



ICAO

The Fourth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/4)

Video Teleconference, 10 to 13 November 2020

Agenda Item 2: Review Outcome of Relevant Meetings

**REPORT OF THE SEVENTH COORDINATION MEETING BETWEEN
THE CHAIRPERSONS OF APANPIRG AND RASG-APAC**

(Presented by the Secretariat)

SUMMARY

This paper summarizes the outcomes of the 7th coordination meeting between APANPIRG & RASG APAC held on 4 May 2020.

Strategic Objectives:

A: **Safety** – Enhance global civil aviation safety

B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system

Action by the meetings is at Para 3 to this Information Paper.

1. INTRODUCTION

1.1 The Seventh APANPIRG/RASG–APAC Coordination Meeting was held on 4 May 2020. The meeting was attended by the APANPIRG Chair and Vice-Chairs, RASG-APAC Chair and Secretariat.

2. DISCUSSION

2.1 The outcomes of the meeting are summarized in the **Attachment** to this Information Paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information contained in this paper.

**Seventh Regional Coordination Meeting of
Planning and Implementation Regional Group (PIRG) and
Regional Aviation Safety Group (RASG)**

ICAO APAC Office, Bangkok, 4 May 2020

[Video Teleconference]

REPORT

1. Introduction

1.1 The Seventh Regional Coordination Meeting of PIRG and RASG was held on 4 May 2020. The meeting followed the Agenda Items listed below.

- | | |
|----------------|---|
| Agenda Item 1: | Progress updates on the outcomes of the 6 th APANPIRG and RASG-APAC Regional Coordination Meeting. |
| Agenda Item 2: | Progress of draft of the Second Ministerial Declaration. |
| Agenda Item 3: | Progress update - Regional Cooperation Mechanism Task Force (RCMTF). |
| Agenda Item 4: | Lead Regional Group – Responsibilities. |
| Agenda Item 5: | The trial of the combined APANPIRG/RASG-APAC Meeting. |
| Agenda Item 6: | Any Other Business. |

2. Attendance

2.1 The meeting was attended by the following officials.

RASG-APAC

1. Mr. Shane Carmody, Chairman of the RASG-APAC – Chief Executive Officer and Director of Aviation Safety, Australia

APANPIRG

1. Mr. Kevin Shum, Chairman of the APANPIRG – Director General, CAA Singapore
2. Mr. Chula Sukmanop, First Vice-chair – Director General, CAA Thailand
3. Mr. Rajan Pokhrel, Second Vice-chair – Director General, CAA Nepal

ICAO Regional Office

1. Mr. Arun Mishra, Regional Director
2. Mr. Manjit Singh, Deputy Regional Director
3. Mr. Len Wicks - RO/ATM
4. Mr. Punya Raj Shakya, RO/AGA
5. Mr. Li Peng, RO/CNS
6. Mr. Luo Yi, , RO/CNS
7. Mr. Peter Dunda, RO/MET
8. Mr. S. M. Nazmul Anam, RO/FS

9. Mr. Susantha DeSilva, RO/FS
10. Mr. Kong, Cheong Tuck, FS Expert
11. Mr. Gu Jiazheng, FS Expert
12. Mr. Chew, Han Chee, ATM Officer
13. Mr. Steven Pang, RO/AGA

3. Summary of Discussions

Agenda Item 1 — Progress updates on the outcomes of the 6th APANPIRG & RASG-APAC Regional Coordination Meeting

3.1 The meeting noted the progress on the outcomes of the 6th APANPIRG and RASG – APAC Coordination meeting.

3.2 The meeting also noted that the Summary Report of APANPIRG/30 and RASG-APAC/9 Meetings was presented to ANC Working Group of the Whole for Strategic Review and Planning on 4 March 2020 by the Regional Director.

3.3 The APANPIRG/30 and RASG-APAC/9 Meeting Reports were reviewed by the ANC Working Group of the Whole for Strategic Review and Planning on 4 March 2020 (please refer to AN-WP/9399 placed in **Attachment A**).

