



ICAO

International Civil Aviation Organization

Thirty-Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/33)

Bali, Indonesia, Hybrid Meeting, 22 to 24 November 2022

Agenda Item 1B: Follow-up on the outcome of APANPIRG/32 Meeting

1B.1: Review of the action taken by the ANC/Council on the Report of APANPIRG/32

COUNCIL ACTION ON THE REPORT ON APANPIRG/32 MEETING

(Presented by the Secretariat)

SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly presented a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2021 to March 2022 including the APANPIRG/32 Report to the Council.

The action by the Meeting is in **paragraph 4**.

Strategic Objectives: This working paper relates to Strategic Objectives **A and B**

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 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 is first presented to the ANC and thereafter to the Council. The Council considered this item on Monday 13 June 2022 (C-DEC 226/10 please refer to **Attachment 1**) on the basis of C-WP/15370 (**Attachment 2**).

2. DISCUSSION

2.1 The Commission noted that the majority of regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements by the Regional Offices. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings.

2.2 During the development of a common methodology to report and manage common challenges, the Commission considered that the criteria to categorize a regional challenge as a global challenge should include, inter alia, interoperability issues that affect adjacent regions, a challenge reported by more than one region or items related to ICAO provisions. It was agreed that the ANC should have the flexibility to identify any other circumstance that may have a global impact. Challenges other than technical such as a lack of human/financial resources within States or political issues will be referred to the Council for consideration (AN-WP/9503 refers).

2.3 With regard to the overall reporting of the progress made with the elimination of all reported global challenges identified in previous reporting periods, the Commission agreed to develop a new table that will provide the Council with a dashboard-type snapshot of the actions taken to date.

2.4 The APANPIRG/32 report was 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 review of the Report of the Thirty-second meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32) (1-3 December 2021) is contained in AN WP/9570 (**Attachment 3**).

3. REVIEW OF THE APANPIRG/32 REPORT

3.1 The Commission noted the slow recovery of ANSPs and aerodromes from the impacts of the COVID-19 pandemic. The Commission was informed that many States of the Region had insufficient resources to improve compliance with ICAO provisions. The Commission noted that only few Pacific Small Island Developing States (PSIDS) attended ICAO virtual meetings, webinars and workshops in 2021. The Commission noted that since 16 August 2021, the Kabul flight information region (FIR) has been unavailable except for very limited contingency services that are provided in Kabul, Kandahar, Herat and Mazar-e-Sharif that resulted in many overflights avoiding this FIR.

3.2 The Commission noted with concern that many aircraft operators who avoid overflying the Kabul FIR must also avoid the Tehran and Baghdad FIRs due to political issues at a very significant cost to the industry. The Commission was informed that the potential interference to radio altimeters from 5G implementation is an emerging issue in the Region that requires to be monitored and properly addressed to ensure flight safety. The Commission noted that States are facing difficulties with the certification of military aerodromes used for international operations.

3.3 The Commission noted that only 14 States have fully implemented the Global Reporting Format (GRF) and developing States from landlocked countries and PSIDS were facing difficulties with the implementation.

3.4 The Commission noted that many States in the Region have not been correctly applying ATC separation minimums for many years and prefer to use larger or more conservative separations at a high cost to the users.

3.5 The Commission noted that as in previous years, the space vehicle prelaunch coordination with the aeronautical authorities responsible for affected FIRs did not meet Annex 11 — Air Traffic Services requirements and was frequently incorrect or misdirected, requiring intervention by the ICAO Regional Office. It was noted with concern that the regional airspace safety monitoring agencies (RASMAG), continue to face significant difficulties in assessing the RVSM status/compliance of State aircraft.

3.6 The Commission noted that in relation to the AKARA-FUKUE Corridor, significant progress has been made to improve ANS safety and capacity especially with regard to resolving Annex 11 compliance. The implementation of additional ATS routes in a parallel route structure is now subject to ongoing coordination between the States concerned (China, Japan and the Republic of Korea).

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) Note the actions taken by the Council related to the review of the APANPIRG/32 report review; and
- b) Take action as appropriate.



C-DEC 226/10
15/6/22

COUNCIL — 226TH SESSION

TENTH MEETING

(HYBRID MEETING ON MONDAY, 13 JUNE 2022, AT 1430 HOURS)

SUMMARY OF DECISIONS

OPEN MEETING

Report of the Twenty-fifth meeting of the AFI Plan Steering Committee (AFI Plan SC/25)

1. The Council considered this item on the basis of an oral report and PowerPoint presentation delivered by the Secretary of the AFI Plan Steering Committee on behalf of the Chairperson.
2. Following consideration, the Council:
 - a) took note of the information presented and welcomed the achievements by the AFI Plan, despite the adverse impacts of the COVID-19 pandemic on the implementation of the programme activities, and in this connection, welcomed the commencement of on-site support and assistance activities during the second quarter of 2022, which would allow for closer engagement with States;
 - b) endorsed the decisions and recommendations arising from the 25th meeting of the AFI Plan Steering Committee, as outlined in the oral report, subject to a review being undertaken by the Secretariat on the question of whether it would be necessary for Assembly Resolution A38-7 to be updated in order to continue the AFI Plan;
 - c) underscored the need to strengthen project management capabilities in order to more effectively support the implementation of the AFI Plan recommendations; and
 - d) invited the President of the Council and the Secretary General to continue to take every opportunity to highlight the priorities of the AFI Plan in the context of their missions and meetings with high-level representatives of Member States.
3. It was understood that the substance of the comments made in the course of the Council's consideration of this item would be reflected accordingly in the summary minutes of this meeting (C-MIN 226/10), which would be issued in due course.

Draft Assembly working paper – Consolidated Statement of Continuing ICAO Policies related to Facilitation

4. The Council considered this item on the basis of C-WP/15376, which presented a draft Assembly working paper containing proposed revisions to Assembly Resolution A40-16: *Consolidated statement of continuing ICAO policies related to facilitation* in light of developments since the last Assembly. The Council also had for consideration an oral report thereon from the Air Transport Committee (ATC) and Addendum No. 1 to the working paper.

5. Following consideration, the Council:
- a) reiterated the need for greater consistency in the terminology used within the operative clauses of ICAO Assembly Resolutions; and
 - b) approved the draft Assembly working paper attached to C-WP/15376, subject to the amendments requested by the ATC in its oral report and the Addendum No. 1 to the working paper being reflected, for subsequent submission to the 41st Session of the Assembly.

Draft Assembly working paper – Outcome of the Facilitation Stream of the High-level Conference on COVID-19

6. The Council considered this item on the basis of C-WP/15382, which presented a draft Assembly working paper on the outcomes of the Facilitation (FAL) Stream of the High-level Conference on COVID-19 (HLCC), which include 79 recommendations endorsed by the Ministerial Plenary of the Conference. The Council also had for consideration an oral report thereon from the Air Transport Committee (ATC) and Addendum No. 1 to the working paper.

