



ICAO

**Thirty First Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/31)**

Video Teleconference - Bangkok, Thailand, 14 to 16 December 2020

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7hrs]

**Agenda Item 1B.1: Review of the action taken by the ANC/Council on the Report of
APANPIRG/30**

**REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL
ON THE REPORT OF APANPIRG/30 AND THE 9TH MEETING OF THE
REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC (RASG-APAC/9)
AND
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**

(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 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). 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 three items addressed by the APANPIRG/30 and Regional Aviation Safety Group Asia and Pacific (RASG-APAC/9) and referred, the need for an updated Accident/Incident Data Reporting (ADREP) system, the low levels of Effective Implementation (EI) in all audit areas in Pacific Island States, and the upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3 to the ANC for action.

Action by the Meeting: To note the information.

<i>Strategic Objectives</i>	Air Navigation, Safety
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1. INTRODUCTION

1.1 The PIRG and RASG reports for the period under review were 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). The PIRG/RASG reports reviewed 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, 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).

1.2 The Council specifically requested the Implementation, Strategy and Planning Group (ISPG) to review in particular the ANC recommended Council actions to be taken to address the identified common global challenges faced by the regions.

1.3 As per the Council procedure (217/6), the ISPG reviewed C-WP/15095 (**Attachment B** to this Working Paper) prepared by the ANC related to the consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The period under review was from April 2019 to March 2020.

1.4 The ISPG considered the report to be very technical in nature and a clear snap shot of PIRG/RASG activities for the previous year. 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 to the Council.

1.5 The Council 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.

2. DISCUSSION

Challenge ID 2020-1, Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3.

2.1 With regards to the upgrading of the Air Traffic Services (ATS) Message Handling System (AMHS), as reported by APANPIRG/30 and considered a global challenge, it was noted that PIRGs, as part of their functions, should monitor the implementation of ATS message handling system. The Council 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.

2.2 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 Council 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.

Challenge ID 2020-3, Low levels of Effective Implementation (EI) in all audit areas in Pacific Island States

2.3 With regard to the establishment of a Pacific Island regional safety oversight organization to address low levels of effective implementation, the Council noted 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.

2.4 The Council requested the ANC to consider the establishment of a RSOO.

Challenge ID 2020-4, Need for an updated Accident/Incident Data Reporting (ADREP) system

2.5 With regard to the availability of data in the Accident/Incident Data Reporting (ADREP) System as reported by RASG-APAC/9, the Council considered this as a high priority item for the Secretariat. The Council requested the ANC to expedite the long outstanding work related to the update of the ADREP Database.

3. ACTION BY THE MEETING

3.1 The APANPIRG and RASG-APAC 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.



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>
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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>



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 76.4×10^{-9} fatal accidents per flight hour (fapfh) (an increase of 66 per cent compared to 2017) and the lateral collision risk was estimated at 13.8×10^{-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.
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<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. 	
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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.
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	<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. 	
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Appendix A

<p>Associated recommendations and actions taken regarding above</p>	<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.
<p>Matters being coordinated between PIRG and RASG</p>	<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.
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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>SAM SP Indicator</th> <th>2022 Target</th> </tr> </thead> <tbody> <tr> <td>SAM EI</td> <td>75% for States with EI lower than 65% in 2019</td> </tr> <tr> <td></td> <td>80% for States with EI between 65% and 74.99 in 2019</td> </tr> <tr> <td></td> <td>85% for States with EI between 75% and 79.99% in 2019</td> </tr> <tr> <td></td> <td>90% for States with EI higher than 80% in 2019</td> </tr> <tr> <td>SAM SSP Establishment</td> <td>100% all States</td> </tr> <tr> <td>SAM States with Safety Oversight Index lower than 1</td> <td>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															
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	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 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: -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 RVSMnon-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"> Runway Safety (RS) (mainly RE and ARC during landing); Loss of Control Inflight (LOC-I); Controlled Flight Into Terrain (CFIT); and MID Air Collision (MAC) Identified emerging risks are: <ol style="list-style-type: none"> Fire/Smoke (non-impact) – (F-NI); Wake turbulence; Runway Incursion (RI); Bird Strike (BIRD); Security (SEC); System Component Failure- Power Plant (SCF-PP) System Component Failure Non-Power Plant (SCF-NP); 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.