3.4 Consolidated Annual Report on APANPIRG/30 and RASG-APAC/9 (April 2019 - March 2020) was submitted to ANB on 17 April 2020 (**Attachment B**)

Agenda Item 2 — Progress of draft of the Second Ministerial Declaration

3.5 The meeting was updated with the progress on the draft of the Second Ministerial Declaration (Version 3).

3.6 Considering the current situation and impact of the COVID-19, the meeting:

- a) discussed that the theme for the next Ministerial Conference on Civil Aviation should be decided based on the current situation; and
- b) proposed following items for consideration to include in draft Min. Declaration:
 - ICAO COVID -19 Safety Operational Measures Framework;
 - harmonized procedure on closures/operational restrictions of airports and ATS Services;
 - common passenger procedures handling during a pandemic period should be promoted for adoption or adaption etc.;
 - national policy, strategies including necessary stimulus solutions for recovery of civil aviation in phases; and
 - any recommendations arising from ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG).

3.7 Mr. Kevin Shum, Chairman of APANPIRG stated that the next Ministerial Conference is likely to be held post COVID-19 period during which travel constraints would be lifted. In such case, the proposed agenda should be reviewed accordingly.

Agenda Item 3 — Progress update - Regional Cooperation Mechanism Task Force (RCMTF)

3.8 The meeting was also apprised of the progress made by the Task Force established in 2018 with the objective to strengthen and evolve existing regional mechanism for regional cooperation towards capability and capacity building, and technical cooperation.

3.9 The Task Force conducted eight meetings (teleconference/face-to-face meetings) from the first meeting in June 2018 to the last meeting on 3 April 2020. Recommendations of the RCM TF were presented to the DGCA Conf./56 in 2019.

3.10 Based on the ToRs and recommendations presented, an implementation plan to strengthen and evolve existing regional mechanism (*for regional cooperation towards capability & capacity building, and technical cooperation*) was developed and further reviewed at the last teleconference, which involved:

- a) establishing follow-ups from States’ responses to the Needs Survey;
- b) enhancing governance of regional working groups/task forces;
- c) consolidating and utilising assistance mechanisms of ICAO and other stakeholders; and
- d) establish measures to strengthen communication between ICAO and States.

Agenda Item 4 — Lead Regional Group – Responsibilities

3.11 The meeting reviewed the lead regional group responsibilities assigned and agreed at previous coordination meeting, and added one responsibility on “Proactive action to minimize the effect of public health crisis, such as, COVID - 19 to air transport”, which requires coordination among PIRG, RASG, CAPSCA in accordance with guidance from ICAO HQ.

Coordination item	RASG-APAC	APANPIRG
SSP	√	
Controlled Flight into Terrain (CFIT)	√	
Fatigue Risk Management (FRM)	√	
Laser Attack	√	
A-CDM(Aerodrome Collaborative Decision Making		√
RPAS (Remotely Piloted Aviation system)	√ (ROC, PEL)	√ (AN)
Safety management, safety oversight system and flight operations safety aspects	√	

Air navigation facilities and services implementation aspects		√
AGA and ANS safety areas	Required coordination	
Airspace Contingency, Natural disaster/Crisis, Conflict		√
Runway Safety		√
English Language Proficiency	√	
Proactive action to minimize the effect of public health crisis, such as, COVID - 19 to air transport	Required coordination + HQ Guidance + CAPSCA	

Agenda Item 5 — The trial of the combined APANPIRG/RASG-APAC Meeting

3.12 The meeting reviewed the format of the Combined APANPIRG and RASG-APAC Meeting to be held in 2020 and the initial draft agenda of the combined meeting.

Day 1	Day 2 & 3 [Parallel Sessions]	Day 4
Plenary [APANPIRG/31 + RASG-APAC/10]	APANPIRG/31	Plenary [APANPIRG/31 + RASG-APAC/10]
	RASG-APAC/10	

3.13 The meeting proposed to finalize the details of the meeting agenda, once the dates for the joint Meeting is finalized.

Agenda Item 6 — Any Other Business

Postponement of APANPIRG and RASG-APAC Meeting

3.14 Chairs and Vice Chairs of APANPIRG and RASG-APAC preferred to re-schedule the joint APANPIRG/RASG-APAC meeting either at the end of 2020 or early 2021 considering that this meeting has to be conducted face to face and expecting that there would be better situation and recovery from the impact of the COVID-19 by that time, which will also allow more time for the meetings of other contributory bodies of APANPIRG and RASG-APAC.

Closing of the Meeting

3.15 Mr. Arun Mishra, Regional Director thanked APANPIRG and RASG-APAC Chairs, Vice Chairs and all the participants of the meeting for their attendance and valuable contribution in the meeting. With these remarks ICAO Regional Director closed the meeting.