7. Following consideration, the Council:
- a) acknowledged the important role of facilitation in the immediate response, restart, recovery and resilience of the air transport sector, as well as the increasing importance of health-related matters within facilitation, and in noting the lack of implementation of the provisions in Annex 9 – *Facilitation* by Member States, also acknowledged the priority which had been assigned to those recommendations addressed to ICAO from the Facilitation Stream, together with the financial and resource implications of their implementation; and
 - b) approved the draft Assembly working paper attached to C-WP/15382, subject to the amendments requested by the ATC in its oral report and the Addendum No. 1 to the working paper, as well as the changes agreed on by the Council in the course of the consideration of this item being reflected, including in relation to operative clauses 7, 12, 13 and 14, and delegated authority to the President to thereafter approve the revised working paper on its behalf, for subsequent submission to the 41st Session of the Assembly.

8. It was understood that the substance of the comments made in the course of the Council's consideration of this item, including the details of the proposed amendments to the draft Assembly working paper and associated Assembly Resolution would be reflected accordingly in the summary minutes of this meeting (C-MIN 226/10), which would be issued in due course.

Consolidated Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) for 2021

9. The Council considered this item on the basis of C-WP/15370, which presented a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2021 to March 2022.

10. Following consideration, the Council:
- a) took note of the progress made and outcomes achieved by the PIRGs and RASGs, as outlined in Appendix B to the working paper, including the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP);
 - b) approved the actions to be taken as outlined in Appendix C to the working paper, while also noting the previous actions taken on reported global challenges reflected in Appendix D;
 - c) noted the detailed information provided with respect to the level of participation in PIRG and RASG meetings, as contained in Appendix E to the working paper, and in this connection, expressed concern at the limited involvement of some State authorities in PIRG and RASG meetings as well as related activities, and the effect on the decision-making process in these bodies as a result;
 - d) further noted that the information included in the consolidated report was consistent with the information provided during the 225th Session in C-WP/15286, *Annual Report on Regional Offices' Activities during 2021 and Operating Plans for 2022*; and
 - e) agreed that future iterations of this report should be submitted to the COG for review of the governance aspects of issues arising, including those associated with the level of participation in meetings of the PIRGs and RASGs, as referenced in sub-paragraph c) above.

Any other business

Update by the Chairperson of the Air Transport Committee (ATC) – ICAO's leadership in economic development of air transport

11. The Council took note of an oral update delivered by the Chairperson of the Air Transport Committee (ATC) on the proposed work to advance the effectiveness of ICAO leadership in the implementation of the Strategic Objective, *Economic Development of Air Transport*. Pursuant to the Council's previous decision to agree with the proposal of the ATC to establish a Small Working Group (SWG) to progress the work in this area (C-DEC 226/4 refers), the Council further agreed to delegate the authority to the President of the Council to finalize the composition of the SWG, on the understanding that it would be necessary to revisit the composition following the election of the next Council at the forthcoming 41st Session of the Assembly.

Appointment of Member on the Air Navigation Commission (ANC)

12. The Council noted that in the absence of comments by 8 June 2022, to the President of the Council's email dated 1 June 2022, Mr. Martín Antonio Jacquet, from the Government of Argentina, had been appointed to serve as Member on the ANC to succeed Mr. Carlos Rubén Fernández, with effect from 11 July 2022.

Official photo of the Council

13. It was noted that an official group photo of Council Representatives would be arranged for Thursday, 23 June 2022, in the Delegates' Lounge, at approximately 1300 hours, following the adjournment of the meeting of the Council.

— END —



International Civil Aviation Organization

WORKING PAPER

C-WP/15370
6/6/22

COUNCIL — 226TH 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 2021**

(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 2021 to March 2022. 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 summary of the review of the PIRG and RASG Meeting reports by the ANC are contained in Appendix A. A brief summary of PIRG and RASG regional implementation progress and or challenges is contained in Appendix B and newly identified common challenges identified by the Commission for this reporting period are contained in Appendix C. Previously identified global challenges, in a dashboard-type table, is presented in Appendix D. The number and categories of participation may be found in Appendix E.

Action: The Council is invited to:

- a) note the progress and outcomes of the PIRG and RASG activities listed in Appendix B;
- b) note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP);
- c) take action, as required, on the items identified in Appendix C;
- d) note the previous actions taken on reported global challenges in Appendix D;
- e) note the level and category of participation; and
- f) note that the information included in this report is consistent with the information provided in C-WP/15286 Annual Report on Regional Offices' Activities during 2021 and Operating Plans for 2022;
- g) consider suspending the review of future Consolidated Reports on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) by the Committee on Governance.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.
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<i>Financial implications:</i>	Not applicable.
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<i>References:</i>	C-WP/15286	AN-WP/9567
	C-WP/15197	AN-WP/9546
	C-WP/14966	AN-WP/9536
	C-WP/14902	AN-WP/9503 and DP No. 1
	C-DEC 223/6	AN-WP/8993
	C-DEC 218/4	AN-Min 218-4
	C-DEC 217/6	AN Min 215-4
	AN-WP/9599	Doc 10140, <i>Assembly Resolutions in Force</i>
	AN-WP/9570	(as of 4 October 2019)
	AN-WP/9569	Doc 10004, <i>2020-2022 Global Aviation Safety Plan</i>
	AN-WP/9568	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 2021 to March 2022. The information is summarized by regional group and includes matters being coordinated between the PIRGs and RASGs in each region (Appendix B). It is important to note that since the introduction of virtual meetings for PIRGs and RASGs, the participation by States and other role players has increased dramatically.

2. DISCUSSION

2.1 The Commission noted that the majority of regional PIRG and RASG meetings during this reporting cycle were held via virtual meeting arrangements by the Regional Offices. These arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and the related global travel and meeting restrictions which prevented face-to-face meetings. The exception is the recent Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG) and Regional Aviation Safety Group-Middle East (RASG-MID) meetings, which were held in person.

2.2 It is important to note that Appendix B is updated annually by the Regional Offices to include the latest information, and that this very detailed information is not necessarily included in the PIRG/RASG reports as reviewed by the ANC. However, this information is crucial for the Commission to identify similar challenges reported across different regions that needs to be categorized and addressed at the global level.

2.3 To keep duplication to a minimum between the reporting of Annual Report to Council on Regional Offices' Activities during the year and the consolidated annual report to Council on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), this paper had been coordinated with the Strategic Planning, Coordination and Partnerships Office (SPCP) (AN-Min. 218-4 refers). This report complements the information in the *Annual Report to Council on Regional Offices' Activities during 2021 and Operating Plans for 2022* (C-WP/15286 refers).

2.4 With regard to the earlier proposal by the Council to connect the challenges identified in the regions with the Business Plan, the Commission considered that these items should be included in the Regional Offices' operating plans as reported to Council annually (C-WP/15136 refers).

2.5 During the review of C-WP/15197, the Council recalled its previous decision requiring that this annual item would be reviewed by the Implementation, Strategy and Planning Group (ISPG) (C-DEC 217/6 refers) and, in this connection, agreed that this requirement would be suspended for the time being and reconsidered once the ANC had concluded a review of certain aspects related to the way in which the information in the consolidated report is presented (C-DEC 223/6 refers).

