



International Civil Aviation Organization

MIDANPIRG/18 and RASG-MID/8 Meetings

(Virtual Meetings, 15 - 22 February 2021)

Agenda Item 2: Global and Regional Developments

**REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON THE REPORT OF
MIDANPIRG/17 AND THE RASG-MID/7 REPORT**

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the Council's review 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. Specifically, the review of the Report of the 17th Meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/17) and the Report of the 7th Meeting of the Regional Aviation Safety Group Middle East (RASG-MID/7). The paper highlights in particular the Council actions to be taken by the PIRGs and RASGs to address the identified common global challenges faced by the regions.

The Council noted that the main challenges for the Region are related to the 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.

Action by the meeting is at paragraph 5.

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. The PIRG and RASG reports covering the period from April 2019 to March 2020 under review by the Council were previously reviewed by the Air Navigation Commission (ANC) as per the procedures established in 2015, related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers). The consolidated annual report to the Council is jointly presented by the President of the ANC and the Director of the Air Navigation Bureau (ANB).

1.2

- 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, included as **Attachment A** to this Working Paper);

- b) review of the Report of 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 of the North Atlantic Systems Planning Group (NATSPG/55) (AN-WP/9357); and
- e) review of the Report of 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).

1.3 The WG/SRP reviewed the report of 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) on 23 May 2019 and two weeks later the report was reviewed by the Air Navigation Commission (ANC). The WG/SRP meeting was also attended via remote videoconference by several Regional Officers and presentation was done by Regional Director (RD) and Deputy Regional Director (DRD) from the ICAO Middle East (MID) Regional Office and the First Vice-Chairman of MIDANPIRG. The WG/SRP was very grateful for the time and effort expended by the Middle East Regional Director and Deputy Regional Director and First Vice-Chairman of MIDANPIRG and other MID Regional Officers for engaging in a fruitful exchange.

1.4 It is important to note that the 40th Session of the ICAO 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 identified by the WG/SRP and the ANC. 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.

2. DISCUSSION

2.1 The ANC noted the MID Region state of air transport in 2017. The MID Region held two Aviation Data and Analyses Seminars one in Tehran, February 2017; and the other combined with EUR in Paris, April 2018. It was explained that the aim of the PIRG/RASG MID Conclusion 1 is to organize jointly with ACAO on regular basis the Aviation Data and Analyses and the Airports and Air Navigation Charges Seminars/Workshops and encourage State attendance.

2.2 The ANC was informed of the benefits of ACAO and ICAO Office for joining efforts and improving cooperation between them and with other international Organizations for the benefit of States.

2.3 The ANC was presented with the main regional projects and initiatives: The Middle East and North Africa Regional Safety Oversight Organization (MENA RSOO), the MID Flight Procedure Programme (MID FPP), the Air Traffic Flow Management (ATFM) System, the MID Region AIM Database (MIDAD) and the Common aeronautical VPN (CRV). 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.

2.4 The ANC showed interest in the SLOMT and it was highlighted that the presentation that was done during the plenary session of the MIDNAPIRG/17 & RASG-MID/7 meetings is already available on the ICAO MID website and the ANB will follow-up with the MID Office and provide support, as necessary.

2.5 It was explained that the coordination between MIDANPIRG and RASG-MID focuses on the following subjects: Accidents and Incidents Analysis, Performance Based Navigation (PBN), Remotely Piloted Aircraft (RPAS), Fatigue Risk Management, Airborne Collision Avoidance Systems (ACAS), Call Sign similarity and Confusion (CSC), RVSM Operations and Monitoring Activities in the MID Region, GNSS Vulnerabilities.

2.6 The ANC noted with interest the progress report on the implementation of the CSC Initiative and the challenges restricting airlines from utilizing alpha numeric call signs (ANCS) such as the reluctance of airports and States to accept ANCS. It was highlighted to bring the issue to global level for formal cross regional ANCS initiative across the ICAO Regions to assure harmonization of processes.

3. MIDANPIRG/17

3.1 The ANC was informed of the status of ASBU implementation in the MID Region. It was highlighted that the Third Edition of the MID Region Air Navigation Report (2018), which was endorsed by MIDANPIRG/17 is available on the ICAO MID website, and that the overall ASBU implementation increased from 55% in 2017 to 58% in 2018.