WORKING PAPER

AIR NAVIGATION COMMISSION

**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)
(Item No. 21330 and 21331)**

(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/30 and RASG-APAC/9 Meetings.
Action by the Air Navigation Commission is in paragraph 3.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All related ANB Sections, Asia and Pacific Regional Office, Bangkok
REFERENCES
*APANPIRG/30 Report *RASG-APAC/9 Report
This working paper relates to the Strategic Objectives for Safety and Air Navigation Capacity and Efficiency.
*Principal references

1. INTRODUCTION

1.1 The thirtieth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held from 4 to 6 November 2019 and the ninth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/9) was held from 7 to 8 November 2019 both at the ICAO Asia and Pacific (APAC) Office, Bangkok, Thailand.

1.2 It was noted that the APANPIRG/30 Meeting was very well attended with 151 participants from 22 Member States, two special administrative regions of China, and eight international organizations. The WG/SRP noted that 15 Conclusions and four Decisions were taken.

1.3 The WG/SRP noted that the RASG-APAC/9 Meeting was also well attended with 84 participants from 19 Member States and 10 international organizations participating. It was noted that the meeting adopted four Conclusions and eight Decisions.

1.4 The WG/SRP reviewed the two reports presented by Mr. A. Mishra, Regional Director, ICAO APAC Office. The WG/SRP thanked Mr. Mishra for his time and effort in the preparation of this detailed presentation to the SRP.

2. DISCUSSION

2.1 The WG/SRP was presented with the key challenges and issues and the APAC accomplishments during 2019 as well as a brief overview of the APANPIRG/30 and RASG-APAC/9. The WG/SRP noted with appreciation the value of the information provided.

2.2 With respect to the key issues in air navigation, the WG/SRP noted the challenges related to the implementation of the APAC internet protocol based common regional aeronautical VPN private network (CRV) to meet the increased requirements of aeronautical traffic and to achieve early benefits.

2.3 With regards to the upgrading of the ATS message handling system (AMHS) to support the requirement of the ICAO meteorological information exchange model (iWXXM), Version 3.0, by November 2020, the WG/SRP noted that several States have made limited or no progress. As well, little progress has been made in the designation of the responsible meteorological (MET) authorities.

2.4 With respect to performance-based navigation (PBN) approach procedure implementation, the WG/SRP noted that progress was slower than the global average. It was noted with satisfaction that the PBN SID/STAR implementation progress exceeded the global average. It was further noted that many States are facing difficulties to certify military aerodromes used for international operations.

2.5 With regards to the implementation of the global reporting format as per Annex 14 — *Aerodromes*, the WG/SRP noted that only a few States and aerodrome operators are fully ready for transition in a timely manner. It was noted that to address the issue, regional workshops will be conducted in 2020 in China and India.

2.6 With regards to the key issues identified in aviation safety, the WG/SRP was informed that APAC States require consistent support from the ICAO Regional Office to improve their safety oversight capabilities and this requires constant and reliable funding mechanisms to sustain the supporting programmes.

2.7 The WG/SRP was informed that the implementation of a national aviation safety plan (NASP) or State safety programme (SSP) requires high level of coordination between State CAA's and other Ministries. The WG/SRP noted that it is proposed to convene regular Ministerial conferences to address the issue.

2.8 The WG/SRP noted with concern that some States in the Region experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation. The WG/SRP was informed that a way to improve this situation is by assisting States with a well-developed training program with an emphasis on on-the-job-training (OJT). The WG/SRP commented that low level implementation of CE-4 is a chronic and global issue which is difficult to resolve; the potential ways to counter this situation should address the underlying problem of each region.

2.9 With regards to the Pacific Island States with low levels of effective implementation (EI) in all audit areas, the WG/SRP was informed that one of the best options may be to establish a regional safety

oversight organization (RSOO). It was noted the Pacific Aviation Safety Office (PASO) requires improvements in the establishment of a comprehensive oversight capability and that PASO is hampered by staff related resources and that ICAO needs a presence in the Region. The WG/SRP was informed that ICAO created a link with the States. However, it was noted that States need to provide the resources for this initiative. The WG/SRP recognized that Australia and New Zealand are providing valuable support to PASO. It was commented that the system-wide information management (SWIM) progress is also slow and that ways to assist States should be identified and implemented.