2.6 During the development of a common methodology to report and manage common challenges as mentioned above, the Commission considered that the criteria to categorize a regional challenge as a global challenge should include, inter alia, interoperability issues that affect adjacent regions, a challenge reported by more than one region or items related to ICAO provisions. It was agreed that the

ANC should have the flexibility to identify any other circumstance that may have a global impact. Challenges other than technical such as a lack of human/financial resources within States or political issues will be referred to the Council for consideration (AN-WP/9503 refers).

2.7 The Commission further agreed to simplify the reporting of global challenges, as shown in Appendix C, and only those new challenges that are identified during the reporting period under review, identified as having a global impact based on the methodology above, will be included in the revised Appendix C, as attached. The proposed actions to be taken by the Council will be developed by the ANC on a case-by-case basis with latitude for the Council to consider and determine the actions required. At the same time, the revised Appendix C can also be used for previously identified global challenges that may require additional new actions (AN-WP/9503 refers).

2.8 With regard to the overall reporting of the progress made with the elimination of all reported global challenges identified in previous reporting periods, the Commission agreed to develop a new table that will provide the Council with a dashboard type snapshot of the actions taken to date (as shown in Appendix D). The Secretariat was requested to process the existing global challenges, based on the criteria, into the new Appendix D. The number of States and other role players that participated in PIRG and RASG plenary meetings is found in Appendix E, Table E-1 and the categorization of participation is in Table E-2. The Commission considered that a global challenge could be closed when the remedial actions have been implemented successfully and no further reports by the regions indicating that the challenge still persists is observed during subsequent reporting periods.

2.9 The following 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). A summary of the reports reviewed by the ANC is at Appendix A. The reports covered by this working paper are:

- a) *Review of the Report of the fifty-seventh meeting of the North Atlantic Systems Planning Group (NATSPG/57) (21 to 24 June 2021) AN-WP/9546;*
- b) *Review of the Report of the nineteenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19) (27 to 29 October 2021). and the Review of the Report of the eleventh meeting of the Regional Aviation Safety Group Pan America (RASG-PA/11) (28 October 2021 and on 4 November 2021) AN WP/9536;*
- c) *Review of the Report of the twenty-fourth meeting of the AFI Planning and Implementation Regional Group (APIRG/24) and the seventh meeting of the AFI Regional Aviation Safety Group (RASG-AFI/7) (1 to 8 November 2021) AN-WP/9567;*
- d) *Review of the Report of the eleventh meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/11) (25 to 26 November 2021) AN WP/9569;*
- e) *Review of the Report of the third meeting of the European Region Aviation System Planning Group (EASPG/3) (30 November to 2 December 2021) AN-WP/9568;*
- f) *Review of the Report of the thirty-second meeting of the Asia/Pacific Air Navigation Planning And Implementation Regional Group (APANPIRG/32) (1-3 December 2021) AN WP/9570;*

- g) *Review of the Report of the nineteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/19) and the ninth meeting of the Regional Aviation Safety Group-Middle East (RASG-MID/9) (14 – 17 February 2022) AN-WP/9599.*

Stephen P. Creamer

Padhraic Kelleher

APPENDIX A

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

1. FIFTY-SEVENTH MEETING OF THE NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT SPG/57)

1.1 The Commission noted with satisfaction the high quality and usefulness of the NAT SPG/57 Report, which portrays good progress in the region. It was noted that the North Atlantic (NAT) Region continues to address, with leadership, the aviation needs of the Region. The Commission was informed that for efficiency, the NAT SPG structure ensures that all documentation is previously discussed at the sub-group level and, thereafter, the Secretariat develops and presents the final NAT SPG papers.

1.2 The Commission noted that the NAT SPG endorsed the prioritization and feasibility of the NAT 2030 Vision goals, objectives and improvements and no discrepancies have been identified to date between the GANP and the NAT 2030 Vision. The Commission was informed that related to top priorities, among others, cyber security and performance-based communication and surveillance (PBCS).

1.3 The Commission was informed that military authorities do not attend the NAT SPG meetings. The Commission noted that the term military aircraft and State aircraft are used interchangeably which may cause confusion. It was noted that and the issue of reduced vertical separation minimum (RVSM) for military aircraft will be considered and that this topic will be monitored in future PIRG reports. The issue of civil-military cooperation could be included, as necessary, amongst other items identified as global challenges.

1.4 With regard to the target level of safety (TLS), the Commission noted with satisfaction that the TLS in the NAT Region can be reliably achieved and set the targets for other regions to achieve. It was noted that NAT Regional priorities, including the benefits of the implementation of space-based automatic dependent surveillance – broadcast (SB ADS-B), the temporary accommodation of non-datalink equipped aircraft within the NAT HLA to allow more flexibility for NAT airspace users and the NAT 2030 Vision, which remained a relevant pathway to prioritize and deliver a proportionate series of improvements.

1.5 With respect to the NAT Regional Supplementary Procedures (NAT SUPPs, Doc 7030), the Commission was informed that the ICAO Regional Director, European and North Atlantic (EUR/NAT) Office, will process a proposal for amendment of this document.

2. NINETEENTH MEETING OF THE CARIBBEAN AND SOUTH AMERICAN (CAR/SAM) REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/19) AND THE ELEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP PAN AMERICA (RASG-PA/11)

2.1 The Commission noted with satisfaction the quality and usefulness of the GREPECAS/19 and RASG-PA/11 Reports, which reflect very good progress in the regions. The Commission noted as in other regions, an increase in the number of participants in the GREPECAS meeting since the introduction of virtual meetings. It was noted that several regional guidance and assistance documentation were

developed as preventative measures for ATS and ANS personnel to mitigate the COVID-19 pandemic impact. With regard to the updating of the CAR/SAM Regional Air Navigation Plan (RANP), the Commission noted the work thereon undertaken by the GREPECAS, specifically the development of Volume III, but also the updates needed on Volumes I and II.

2.2 With regard to implementation performance, the Commission noted that CAR/SAM States have reached an agreement on an initial list of key performance indicators (KPIs) to be used for performance monitoring together with the implementation of a Prototype GREPECAS Dashboard for presenting the status of ANS implementation in the CAR/SAM Regions. It was noted that the GREPECAS implementation mechanism was enhanced through the strengthening of regional entities such as the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF), the Latin American and Caribbean Association of Airfield Pavements, (ALACPA) and Scrutiny Working Group (GTE), and that more involvement of industry Partners like ACI was encouraged. The Commission noted that many States of the CAR/SAM Region benefitted from webinars to assist them in addressing the corrective action plans developed, following the global campaign for NOTAM improvement. Similarly, as part of the achievements of the GREPECAS, the Commission noted that several regional documents were approved for SNOWTAM Emission and the Guide for the GREPECAS Airport Collaborative Decision Making (A-CDM) implementation.

