoing work on this issue.			

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-9					
Challenge/Issue	Low Level of SSP Implementation						
Link to global plans	GANP/GASP Implementation						
Reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input checked="" type="checkbox"/> MIDANPIRG <input checked="" type="checkbox"/> NATSPG <input checked="" type="checkbox"/> EASPG						
Date first reported	2020						
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed						
Remarks	<p>The lack of expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS).</p> <p>This is a systematic issue across the Regions that need to be addressed in detail.</p>						
PART B: ACTION DETAILS							
Action 1: Facilitate the implementation of SSP							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2021	2021	2021	2021	-	-	2021
PART C: HIGH-LEVEL ACTION BY THE COUNCIL							
ID	Action proposed by PIRG/RASGS			Action proposed by the ANC			
1	Consider ways to facilitate SSP Implementation.			Council to request the ANC to identify the cause of the underlying issues and propose remedial actions.			

APPENDIX C

Table C-1. PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2020

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2019	22 (151)	19 (101)	37 (223)	30(87)	40(130)	9 (32)	9 (34) - PPRC/5	14 (98)	14 (98)	7 (28) - (ESC/32) 12 (50) Plenary Meeting 4 (18) - (ESC/33)
2018	27 (173)	22 (89)	No meeting	No meeting	40 (111)	9 (32)	18 (101)	No meeting	No meeting	5 (27) - (ESC/31) 8 (27) - (ESC/30)
2017	27 (175)	20 (88)	38 (171)	29 (131)	35 (119)	8 (31)	No meeting	13(80)	11(60)	No meeting
2016	30 (154)	31 (169)	No meeting	No meeting	35 (87)	9 (29)	13 (45) - (PPRC/4)	No meeting	11(59)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	11 (34) - (PPRC/3)	13 (89)	10 (49)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	17 (103)	No meeting	7 (69)	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	13 (37) - (PPRC/2)	14 (85)	No meeting	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	11 (39) - (PPRC/1)	10 (102)	9 (40)	9 (44)
2011	26 (127)	35 (208)	42 (233)	No meeting	34 (97)	8 (26)	22 (93)	No meeting	9 (37)	16 (75)

Figures in Table C-1 reflect the number of States and the total number of participants in parenthesis

*RASG-PA and GREPECAS hold their plenary meeting every three years. In the years that no plenary meeting is held, Executive State Meetings (ESC for RASG-PA and PPRC for GREPECAS) are conducted. Number of participants includes ICAO staff attending.

Number of PIRG/RASG Member States

PIRGs		RASGs	
APIRG	48	RASG-AFI	48
APANPIRG	39	RASG-APAC	39
EANPG	55	RASG-EUR	55
NATSPG	9	NATSPG	9
MIDANPIRG	15	RASG-MID	15
GREPECAS	37	RASG-PA	38

Table C-2. CATEGORIZATION OF 2019 PARTICIPATION¹

	APANPIRG	RASG-APAC	EASPG	NATSPG ²	GREPECAS	RASG - PA	APIRG	RASG-AFI	MID
State participation from within the region – regulator	20 (67)	18 (57)	34 (63)	9 (17)	9 (21)	7 (11) - (ESC/32) 12 (26) Plenary Meeting 5 (27) - (ESC/33)	35 (154)	28 (50)	12 (32)
State participation from within the region – service provider (ANSP and aerodrome operators)	16 (49)	2 (4)	16 (42)	7 (7)	8 (21)	0	10 (23)	10 (23)	12 (50)
States from outside the region	1 (4)	1 (6)	1 (3)	0	0	0	2 (7)	2 (4)	2 (4)
International organizations	7 (30)	6 (27)	9 (20)	5 (5)	4 (15)	6 (14) - (ESC/32) 5 (15) Plenary Meeting 5 (27) - (ESC/33)	9 (20)	12 (17)	8 (11)
Industry	1 (1)	5 (7)	1 (2)	1 (1)	0	3 (3) - (ESC/32) 5 (9) Plenary Meeting 5 (27) - (ESC/33)	10 (28)	6 (10)	1 (1)

— END —

¹ Figures in the table reflect the number of States and the number of participants in parenthesis.