2.10 The WG/SRP noted with concern that the establishment of independent accident investigation authorities in the Region is very low, and that States require continuous and consistent support in this area.

2.11 The WG/SRP recalled that during the review of the APANPIRG/29 Report, the Commission was informed that the only Significant Safety Concern (SSC) in the Region will be resolved, hopefully, within the next few months. However, the SRP noted with concern that the SSC is not yet resolved.

2.12 With regard to the APANPIRG/30 key outcomes, the WG/SRP noted: the continuous monitoring of the implementation of the Beijing Declaration; triennial major update of the Asia/Pacific Seamless ANS Plan to incorporate the 6th Edition of the GANP; activities to resolve air navigation deficiencies identified by APANPIRG; the development of an education video and SWIM brochure by the ICAO APAC Office in cooperation with Member States and industry; the APAC Airport-Collaborative Decision-making (A-CDM) Implementation Plan; and the planned trail to combine the APANPIRG and RASG-APAC Plenary Meetings in 2020.

2.13 The WG/SRP noted that the States that have not met the Beijing Declaration target to certify aerodromes used for international operations by 2020. The APANPIRG concluded to include this item in the Aerodrome Operational Planning (AOP) Air Navigation Deficiency list.

2.14 The WG/SRP noted the conclusions taken to facilitate the ATM performance measurement work in order to achieve the seamless ATM and regional ATFM goals in the Asia/Pacific Region. To further promote improved operational performance, there is a need for additional data attributes to be exchanged among stakeholders involving in A-CDM operations and to support the integration between ATFM and A-CDM.

2.15 The WG/SRP specifically focused on Conclusion 30/6 related to ICAO HQ support required for regional ANS implementation. The WG/SRP was informed about the specific issues: resources to assist in the implementation ; the redevelopment of the Regional Air Navigation Plan, Volume III ; and the Monitoring and Reporting Scheme. The WG/SRP noted that the consolidated annual report on PIRGs and RASGs presented to the Council last year included a similar common challenge; however, it lacked concise required actions. The WG/SRP suggested, as a way forward, that this conclusion be further analysed and this challenge be incorporated into the next annual report to the Council including more concrete actions and taking into account the issues of other regions as well.

2.16 The WG/SRP noted the APAC air navigation priorities and specifically noted the unacceptable level of implementation related to aeronautical information management (AIM). The WG/SRP noted that APAC is behind its commitments to implement the APAC Seamless ATM (now ANS) Plan. To speed up the process, a requirement for a national air navigation plan (NANP) with 10 basic planning elements (BPEs) was endorsed by APANPIRG/30.

2.17 With regards to the RASG-APAC/9 Report, it was noted that the accident rate for RASG-APAC is 1.74 which is lower than the global average.

2.18 The WG/SRP noted with concern that the current average USOAP score for States in RASG-APAC is 64.59 per cent which is below the world average of 68.94 per cent. It was recalled that the Pacific Island contains 14 and to date, two States have not been audited. The 12 States audited to date have an average EI level of 40.02 per cent, which is of serious concern and needs to be addressed.

2.19 The WG/SRP noted some of the key safety conclusions and decisions taken, including: the amendment of the RASG-APAC Procedure Handbook; the empowerment of the Asia Pacific Regional Aviation Safety Team; APAC-AIG reporting directly to RASG-APAC; the endorsement of the APAC Regional Aviation Safety Plan; and the SIMS Ramp Inspection Data Sharing Project.

2.20 The WG/SRP noted in particular the Conclusion 9/4 related to 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. The Alternate Representative from Indonesia recalled this conclusion and highlighted other issues related to ADREP, such as: the background for the decision to stop the population of the database; the impact in Annex 13 — *Aircraft Accident and Incident Investigation* requirements; proposed future updates of the ADREP database; as well as the unknown source for compilation of safety reports. The WG/SRP noted all the concerns raised and recalled that the issue related to ADREP was discussed during the review of the Accident Investigation Panel Report (ANC 213-8). At that time, the ANC requested that a specific item on this matter be added ANC work programme of the current session (Item 21338, *Review of the report on the analysis and proposed corrective action plan to address the availability of data in the Accident/Incident Data Reporting (ADREP) System*). The WG/SRP considered that it would be preferable to address all the ADREP related issues under that item at the proper time.