2.3 The Commission noted that operations in the RVSM airspace have been maintained within the acceptable level of safety and that the Region continues to work to improve its performance. It was noted that the coordination errors between air traffic control (ATC) units, were identified as the main causes of large height deviations (LHD) observed in the CAR/SAM Region. This is addressed through the implementation of ATS interfacility data communications (AIDC), air traffic services (ATS) message handling system (AMHS), automatic dependent surveillance — broadcast (ADS-B) as well as the surveillance data exchange.

2.4 The Commission was informed that additional initiatives to improve the RVSM performance in the Region includes the harmonization of the Manual for Point of Contacts (PoCs) accredited to the CAR/SAM Monitoring Agency (CARSAMMA) with the guidelines of CARSAMMA in order to improve functional duties of the PoCs and optimize the quality of data provided by the States to CARSAMMA. The Commission noted, with satisfaction that, overall, there was a significant reduction in the number of identified air navigation services (ANS) deficiencies in the GREPECAS member States.

2.5 The Commission noted GREPECAS/19's request to consider the need to update and harmonize the procedure for the collection of data on ANS deficiencies and the concerns raised that some States in the Region do not provide the requested data or do not submit them properly, making it difficult for GREPECAS to have sufficient and complete data to properly assess progress. The Commission noted the need to establish a reliable data source to develop harmonized ANS indicators for common acceptance and reporting of ANS implementation.

3. RASG-PA/11 MEETING

3.1 The Commission noted the concern raised by the RASG-PA/11 regarding the mismatch between the frequency of the Universal Safety Oversight Audit Programme (USOAP) audit cycle and the frequency for RASGs to report the level of progress of regional implementation of the GASP. It was noted that there is incompatibility between the references to achieve the GASP targets that depend on the increase in effective implementation (EI) and the frequency of the USOAP audit cycle (which currently constitutes the only recognized mechanism for measuring such progress) and the frequency with which RASGs are required to report the level of progress of regional implementation.

3.2 The Commission noted that a regional initiative is implemented, which allows to measure some indicators without the need to wait for the next USOAP audit cycle and enables the Regional Office to prioritize and plan assistance missions. The Commission welcomed the opportunity offered to address this concern with the ongoing work of the GASP Study Group (GASP-SG) in relation to the RASG-PA suggestion to consider allowing regional groups to report GASP implementation using EI or alternative means.

3.3 The Commission requested the Secretariat to further consider the suggestion from RASG-PA to the GASP-SG to allow regional groups to report GASP implementation progress using EI or alternative means.

4. TWENTY-FOURTH MEETING OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/24) AND THE SEVENTH MEETING OF THE AFI REGIONAL AVIATION SAFETY GROUP (RASG-AFI/7)

4.1 The Commission noted that the APIRG/24 and the RASG-AFI/7 both held virtually, attracted an increased number of participants. The Commission recalled that the current definition of the AFI Region (which is not aligned with the geographical area covered by APIRG and RASG-AFI) posed some problems for the effective and efficient implementation of regional activities and programmes. The Commission highlighted the need to expedite this work.

4.2 The Commission was informed of the implementation challenges in the AFI Region, which included amongst other items the slow recovery of air navigation service providers (ANSPs) and aerodromes from the impact of COVID-19, and the conflicts and political instability in some States of the AFI Region.

4.3 The Commission noted the reported insufficient political commitment and the inadequate resourcing (human and financial) from some States. Other items reported as a challenge included the low level of data availability in the AFI Region on States' planning and implementation activities; the low level of contribution from States to support the APIRG's subsidiary bodies; and the poor feedback from States to ICAO State letters.

4.4 It was noted that the limited data received by the AFI Regional Monitoring Agency (ARMA) for the inclusion in the calculations for the collision risk assessment (CRA) has a direct impact on safety. The Commission noted that the efficient and satisfactory conduct of activities through webinars and other remote training were rendered very difficult due to the absence or poor availability of a reliable internet connection and or hardware in several States.

4.5 The Commission noted that the ICAO Western and Central African (WACAF) and Eastern and Southern African (ESAF) Regional Offices, in liaison with the EUR/NAT Office are monitoring the operation of non-compliant RVSM aircraft operating in RVSM airspace. The Commission agreed that this should be addressed as a priority activity. In general, the Commission recognized the huge progress made in the AFI Region and encouraged the Region to continue its hard work.

5. RASG-AFI/7 MEETING

5.1 The Commission noted with satisfaction that, overall, the aircraft accident rate for the AFI Region has declined from 21.86 per cent in 2008 to 1.48 per cent in 2021 and the number of fatalities reduced from 183 in 2008 to zero in 2021.

5.2 The Commission noted the implementation challenges included the COVID-19 pandemic, the conflicts and political instability in some States of the Region, the insufficient political commitment and the inadequate resourcing (human and financial) from some States. The poor communication with States due to a lack of or weak internet connectivity, and the inability of some civil aviation authorities (CAAs) to attract, train and retain qualified staff to meet their needs.

5.3 The Commission noted that the report highlighted the general low level of achievement of the global and regional targets such as the GASP targets and the Abuja Safety Targets, and the long outstanding resolution of the Significant Safety Concern (SSC) in Eritrea. The Commission urged the ESAF Office to work with Eritrea to resolve the existing SSC through mitigation measures by suspending or revoking air operator certificates (AOCs) issued to any air operator in the State.

5.4 The Commission noted a slight decrease in the Region's average level of EI of the safety oversight systems from 56.2 per cent to 55.6 per cent, which can be attributed to the new version of the USOAP Continuous Monitoring Approach (CMA) protocol questions. It was noted, with concern, that only two per cent of States have fully implemented a State safety programme (SSP).

5.5 The Commission noted that the lack or weak internet connectivity remains one of subjacent issues that would need to be resolved by the States of the Region to fully benefit from the development and implementation of a remote safety oversight mechanism.

5.6 The Commission noted with concern that the data and information on States' safety performance on the ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is outdated. The Commission noted that the same issue was raised in the RASG-APAC/11 report. The Commission will consider this item during the Commission's review of the identification of common challenges.

6. **ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/32)**

6.1 The Commission noted the slow recovery of ANSPs and aerodromes from the impacts of the COVID-19 pandemic. The Commission was informed that many States of the Region had insufficient resources to improve compliance with ICAO provisions. The Commission noted that only few Pacific Small Island Developing States (PSIDS) attended ICAO virtual meetings, webinars and workshops in 2021. The Commission noted that since 16 August 2021, the Kabul flight information region (FIR) has been unavailable except for very limited contingency services that are provided in Kabul, Kandahar, Herat and Mazar-e-Sharif that resulted in many overflights avoiding this FIR.

6.2 The Commission noted with concern that many aircraft operators who avoid overflying the Kabul FIR must also avoid the Tehran and Baghdad FIRs due to political issues at a very significant cost to the industry. The Commission was informed that the potential interference to radio altimeters from 5G implementation is an emerging issue in the Region that requires to be monitored and properly addressed to ensure flight safety. The Commission noted that States are facing difficulties with the certification of military aerodromes used for international operations.

6.3 The Commission noted that only 14 States have fully implemented the Global Reporting Format (GRF) and developing States from landlocked countries and PSIDS were facing difficulties with the implementation.