²The NAT SPG has nine Member States but only one (Iceland) is geographically located in the NAT Region. The information provided in the table refers to the NAT SPG members. The NAT Region does not have a dedicated RASG, but all safety-related activities assumed by the RASGs are embedded in the work programme of the NAT SPG.

**ORAL REPORT****COUNCIL — 221ST SESSION****CONSOLIDATED REPORT ON
PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AND
REGIONAL AVIATION SAFETY GROUPS (RASGs) FOR 2019**

(Presented by the Chairperson of the Implementation Strategy and Planning Group (ISPG))

1. During its third meeting of the 221st Session, the Implementation, Strategy and Planning Group (ISPG) reviewed C-WP/15095, which presents the outcome of the review by the Air Navigation Commission (ANC) of the consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2019 to March 2020. The report is jointly presented to Council by the President of the ANC and the Director of the Air Navigation Bureau (ANB). The ISPG considered the paper to be very technical in nature and a clear snap shot of PIRG/RASG activities.
2. It was recalled that the Council (217/6) agreed that future consolidated annual reports on PIRGs and RASGs would be referred to the ISPG for prior review and report to the Council, in particular with respect to the recommended Council actions to address the identified common global challenges faced by the regions (Appendix B).
3. The ISPG recalled that this annual report serves as the main tool for the ANC to evaluate implementation progress in the regions but also on regional safety and air navigation implementation progress and challenges faced. In general, the ISPG was satisfied with the information presented in an action oriented approach and noted a great overall improvement of the annual report.
4. With regard to the new rationalized format of common challenges, as found in Appendix B, the ISPG noted that it is clear and concise, and that items are easily identifiable and trackable. In general, the ISPG was satisfied with the actions proposed by the ANC to the Council. It was agreed that the annual report serve as an alerting system to common challenges experienced. It was highlighted that any proposed action to Council should take related developments in all work areas into account and that the ISPG should add value to the items identified for Council's consideration.
5. It was also recalled that the format of the common challenges is a work-in-progress and that it was previously agreed to by Council on the understanding that it would have an opportunity to review the effectiveness and utility thereof at a future session, once sufficient time had elapsed to allow for a meaningful evaluation. It was noted that progress on the recently approved format will be reported to Council once the next PIRG/RASG cycle is completed as no face-to-face PIRG or RASG meetings have taken place in 2020 as yet.
6. The ISPG questioned why some common challenges were identified by single regions. The ISPG was informed that PIRGs and RASGs identify common challenges seen from a regional perspective,

whereas the ANC addresses the common challenges from a global perspective. An example was given where the Africa-Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG) identified a problem and the Commission, during its review, considered the issue to be of a global nature and the common challenge was amended accordingly. It was noted that the action proposed to Council will give the ANC the mandate to carry out the work. The ISPG was informed that in future, common challenges will be identified and reviewed during the individual PIRG/RASG SRP/ANC review to ensure harmonization.

7. The ISPG noted the Commission expressed concern in relation to the list of common challenges in that it will grow tremendously over the next few years as not many are resolved annually. It was noted that the ANC requested the Secretariat to develop proposals related to the managing and reporting format to the deliberative bodies of common challenges by the ANC's 216th Session. The outcome of this review will be presented to the Council during the next annual PIRG/RASG reporting cycle.

8. It was noted that none of the PIRGs or RASGs have reported participation as a problem, only the participation in the contributory bodies of PIRGs and RASGs seem to have lower levels of participation.

9. The ISPG noted a decrease in participation at Regional Aviation Safety Group Asia and Pacific (RASG-APAC) meetings over the last couple of years. It was noted that a main reason for this is that participants in RASG meetings are invariably from regulators that face difficulties traveling due to budgetary and other restrictions, which respective Governments impose on international travel.

10. With regard to the PIRG, a large number of participants are sponsored by the air navigation services providers and aerodrome service providers, which do not face similar constraints as officials from the regulator.

11. The ISPG noted with satisfaction that a working paper will be presented to the HLSC related to the use of virtual meetings, in addition to face-to-face meetings, as a possible solution to increasing participation in the PIRG and RASG contributory bodies. This paper will serve as catalyst for discussions related to virtual meetings. The ISPG proposed that hybrid virtual meeting solutions also be explored as it will assure inclusiveness.