2.21 The WG/SRP 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 EI increased from 62.41 per cent (2018) to 64.59 per cent in 2019; APAC RO intelligence report to assist HQ to plan and prioritize the USOAP CMA and IVA activity for 2021; safety enhancement initiatives related to the CFIT, LOC and RS and introduction of monitoring tools; APAC Annual Safety Report (ASR) 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.

2.22 The WG/SRP noted that Senior and Middle Managers Training Courses (SMMTC) Managing Compliance of ICAO SARPs (MCIS) courses were conducted in India, Papa New Guinea and the Philippines support was provided to the Global Aviation Safety Oversight System (GASOS) assessment of PASO in PEL and OPS. The WG/SRP also noted that support to six ICAO coordinated validation missions (ICVM) and audits, NASP workshop, an extended diversion time operations (ETDO) course in Beijing and Bangkok and an IATA Safety Audit for Ground Operations (ISAGO) Workshop were provided.

2.23 With regards to the format of the meetings, the WG/SRP noted that APANPIRG/30 and the RASG-APAC/9 Meetings were held “back to back”. However, the Regional Director informed the WG/SRP that there is some resistance from within the region to this format. It was highlighted that this was a pilot project and that the experience of other regions will be taken into account. The WG/SRP was informed that Indonesia has offered to host the next APANPIRG and RASG-APAC Meetings in November 2020.

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

3.1 The Air Navigation Commission is invited to:

- a) note the APANPIRG/30 and RASG-APAC/9 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.

APPENDIX
APANPIRG/30

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p>Conclusion 30/6: ICAO HQ Support for Regional ANS Implementation</p>	<p>That, ICAO HQ is invited to: (1) given the greatly increased number and complexity of Aviation System Block Upgrade (ASBU) elements in the draft 6th Edition of the Global Aviation Navigation Plan (GANP), the redefinition of ASBU Block 0 elements that were expected to be completed by 2019, and the need for more detailed and comprehensive guidance provided on the ASBU Portal for each element than is currently provided, consider: (i) the consequences for States of different capabilities to ensure that the No Country Left Behind (NCLB) policy is fully considered; and (ii) the extra resources, tools and training required to enable States to be able to understand, review, determine priorities and costs/benefits, and implement the applicable ASBU elements; and (2) ensure that the redevelopment of the Regional Air Navigation Plan Volume III templates allow the Asia/Pacific Seamless Air Navigation Service (ANS) Plan to be fully incorporated into Vol. III without amendment; and (3) ensure an urgent upgrade of the electronic regional ANS Monitoring and Reporting Scheme to: (i) allow States to electronically submit data related to the Seamless ANS Plan and its subsidiary plans; and (ii) ensure the ICAO Regional Office can amend online elements, metrics and priorities, consistent with APANPIRG endorsements.</p>	<p>To note and request Secretariat to investigate further the issue of Implementation of Regional Air Navigation Plans with the purpose to include it as a common challenge with more concrete actions in the next consolidated report to Council on PIRGs and RASGs (ref. 2.15)</p>

<p>Conclusion 30/13: Direct controller-pilot communication SATVOICE Trials</p>	<p>That, States who are interested in direct controller-pilot communication (DCPC) SATVOICE services are encouraged to conduct DCPC SATVOICE trials to verify its performance as SATVOICE is a potential DCPC over remote/oceanic airspace.</p>	<p>To note developments related to potential performance of new generation satellite voice communications (SATVOICE) that could achieve better Required Communication Performance (RCP) standards than the current RCP 400/Vro.</p>
---	---	---

RASG-APAC/9

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p>Conclusion 9/4: ADREP Reporting</p>	<p>That, the Meeting request ICAO to consider the need to: a) update the ADREP reporting system and address the lack of ADREP Data as reported by States; b) provide States with necessary guidance material and online tools to simplify ADREP reporting to ICAO; and c) provide guidance to States related to the use of media sources due to the lack of the availability of the ADREP data.</p>	<p>To note and agree that the issue be addressed under ANCs work programme item 21338 (ref 2.20)</p>
<p>Decision 9/4: Progress of development of Annual Safety Report</p>	<p>That, RASG-APAC/9 endorsed the timeline considering the data integrity for Annual Safety Report 2019 and agreed the timeline of the Annual Safety Report 2020</p>	<p>To note.</p>

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> <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.

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2019	<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 prioritise 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 	<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 (27-31May 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. •

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.