6.4 The Commission noted that many States in the Region have not been correctly applying ATC separation minimums for many years and prefer to use larger or more conservative separations at a high cost to the users.

6.5 The Commission noted that as in previous years, the space vehicle prelaunch coordination with the aeronautical authorities responsible for affected FIRs did not meet Annex 11 — Air Traffic Services requirements and was frequently incorrect or misdirected, requiring intervention by the ICAO Regional Office. It was noted with concern that the regional airspace safety monitoring agencies (RASMAG), continue to face significant difficulties in assessing the RVSM status/compliance of State aircraft.

6.6 The Commission noted that in relation to the AKARA-FUKUE Corridor, significant progress has been made to improve ANS safety and capacity especially with regard to resolving Annex 11 compliance. The implementation of additional ATS routes in a parallel route structure is now subject to ongoing coordination between the States concerned (China, Japan and the Republic of Korea).

7. **REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC (RASG-APAC/11)**

7.1 The Commission noted that the challenges imposed by the restrictions related to the COVID-19 pandemic impacted negatively on the work of the RASG-APAC. Furthermore, the postponement of USOAP-CMA activities and the unavailability of on-site technical assistance to the States with SSCs and States with a low level EI score further impacted the activities.

7.2 The Commission noted with satisfaction that notwithstanding these difficulties, the State of Pakistan resolved their SSC on 20 January 2022 and additional Combined Action Team (CAT) Missions is planned in the future for Bhutan to resolve their SSC.

7.3 The Commission noted with satisfaction that the Asia and Pacific (APAC) Office has given high priority to the needs of the PSIDS with action plans already developed. The Commission also recognized that smaller States may have difficulties in establishing an independent aircraft accident and incident investigation authority and encouraged those States to join a regional accident investigation organization (RAIO). The Commission noted that States and industry had difficulties to meet and maintain competency and validation requirements for staff.

7.4 The Commission was informed that even though no known cyberattacks were reported in APAC as yet, the States and the Regional Office remain extremely vigilant to this threat. With regard to the implementation of 5G, the Commission was informed that to date, no interference has been reported. The Commission was informed that only five States completed 100 per cent of SSP implementation and four APAC States have already uploaded their national aviation safety plan (NASP) to date.

7.5 The Commission noted with concern that there exists a low level of reporting to the Accident/Incident Data Reporting (ADREP) system by States. As such, inconsistency between the actual ADREP data and ADREP application on iSTARS is an issue while validating the data produced by Occurrence Validation Study Group (OVSG).

7.6 Some parts of data and information on States' safety performance on iSTARS is outdated. The Commission requested that the Secretariat update the information and validate the individual tools on iSTARS as soon as possible as it is used by States to obtain and share safety data related to the Annual Safety Report.

8. **THIRD MEETING OF THE EUROPEAN REGION AVIATION SYSTEM PLANNING GROUP (EASPG/3)**

8.1 The Commission noted with satisfaction the quality and very usefulness of the EASPG report, which reflected the main highlights within the European (EUR) Region during 2021 and the progress achieved to date. The Commission noted the actions taken through collective efforts of ICAO, regional and international organizations, and the States of the region who were invited to update the relevant safety actions as indicated in the EUR Regional Aviation Safety Plan (RASP) 2022-2024 and ensure their timely implementation.

8.2 The Commission noted the request to ICAO to investigate the feasibility to elevate the status of RASPs and align it with the status of RANPs. It is also proposed to incorporate into Annex 19 □ Safety Management the requirement for the development of NASPs in line with the RASPs.

8.3 The Commission was informed that 41 accidents involving aircraft of maximum mass of over 2 250 kg occurred in the EUR Region including 12 fatal. Previously in 2020, 46 such accidents occurred, 10 of which were fatal.

8.4 Regarding the implementation of the SSP, the Commission noted that on average, States in the EUR/NAT have implemented 82.46 per cent of the USOAP CMA protocol questions considered as essential to establish a mature foundation to support effective SSP implementation.

8.5 With regard to the regional monitoring agencies reports and activities, the Commission noted with satisfaction that the RVSM operations in the ICAO European Region met the four safety objectives for the period from January 2020 to September 2021, inclusive. The Commission noted the request to initiate appropriate discussions at high level civil-military coordination forums to instigate civil-military coordination to raise awareness to ensure all appropriate aircraft derivative designs are compliant with RVSM altimetry performance requirements.

8.6 The Commission focused part of its discussions on EASPG Conclusion 3/11, Separation in the Vicinity of the Aerodromes and expressed appreciation to the EASPG for its contribution. Regarding the action of clause 3/11 a) submit a proposal for amendment of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) and agreed that the proposal will be presented to the Air Traffic Management Operations Panel (ATMOPSP) by the EUR member.

8.7 The Commission was informed that the most challenging Aviation System Block Upgrade (ASBU) elements to implement seemed to be the advance concepts related to collaborated decision-making on airports and integrated arrival and departure management. It was recognized that these concepts were currently not widely used. The Commission recognized that the items related to RVSM, such as non-RVSM approved aircraft operating in the EUR RVSM airspace and sharing of height monitoring data with regional monitoring agencies (RMAs) affected several regions as highlighted in Conclusion 3/6 should be flagged for consideration as a global challenge during the review of the 2022 Annual Report to Council on PIRGs and RASGs.

9. NINETEENTH MEETING OF THE MIDDLE EAST AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG/19) AND THE NINTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST (RASG-MID/9)

9.1 The Commission noted that excellent coordination took place between the MIDANPIRG and RASG-MID. It was noted that the meeting reviewed the High-level Conference on COVID-19 (HLCC 2021) recommendations and based on this, States were encouraged to support and implement the HLCC recommendations.

9.2 The Commission noted with satisfaction that so far, seven States signed the Middle East and North Africa (MENA) AIG Regional Cooperation Mechanism (ARCM) MoU. The Commission was informed that the second MENA Regional Safety Oversight Organization (RSOO) Steering Committee, at the director general level, is planned to be held during the Saudi Aviation Future Forum in Riyadh, Saudi Arabia in May 2022. With regard to the Middle East (MID) flight procedure programme (FPP), the Commission noted with appreciation the infrastructure and tools available in the premises of the MID FPP Office within SZC, Abu Dhabi, and with the logistics provided by the United Arab Emirates as the host State.

9.3 The Commission noted that based on the analysis of the reactive and proactive safety information for 2016-2020, the safety priorities regional operational risks defined for the MID Region include: runway excursion (RE) and abnormal runway contact (ARC) during landing; loss of control in-flight (LOC-I), mid-air collision (MAC), controlled flight into terrain (CFIT) and runway incursion (RI).

9.4 The Commission was informed that from an organizational point of view, the States' safety oversight capabilities, safety management, and human factors and competence of personnel were identified as the main challenges. Emerging risks identified included global navigation satellite system (GNSS) outages/vulnerability; COVID-19 pandemic outbreak; the safe operations of unmanned aircraft systems (UAS) (drones) and the impact of security events on safety. The Commission noted with appreciation the status of the MID Region safety performance as highlighted.