3.2 Some achievements among the numerous presented:

- a) 97% of aircraft have known Height-Keeping Performance monitoring results in the MID Region and six States achieved MMR above 98%; Number of LHDs at the interface APAC#MID was reduced;
- b) the revised version of the MID Region AIM Implementation Roadmap was endorsed;
- f) 80% of States developed ATS Contingency Plan; Level of signed bilateral contingency agreement between Area Control Centres had reached 73%;
- g) 70% of the MID States implemented New SIDs and STARs Phraseologies; Status of implementation of 20 NM radar longitudinal separation in the MID Region is 51%; 80% of States signed SAR bi-lateral agreements between ACCs;
- h) the MID Region Surveillance Plan was endorsed; and
- i) the total number of Air Navigation Deficiencies approved by MIDANPIRG/17 was 104 compared to 114 approved by MIDANPIRG/16 (10% reduction).

3.3 The ANC noted that the MID eANP Volume III was endorsed and MIDANPIRG/17 urged States to take action for the population of the MID eANP Tables ATM I-1 MID Region Flight

Information Regions (FIRs)/ Upper Information Regions (UIRs) and SAR I-1 MID Region Search and Rescue Regions (SRRs), using the agreed guidelines.

3.4 The ANC noted the successful SITA Type X integration in the MID Region, The AMHS plan was reviewed/updated to enable the exchange of OPMET data in the new format between the MID and EUR Regions, 60% of MID States implemented the OPMET exchange scheme that supports ROC Jeddah and back-up ROC Bahrain and the establishment of a third Gateway to the AFI Region through the Khartoum.

3.5 The ANC noted the development of ATM Data Security Portal (ADCS) in order to strengthen the regional collective ability to detect and defend against malicious activities, by sharing information about adversaries and their behaviors. Furthermore, the Minimum Security Baselines (MSBs) was endorsed as the baseline security guidelines for the MID Region.

3.6 It was highlighted to the ANC that the main challenges for the region are as follow: 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 ANC noted with the interest the means to mitigate the challenges e.g. for training technical and inspectors. It was highlighted that, in line with the MID Region NCLB Strategy, the Regional Office, MIDANPIRG and RASG-MID conduct gap analyses, set priorities and identify/agree on who can support in the capacity building and engage with them (ICAO, States, international organizations, etc.) to provide the necessary support.

3.7 The ANC 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); also noted the revised MIDANPIRG and RASG-MID organizational structures where no major changes are proposed. The ANC was informed of the various key conclusions and decisions taken during the meeting and the appendix to the AN-WP shows those conclusions that have specific ANC interest.

3.8 The region raised concern on the conduct for the MIDANPIRG and RASG meetings in the Regional Office where there are no adequate meeting facilities, in this regard, it was explained that flexibility exists and the region can request that through the President Office.

4. RASG-MID/7

4.1 The ANC noted the key achievements, and commended the improvement of average level of Effective Implementation (EI) from 70.5% to 75, 14%. It was also noted with appreciation that, through Technical assistance and capacity building support, in addition to the overall increase of EI, ten States have achieved an EI above 60% (nine of them above 75%), two States received the ICAO President's Certificates, the progress on aerodrome certification increased from 59% to 67%; and no SSC in the MID Region. The ANC appreciated the proactive approach for revising the MID Region Safety Strategy in line with the goals of GASP 2020-2022.

4.2 The ANC was apprised of the progress achieved in GASP implementation, through the monitoring of the MID Region Safety Strategy, in particular:

- a) the regional average rates of accidents and fatal accidents to be in line with the global average rates; and
- b) the rates of Runway Safety related accidents, LOC-I related accidents, and CFIT related accidents to be below the global rates.

4.3 The ANC raised concern of none inclusion of Iraq and Yemen in the presentation and it was explained that the charts were derived from iSTARS and normally the ICAO MID Regional Office add a note to show the none inclusion however, this time it was not added due to an oversight.

4.4 The ANC noted the establishment of a dedicated group for Accident and Incident Investigation, progress related to the establishment of the MENA RSOO and the signature of Letter of Intent by 15 States. It was highlighted that the RSOO will be in operation beginning of 2020. Concerning GASOS, the Region is waiting for the 40th ICAO Assembly decisions on the subject based on the AN- Conf/13 outcome.

5. ACTION BY THE MEETING

5.1 The MIDANPIRG and RASG-MID is invited to:

- a) note the outcome of the Council review 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; and
- b) take action as required.