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • 	
<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> Myanmar, Lao PDR and Cambodia raised formal concerns with the Regional Office about <u>the alleged impact of Chinese ballistic rocket debris near populated areas during 2019. RO is continuing to monitor the situation.</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.

	<ul style="list-style-type: none"> • <u>Harmonize implementation of CRV</u> Harmonize implementation of CRV to meeting increasing requirement of IP based aeronautical traffic and to achieve early benefits • <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. 	
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 minimaRO 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 	<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). •

REPORT ITEM	PIRG	RASG
	<p>Collaborative ATFM.</p> <ul style="list-style-type: none"> • 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 have 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 • Organised 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 • Organised A-CDM workshops in Bangkok. • 	<ul style="list-style-type: none"> • • • 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. 	

A-7

-

APPENDIX B

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-01
Challenge/ Issue	<ul style="list-style-type: none"> • Harmonize implementation of the Common aeronautical VPN (CRV) to meeting increasing requirement of IP based aeronautical traffic and to achieve early benefits 	
Link to global plans	GANP/GASP Implementation COMI-B1/1 Ground-Ground Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)	
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	There is a need for inter-connected global IP network based telecommunication network to cope with new requirements of IWXXM, FIXM and	
PART B: ACTION DETAILS		
Action 1:	APAC DGCA Conference set an target date for CRV implementation in APAC Region by 2020 through an Action Item	
Timeline	APAC	EUR/NAT
	-	-
	-	-
	-	-
	-	-
	-	2020
Action 2:	APAC Ministerial Conference on Civil Aviation urged States to improve the regional telecommunication network by 2022	
Timeline	APAC	EUR/NAT
	-	-
	-	-
	-	-
	-	-
	-	2020
Action 3:	CNS SG of APANPRIG identified the need for States/Administrations to sign service contracts with the selected service provider by end of 2020. As impacted by COVID-19, its regional implementation target would be shifted to end of 2021. Some States in MID Region and Russian Federation are looking for feasibility for them to join the CRV.	
Timeline	APAC	EUR/NAT
	-	-
	-	-
	-	-
	-	-
	-	2020
Action 4:	ICAO HQ is invited to establish a target date for inter-regional implementation of an IP based global ground/ground network by end of 2020 or early 2021 without which inter-regional implementation would be challenging.	
Timeline	APAC	EUR/NAT
	-	-
	-	-
	-	-
	-	-
	-	2020
Action 5:	ANC to consider to provide guidance on the implementation of a global telecommunication network to replace AFTN	
Timeline	APAC	EUR/NAT
	-	-
	-	-
	-	-
	-	-
	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL		
ID	Action proposed by PIRG/RASGS	Action proposed by the ANC
1	Consider ways to develop a regional implementation plan	Request the ANC to.....

COMMON CHALLENGES FACED BY REGIONS

A-9

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-02
Challenge/ Issue	<ul style="list-style-type: none"> • Implementation and/or upgrading AMHS to support the requirement of IWXXM version 3.0 traffic by November 2020 	
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	The requirement is an enhancement to MET TAF data exchange. It would provide additional format for exchanging MET data for processing and MET products	
PART B: ACTION DETAILS		
Action 1:	APANPIRG adopted a number of Conclusions on implementation of this new requirements by States through their ANSPs and/or MET authorities.	
	APAC	EUR/NAT
Timeline	-	2020
Action 2:	There is a need to harmonize for the implementation between MET service and telecommunication centres which in most cases run by ANSP. It is a global issue so inter-regional coordination for the implementation is also required.	
	APAC	EUR/NAT
Timeline	-	2020
Action 3:	For telecommunication part, there is a need to upgrade AMHS to support FTBP as an attachment to the messages exchanged through AMHS. Size of FTBP.	
	APAC	EUR/NAT
Timeline	-	2020
Action 4:	For the APAC, 2Mbytes is considered achievable. Cybersecurity is one of the common concerns. More detailed guidance to be established at global level is expected.	
	APAC	EUR/NAT
Timeline	-	2020
Action 5:	ANC to consider a) to provide 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
Timeline	-	2020
PART C: HIGH-LEVEL ACTION BY THE COUNCIL		
ID	Action proposed by PIRG/RASGS	Action proposed by the ANC
1	Consider ways to harmonize implementation of the requirements at global level.	
2	Request the ANC to consider to postpone the applicable date of this standard one year to 2021.	