9.5 The Commission noted with concern the increased number of large height deviation (LHD) reports submitted by Sana'a area control centre (ACC) , and urged the relevant regional offices and RMAs to resolve the issue and report back to the ANC. The Commission noted that for the year 2022, the highest volumes of traffic would be observed, in addition to the Hajj season, during the 2022 International Federation of Association Football (FIFA) World Cup event, organized by Qatar (November and December 2022).

9.6 With regard to GNSS interference, the Commission was informed that pilots reported a large number of outage events in 2021 with the majority of incidents reported in Ankara and Baghdad FIRs. The Commission was informed that MID States were invited to report frequent GNSS radio frequency interference (RFI) to the International Telecommunication Union (ITU) Radiocommunication Bureau (ITU-BR). Furthermore, the Commission noted that some military activities might cause GNSS signal interference and that civil-military coordination can play a key role in this area.

9.7 With regard to radio altimeter interference, the Commission recalled the HLCC 2021 Recommendation 5/5 on mitigating the risk of 5G implementation to safety-critical radio altimeter functions that urged States to take action, as appropriate. The Commission was informed of the actions taken by Saudi Arabia to mitigate possible harm caused to radio altimeter from fifth-generation (5G) networks.

9.8 The Commission was informed that with respect to the UAS operation impact on aeronautical surveillance equipment, the increasing density of ground-based and on-board surveillance systems using the 1030/1090 MHz frequencies is currently raising concerns on congestion of 1090 MHz and shortage of 24-bit aircraft addresses. The rapid growth in the number of unmanned aircraft (UA) is making those concerns more severe. It was noted that ultimately, this might result in a reduction to the overall performance of airborne collision avoidance system (ACAS) as well as the secondary surveillance radar (SSR)/multilateration (MLAT) and ADS-B systems.

9.9 The Commission was informed that the 24-bit aircraft address scheme was not designed for a very large number of aircraft, and based on projected growth of UAs numbers, it will be impossible to accommodate all UA in the current scheme. The Commission requested MIDANPIRG and RASG-MID to monitor and report to the ANC.

9.10 The Commission noted that in order to implement reduced channel spacing for very high frequency (VHF) radio navigation aids, a proposal for amendments (PfA) would be processed. The Commission was informed that States were encouraged to ensure alignment of their ANS national cybersecurity plans with the ICAO Cybersecurity Action Plan (CyAP). To determine the ADS-B equipage level, the MID RMA was tasked to include the collection and sharing of information on the level of ADS-B equipage of the registered fleet and all flights operating from, to, or through the MID RVSM airspace.

APPENDIX B

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

TABLE B-1. APAC REGION

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

APAC 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 Air Navigation Priorities</p> <p>https://www.icao.int/APAC/Pages/eDocs.aspx</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 Air Navigation Services (ANS) 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 Beijing Declaration Commitments. The Asia/Pacific Seamless ANS Plan incorporated Global Air Navigation Plan Aviation System Block Upgrades and regional elements, and APANPIRG/30 endorsed 16 priority elements. HQ outstanding actions on Conclusion APANPIRG 30/6: ICAO HQ Support for Regional ANS Implementation related to the Seamless ANS Reporting portal - Development of an electronic portal for reporting and monitoring elements of APAC Seamless ANS Plan as soon as possible. 	<ul style="list-style-type: none"> Asia Pacific Regional Aviation Safety Plan (AP-RASP) is developed and published in APAC website in March 2020 which is in line with the GASP 2020-22 objectives and implementation in progress. Additional Action groups have been established entrusted in the Implementation of ORG Action items Decision (APARAST 17/3) has been taken to form a A new Ad-hoc Working Group to update the existing AP-RASP for next triennium (2023-2025) in line with updated GASP. Regional Aviation Safety Priorities and Targets are incorporated in the AP-RASP for 2020-22. The APAC Safety Reporting and Programme Working Group (SRP WG) shall include the Mid-Air Collision (MAC) as High Risk Category in the upcoming AP-RASP for next triennium. In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme and conducted CAT Missions to 12 States in 2019 to increase the effective implementation (EI) above global average. A similar programme was there for 2020 and 2021 but could not be conducted due to travel restrictions in COVID-19 pandemic. Two virtual technical assistance missions were conducted to Bhutan and Cambodia and one CAT mission to Thailand were conducted to in 2021. <ul style="list-style-type: none"> Pakistan resolved their SSC on 20 Jan 2022 and Bhutan still under SSC in APAC. Bhutan has progressed internally in resolving their SSC in the ANS area by establishing their own independent ANSP. Recommendation 4 /ICAO of PSIDS needs Study Report has been allocated priority and support for about 4-6 PSIDS states are being planned to be implemented by the end of 2022.

<p>Key PIRG/RASG Activities and Achievements</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • APANPIRG/32 monitored and tracked implementation of Beijing Declaration commitments on Aeronautical Information Management (AIM), Performance Based Navigation (PBN), ground telecommunication infrastructure (CRV), civil military cooperation, surveillance capability (ADS-B), Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM), and National Air Navigation Plan (NANP). • Resolved 16 Air Navigation Deficiencies (ATM - 3; AOP – 13,) in 2021. <p>AIR TRAFFIC MANAGEMENT (ATM)</p> <ul style="list-style-type: none"> • Phase 1 resolution of AKARA-FUKUE corridor airspace sectorization had been successfully implemented on 25 March 2022. Phase 2 implementation remained under negotiation between China, Japan and Republic of Korea. • Deletion of APANPIRG ATM and Airspace Safety Deficiencies: • Designation of Restricted Areas: Indonesia; • Data Link Performance Monitoring: Fiji • Operating Procedures for AIS Dynamic Data (OPADD Version 3.0 (supporting GRF for runway surface condition reporting and the associated use of SNOTAM). • APAC COVID-19 ATM-ATFM Status Updates (fortnightly). • Conducted by Video Teleconference: ATFM/SG/11, AAITF/16, APSAR/WG/6, FIT-Asia/11, RASMAG/26, ATM/SG/9. • Airport Collaborative Decision-Making (A-CDM)Task Force (APA-CDM/TF) dissolved. Regional A-CDM activities to be undertaken by ATFM/SG. <p>COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS):</p> <ul style="list-style-type: none"> • Adaptation and publication of following ANS documents (https://www.icao.int/APAC/Pages/eDocs.aspx): • The APAC Regional Roadmap for Mode S Implementation. (APANPIRG/32/10); • CRV Implementation Plan amendment (Version 2.1) (CNS SG/25/01); • The Catalogue of Asia and Pacific Flight Inspection and Flight Validation Service Providers (CNS SG/25/05); • Update of Flight Inspection Guidance Material (FIGM) for APAC Region (CNS/SG/25/06); • Adaptation of Mode S DAPs Implementation and Operation Guidance Document Edition 3.0 (CNS SG/25/10); 	<ul style="list-style-type: none"> • Developed the 2021/2022 RASG-APAC Annual 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 (https://www.icao.int/APAC/RASG/Pages/default.aspx). • Published the 2021 APAC Annual Safety Report and uploaded onto RASG-APAC/APRAST public website. • (https://www.icao.int/APAC/RASG/RASG%20eDocs/2020%20-%20ICAO%20APAC%20Annual%20Safety%20Report%202020%20-%20FINAL.pdf). • RASG-APAC has completed and published the AP-RASP in the APAC website and started the implementation process of AP-RASP 2020-22 (https://www.icao.int/APAC/RASG/RASG%20eDocs/AP-RASP%202020-2022%20Ed.pdf) where all Seventeen OPS Actions are implemented and 23 ORG Actions are in the process if implementation. • APAC has undertaken following activities during April 2021 to March 2022: <ul style="list-style-type: none"> • Conducted the APRAST/16 meeting in VTC from 17-18 March 2021; • Conducted the RASG-APAC/11 meeting from 25-26 November 2021; • Conducted APAC AIG/9 Meeting in VTC on 27-28 October 2021; • Conducted the APRAST/17 meeting in VTC from 24-27 January 2022; • Input by Sus and Gu - • Conducted six (06) safety webinars for APAC region on: SIMS Implementation, Support for NASP, Implementation of SSP, Establishment of IAIA. Two Global webinars were conducted on AP-RASP 20-22 and Safety Implications due to COVID in collaboration with WFP. • Three Virtual support meetings to states in the implementation of TES.
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- Revision of the [Regional Supplement to ASTERIX Interface Control Document \(ICD\)](#) (CNS SG/25/11), and
- [Revised ADS-B Implementation and Operations Guidance Document \(AIGD\)](#) (CNS SG/25/15).
- Promotion of implementation of AIDC, ground based ADS-B and space based ADS-B by organizing webinars and workshops.
- CRV Landing Page on the ICAO APAC Website
- Frequency and Mode S II code coordination
- Established GBAS/SBAS Implementation Task Force to stimulate the sharing of information and experience in the region. Developed LPV (SBAS) and GLS (GBAS) Implementation Map to depict the implementation progress. Two Expert subgroups constituted to Review and revise the existing GBAS and SBAS safety assessment guidance document related to anomalous ionospheric and draft a Guidance Document on Implementation Process for GBAS/SBAS.