12. As per the ISPG mandate (C-DEC 208/1) the ISPG specifically reviewed the eight common challenges identified including the proposed actions to be taken by the Council thereon.

13. **Challenge ID 2020-1, Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3.** It was noted that PIRGs, as part of their functions, should monitor the implementation of ATS message handling system. The ISPG noted that this is an example of one of many challenges to keep track of States actions implementing any changes. There is a lack of an inventory to track progress with implementation. It was noted that many States do not report their status of implementation accurately as they do not wish to self-disclose. It was highlighted that this item was originally identified by Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), but considered to be a global challenge. The ISPG noted that the applicability date of this requirement was postponed to November 2021. By requesting PIRGs to monitor the implementation in all regions will ensure that more concrete actions can be taken during the next reporting cycle. The ISPG agreed to endorse the action proposed by the ANC during this cycle.

14. **Challenge ID 2020-2, States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation.** The ISPG was informed that all RASGs will be informed that this item was identified by the Commission and the use of a survey format to PIRGs and RASGs will be explored. It was noted that the current COVID-19 pandemic may contribute to even lower levels of effective implementation. The ISPG agreed to endorse the action proposed by the ANC.

15. **Challenge ID 2020-3, Low levels of effective implementation (EI) in all audit areas.** With regard to the establishment of a Pacific Island regional safety oversight organization to address low levels of effective implementation, the ISPG was informed that this problem was also identified in other regions and the action is for the ANC to identify all similar cases in all audit areas. The ISPG agreed to endorse the action proposed by the ANC.

16. **Challenge ID 2020-4, Need for an updated Accident/Incident Data Reporting (ADREP) system.** The ISPG was informed that this work is ongoing and an update to the ADREP database will be completed in due course with assistance from an international organization. This is a high priority item for the Secretariat and should be flagged to the Council as it is competing for priority. The ISPG agreed to endorse the action proposed by the ANC.

17. **Challenge ID 2020-5, High rate of missing operational messages (Flight plans, OPMETs, NOTAMs).** The ISPG agreed to endorse the action proposed by the ANC.

18. **Challenge ID 2020-6, States are not submitting RVSM data to the RMA Office on a monthly basis.** The ISPG was informed that the AFI Regional Monitoring Agency (ARMA) Report on Reduced Vertical Separation Minimum (RVSM) Airspace Safety, and that the Collision Risk Assessment for 2017 was approximately 1.6 times larger than the 2016 assessment. It was noted with concern that the combined effect of increases in the probabilities of vertical overlap was caused by improper flight level crossings and flying at wrong flight levels. The ISPG expressed concern that AFI States are not submitting RVSM data to the ARMA Office on a monthly basis aimed at improving the distribution of the assessment area for inclusion in the Collision Risk Assessment. It was noted that this lack of information will require an outreach to States to highlight the importance of regular and timely reporting of RVSM data. It was noted that the AFI trans-regional coordination failures between Sanaa FIR and Mogadishu, Asmara and Djibouti should be given immediate attention due to the number of events that have occurred. The ISPG agreed to endorse the action proposed by the ANC.

19. **Challenge ID 2020-7, Low-level feedback from States to ICAO State letters.** The ISPG recognized that this is a long outstanding issue. The ISPG noted that the MID Region is in the process of developing the State Letters Online Monitoring Tool (SLOMT). The ISPG recalled that an EAO report in 2018 also identified the need to address the response rate by States. The ISPG considered that the State focal points have an active role to play. The ISPG agreed to endorse the action proposed by the ANC.

20. **Challenge ID 2020-8, Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates.** The ISPG agreed to endorse the action proposed by the ANC.

21. **Challenge ID 2020-9, Low level of SSP Implementation.** The ISPG agreed to endorse the action proposed by the ANC.

22. The ISPG recommends that Council:

- a) note the progress and outcomes of the PIRG and RASG activities listed in Appendices A and B;

- b) note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP); and
- c) take action, as required, on the items identified in Appendix B.

23. Mr. President, this concludes the report of the ISPG.

Dr. Shefali Juneja