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION							ISSUE and ID: 2020-03
Challenge/ Issue	• ICAO HQ support required for regional ANS implementation						
Link to global plans	GANP						
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							
PART B: ACTION DETAILS							
Action 1:	To track the effectiveness of implementation, basis						
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	-	-	-	-	-	-	2020
Action 2:	States to provide implementation progress status on a regular						
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	-	-	-	-	-	-	2020
Action 3:							
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	-	-	-	-	-	-	2020
Action 4:							
Timeline	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
	-	-	-	-	-	-	2020
Action 5:							
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	To speed up the process, a requirement for a national air navigation plan (NANP) with 10 basic planning elements (BPEs) was endorsed by APANPIRG/30				Request the ANC to.....		
2	To request the ANC to consider the APAC NANP BPEs and template for global use						
3	To request the ANC to expedite an update to the current electronic Seamless ATM reporting portal to allow the APAC RO (and other regions) to input reporting global and regional elements, priorities, metrics and for States to input data on the status of implementation of such elements						

PART A: CHALLENGE IDENTIFICATION

ISSUE and ID: 2020-04

Challenge/ Issue • **Adopting new technologies: e.g., to enable the global goal of aeronautical information (i.e., MET information) exchange in digital form**

A-11

Link to global plans GANP

Reported by PIRGs/RASGs RASG-AFI RASG-MID RASG-APAC RASG-PA
 APANPIRG APIRG GREPECAS MIDANPIRG NATSPG EASPG

Date first reported **2020**

Status **Ongoing** Completed

Remarks **With reference to the Meteorology Panel white paper on how meteorological service provision will most likely evolve – how to communicate this information to relevant stakeholders? In particular, the transition to standardised digital formats and the need to adopt new technologies and means of delivering information to the stakeholder, and the very high likelihood that providers of these services and underpinning capabilities will need to deliver these services in a market context.**

PART B: ACTION DETAILS

Action 1:	Conduct IWXXM implementation workshop/s						
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	2020	-	-	-	-	-	2020
Action 2:							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	-	-	-	-	2020
Action 3:							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	-	-	-	-	2020
Action 4:							
	APAC	EUR/NAT	AFI	MID	NACC	SAM	HQ
Timeline	-	-	-	-	-	-	2020
Action 5:							
	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	APANPIRG (MET SG) actions: <ul style="list-style-type: none"> • Monitor progress on implementation and testing of IWXXM exchange • Conduct IWXXM workshop • Analyse MET information used in the Region specifically to support ATM operations • Conduct seminar on regional implementation of MET information to support ATM operations 	Request the ANC to.....

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-05
Challenge/ Issue	<ul style="list-style-type: none"> • Building capacity in LDCs and SIDSs; e.g., for the aeronautical information (i.e., MET information) service providers to meet States' obligations under the Convention (i.e., Annex 3) 	
Link to global plans	<p>GANP</p> <ul style="list-style-type: none"> • Increased Air Navigation Capacity: Enhanced capabilities of States to access, develop, implement and use technologies in Air Navigation Systems to meet current and future demand. • Optimized the performance of the Global Aviation System: Enhanced capabilities of States to maximize the benefits of the use of existing technical capabilities and technologies, and increase the return on investment of new ones • BBB, AMET, ACDM, NOPS <p>GASP:</p> <ul style="list-style-type: none"> • Improved Aviation Safety: Enhanced capabilities of States to manage risks associated with aviation activities to an acceptable level of safety performance. • Strengthened Regulatory Capacity: Enhanced capabilities of States, in particular those with low levels of effective implementation of global standards, to fulfil their mandates <p>ANP: Part V (MET)</p>	
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 type="checkbox"/> Ongoing <input type="checkbox"/> Completed	
Remarks	<p style="color: red;">With reference to the Meteorology Panel white paper on how meteorological service provision will most likely evolve – how to communicate this information to relevant stakeholders? In particular, challenges related to: States' infrastructure or staff capacity; cost recovery in a fair and equitable manner; consistent management, cohesive policies, guidance, processes and decision rights of stakeholders; re-design of the architecture (for MET service) to be more cost effective and efficient; supporting user requirements with indicated objective levels of uncertainty and capability (of MET service).</p>	
PART B: ACTION DETAILS		
Action 1:	Continue to support States through MET SG activities such as: volcanic ash exercises; IWXXM workshop/s; SIGMET coordination projects; SIGMET/OPMET tests and monitoring exercises, as well as support to relevant Sub-Regional or multi-lateral initiatives such as the Pacific Meteorological Council's (PMC's) Pacific Islands Aviation Weather Services (PIAWS) Panel	
Timeline	APAC 2020	EUR/NAT -
	AFI -	MID -
	NACC -	SAM -
	HQ 2020	
Action 2:		
Timeline	APAC -	EUR/NAT -
	AFI -	MID -
	NACC -	SAM -
	HQ 2020	
Action 3:		
Timeline	APAC -	EUR/NAT -
	AFI -	MID -
	NACC -	SAM -
	HQ 2020	
Action 4:		
Timeline	APAC -	EUR/NAT -
	AFI -	MID -
	NACC -	SAM -
	HQ 2020	
Action 5:		
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	<p>APANPIRG (MET SG) actions:</p> <ul style="list-style-type: none"> • Conduct APAC Regional SIGMET tests, OPMET tests, VAAC backup tests, IROG backup tests • Prepare and update Regional guidance materials • Conduct Regional volcanic ash exercises • Facilitate the resolution of APANPIRG AN deficiencies in the MET field • Monitor progress on implementation and testing of IWXXM exchange • Conduct IWXXM workshop • Analyse MET information used in the Region specifically to support ATM operations • Conduct seminar on regional implementation of MET information to support ATM operations • Support SIGMET coordination activities in APAC Region 	<p>Request the ANC to.....</p> <p style="text-align: center;">A-13</p>