METEOROLOGY (MET)

- Supported Solomon Islands' development of a corrective action plan to resolve the APANPIRG deficiency (AP-MET-23) concerning MET watch office (MWO) and SIGMET
- Supported increased number of APAC States disseminating MET information in IWXXM form
- Supported increased number of APAC States participating in international SIGMET coordination activities
- Updated the following Regional guidance materials:
 - *APAC Regional SIGMET Guide, 9th Edition;*
 - *APAC Region ROBEX Handbook, 14th Edition*
 - *APAC Regional Guidance for Tailored MET to Support ATM Operations, 2nd Edition.*
- Published the following new Regional guidance material:
 - *APAC Register of IWXXM Exchange Status (link in ROBEX Handbook)*
 - *IWXXM Implementation in APAC Region, FAQs, 1st Edition*
- Conducted the following Regional Webinars:
 - *APAC MET/ATM*
 - *Special Air-Reports needed by MET to Support Flight Safety*
 - *Future Aeronautical MET Service*

AERODROMES AND GROUND AIDS (AGA)

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022
APAC REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Developed a set of Generic Documents in support of the Certification of Aerodromes, Wildlife Hazard Management and A-CDM Implementation (https://www.icao.int/APAC/Pages/eDocs.aspx): <ul style="list-style-type: none"> ▪ Asia/Pacific Regional Guidance on Generic Aerodrome Certification Specific Operating Regulations, ▪ Generic Training Programme and Training Plan for Aerodrome Inspectors; ▪ Generic Aerodrome Inspector Handbook; ▪ Generic Aerodrome Manual; ▪ Generic Surveillance Programme by Aerodrome Operators; ▪ Asia Pacific Guidance for Establishment of a National Procedure for Recording and Reporting Wildlife Strikes to Aircraft; ▪ Asia/Pacific Guidance for Evaluation of Aerodrome Wildlife Hazard Management Programme; and ▪ Asia Pacific A-CDM Implementation Plan, Second Edition, 2021 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

APAC REGION

REPORT ITEM	PIRG	RASG
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<p>GENERAL</p> <ul style="list-style-type: none"> • Recovery of ANSPs and aerodromes from the impact of COVID-19 pandemic • Slow implementation progress by States to meet Beijing Declaration Commitments • Insufficient resources to improve compliance with ICAO provisions • Slow implementation progress of APAC Air Navigation Priority Elements of APAC Seamless ANS Plan • Development of NANP compatible with RANP • Effective Engagement of PSIDS in ICAO Meetings and important activities (Webinars, Workshops, etc) • Unavailability of ATS in Kabul FIR – ongoing since 16 August 2021. • Potential Interference from 5G Implementation to Radio Altimeters in APAC States <p>ATM</p> <ul style="list-style-type: none"> • Airspace Management (ATC separation standards): Most States in APAC Regions are not applying ATC standards correctly, preferring to use larger/conservative separations. More granular assessment of each State’s application of separation minimums at all FIR TOC points commenced in 2022. • Thirty of the forty-nine PfAs for APAC FIR definitions in the Regional ANP have been either approved by the President of the Council. Three are expected to be forwarded for POC approval in the near term. 12 have been submitted to the Regional Office but require further clarification/justification due to discrepancies between the PfAs submitted by adjacent States. Two (Shanghai and Taipei FIRs) have significant discrepancies between the PFA presented to ICAO RO and historical data, , one FIR (Tahiti) awaiting further work on extension, and one State has not responded (DPRK – Pyongyang FIR). • 14 PfAs for the definition of SRRs have been submitted to Regional Office. • Air Traffic Flow Management: Slow implementation of regional ATFM performance expectations of the Regional Framework for Collaborative ATFM – Only Singapore and USA are assessed as having robust implementation. • Aeronautical Information Management: Generally poor implementation (apart from a few more capable States) particularly in the critical area of quality management of aeronautical information –20 APAC Administrations with 	<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. • 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 and 2021 planning and implementation of events and activities. • Slow progress in the establishment of Independent Accident Investigation Authority (only 40per cent of States) and SSP Implementation (Only 5 out of 39 States have implemented SSP Level 4). • ICAO on-site CAT technical assistance missions are not yet possible due travel restrictions.