COMMON CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2020-07
Challenge/ Issue	Improvement of the disruption arising from COVID-19 Pandemic	
Link to global plans	A-15 Implied Link - GANP/GASP Implementation is disrupted due to business continuity challenges faced by each State and implementation by the industry.	
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 Q1	
Status	<input checked="" type="checkbox"/> Ongoing <input type="checkbox"/> Completed	
Remarks	Populate the COVID-19 platform to share the issues and experiences of CAAs and Industry.	
PART B: ACTION DETAILS		
Action 1:	Improve the interactive process to share issues and experiences.	
	APAC	EUR/NAT
Timeline	-	-
	AFI	MID
	-	-
	NACC	SAM
	-	-
	HQ	2020
Action 2:	Harmonize between the States to accept any the differences notified in CCRD.	
	APAC	EUR/NAT
Timeline	-	-
	AFI	MID
	-	-
	NACC	SAM
	-	-
	HQ	2020
Action 3:	Identify the common challenges	
	APAC	EUR/NAT
Timeline	-	-
	AFI	MID
	-	-
	NACC	SAM
	-	-
	HQ	2020
Action 4:	Establish virtual meetings with States and Industry.	
	APAC	EUR/NAT
Timeline	-	-
	AFI	MID
	-	-
	NACC	SAM
	-	-
	HQ	2020
Action 5:	ANC to instruct ANB/Secretariat to support with more guidance on the issues and challenges arising due COVID-19 Pandemic.	
	APAC	EUR/NAT
Timeline	-	-
	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 ways to.....	Request the ANC to.....

APPENDIX C

PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2019

Table C-1

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2019	22 (151)	19 (101)					-			
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)	30 (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 (30)	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)	30 (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 (30)	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 2019 PARTICIPATION¹

	APANPIRG	RASG - APAC	EANPG²	NATSPG³	RASG - EUR	GREPECAS	RASG - PA
State participation from within the region – regulator	20(67)	18 (57)	31 (53)	8 (15)	31 (53)	17 (61)*	5 (14) - (ESC/31) 8 (14) - (ESC/30)
State participation from within the region – service provider (ANSP & aerodrome operators)	16(49)	2 (4)	19 (34)	8 (18)	19 (34)	17 (61)*	1 (1) (ESC/31) 0 - (ESC/30)
States from outside the region	1(4)	1 (6)	1 (5)	0	1 (5)	1 (1)	0
International organizations	7(30)	6 (27)	11 (18)	4 (6)	11 (18)	5 (7)	4 (5) - (ESC/31) 3 (5) - (ESC/30)
Industry	1(1)	5 (7)	2 (2)	1 (1)	2 (2)	10 (17)	3 (3) - (ESC/31) 4 (4) - (ESC/30)

— END —

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

² In several States, the regulator and services provider are within the same institution (e.g. FAA, IAA etc.).

³ The 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.