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

APAC REGION

REPORT ITEM	PIRG	RASG
	<p>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.</p> <ul style="list-style-type: none"> • Civil-Military Cooperation: 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. • AKARA Corridor: Phase 1 of the re-organization of ATC service provision in the AKARA – FUKUE corridor achieved on 25 March 2021 with Republic of Korea now providing all services in the Incheon FIR east of SADLI. Follow up phases remain to be achieved. • Ballistic Launch Disruption and Space Reentry Debris: Mandatory Information Request (MIR) was issued by ICAO, and the State’s response was reviewed by MO/ANB and ICAO provided a report to the State on 8 Feb 2022. The status of 2 PQs within scope of the MIR, remained non satisfactory and MIR was closed. • Ongoing regional and interregional coordination of the contingency management of the unavailability of ATS in the Kabul FIR. • Continued unavailability of reporting portal for Asia/Pacific Seamless ANS Plan implementation status reporting (<i>APANPIRG Conclusion 30/6 - ICAO HQ Support for Regional ANS Implementation.</i>) An interim solution is currently being developed. <p>CNS</p> <ul style="list-style-type: none"> • Harmonize implementation of CRV to meeting increasing requirement of IP based aeronautical private network and to achieve early benefits. • Less participation by Member States in SWIM Task Force. • Cybersecurity issue in implementing CNS/ATM infrastructure. • Standardized and COTS solution to support CNS/ATM infrastructure implementation introduced a wider surface for cyber threat. It requires cross cutting joint effort to deal with. • Potential shortage of VHF-COM and VHF/UHF-NAV frequencies and SSR II codes by 2030. • Potential Interference from 5G Implementation to Radio Altimeters in APAC States 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022
APAC REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Reprioritization of project implementation by States due to economic crisis caused by COVID-19 pandemic. • Aircraft flying PBN procedures: As the fleet in APAC region is relatively new, aircraft are capable of flying PBN, however some aircraft are not authorized for the use of PBN procedures due to slow/lack of PBN OPS approval process in some States. Although there is a marked improvement in PBN ops Approval process in the region due to several PBN operational approval courses organized in the region with the support of COSCAPs and a few sessions in PBNICG meetings, it has not reached the implementation target. • RNP Approach Chart Identification Changes: RNP Approach chart transition in the APAC region is progressing as per plan approved by APANPIRG/30 and most of the States have already completed the transition and only two States having large number of charts will go beyond the Target date of November 2022, but will be as per the plan. • PBN approach procedure implementation: PBN approach procedure implementation is slowly but steadily progressing each year. The overall implementation percentage in the region, however, is slightly below the global average. • PBN SIDs/STARs Implementation – PBN SIDs/STARs implementation in the Region is much better than the global average. <p>MET</p> <ul style="list-style-type: none"> • Implementing the Annex 3 SARPs for dissemination of MET information in IWXXM form in Some States. • Implementing or upgrading AMHS, to support IWXXM exchange, in some States • Resolving air navigation deficiencies in the MET field in five PSIDS <p>AGA</p> <ul style="list-style-type: none"> • Slow progress of the certification of aerodromes used for international operations. • 319 among 353 aerodromes used for international operations have been certified. 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022**APAC REGION**

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Lack of publication of the certification status of certification of aerodromes in their Aeronautical Information Publication (AIP) • States are facing difficulties to certify military aerodromes used for international operations. • Among 353 aerodromes used for international operations in Asia/Pacific Regions only 266 aerodromes are listed in Table AOP I – 1 of APAC ANP Volume I • Out of 353 APAC aerodromes used for international operations approximately 96 aerodromes have participated in the ICAO RST Survey to register their RSTs. Aerodromes are required to establish local runway safety teams (RSTs) in accordance with PANS-Aerodromes (Doc 9981) and ICAO RST Handbook • 14 States fully implemented GRF on 4 November 2021 and 14 States are in progress towards its implementation. • Implementation of SNOWTAM (the required format for using the NOTAM system to promulgate GRF information, regardless of whether it's related to snow/ice or not) is not fully known. 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022
APAC REGION

REPORT ITEM	PIRG	RASG
<p>Associated recommendations and actions taken regarding above</p>	<p>ATM</p> <ul style="list-style-type: none"> • Identify reasons for not applying the ICAO PANS-ATM separation minima, conduct safety assessment, simulation if needed, and training for implementation of the ICAO PANS-ATM separation minima. RO and RSO are studying what support can be given to States. • States to engage in formal coordination with neighboring States to resolve discrepancies in PfAs to the ANP relating to FIR boundary definitions • States to Ensure minimal impact on civil flights from the activation of danger areas over the high seas, by refraining from prolonged, unnecessary activation, giving due consideration to all other airspace users, establishing robust civil-military coordination and ensuring appropriate promulgation of information by NOTAM. • Update AIS procedures and system to ensure the use of SNOWTAM to report runway surface conditions reported under the Global Reporting Format, including the reporting of standing water that is not associated with ice or snow. • 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 supported by champion States/IOs as available. • Support and participate in Global Campaign on NOTAM proliferation, supported by Regional activities on NOTAM quality. AIS/AIM Go-Team or similar activity when opportunity presents. • 20 States having APANPIRG ATM and Airspace Safety Deficiencies recorded for non-implementation of quality management systems for AIS to take immediate steps to rectify, in coordination with Regional Office where necessary. • States concerned are encouraged to continue to work to achieve AKARA corridor project Phase 2. • Ensure operators of State aircraft do not insert ‘W’ in filed flight plans for aircraft that are not RVSM-approved. <p>CNS</p> <ul style="list-style-type: none"> • Promotion of CRV and various efforts to inform member states about CRV benefits. 	<ul style="list-style-type: none"> • COSCAP SA has recruited an ANS expert to assist Bhutan resolving their SSC. • States are encouraged to join upcoming RASG, APRAST and APAC-AIG meetings. • APAC RO developed a monitoring tool for NASP, AP-RASP implementation progress and mapping mechanism with GASP and in the process of ICAO HQ validation. <ul style="list-style-type: none"> • Restart the onsite CAT missions’ as soon as travel restrictions allow. • APAC RO has provided inputs for the draft Port Moresby Declaration, Ministerial Statement and working papers (prepared by PASO) for the Pacific Island State’s ‘Regional Aviation Ministers Meeting (RAMM) held in June 2021. • APAC RO/SI has been allocated additional responsibility to liaise, support and coordinate with PSIDS /PASO while awaiting the recruitment of the ICAO Pacific Liaison Officer. (Note: The PLO position has been advertised on 31.03.2022).

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

APAC REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • APANPIRG Conclusion 32/7 for implementation of CRV for small Pacific Island and small ANSP in the region using CRV Solution, PCCWG SLA Package D. • ICAO APAC SWIM Survey to know status of SWIM Implementation and plan from APAC States. • Introduced revised Interrogator Code (IC) Planning and Coordination requirements and process (APANPIRG Conclusion 32/8) • Transition from II code to II and SI mixed code (APANPIRG Conclusion 32/9) • Conduct more VHF COM simulation. • Organize webinars to address various relevant issues. • State regulators to be encouraged to attend PBNICG. • Respond to any ICAO survey (information gathering), and participate in planned Regional workshop and the Regional Transition Plan. <p>MET</p> <ul style="list-style-type: none"> • Conclusion APANPIRG/32/11: Updating Online Register of IWXXM Exchange Status <ul style="list-style-type: none"> ▪ <i>Encouraged States to provide updates on the status of AMHS capability for IWXXM exchange and implementation of IWXXM for MET</i> • Decision APANPIRG/32/12: Meteorological expert contribution to SWIM/TF <ul style="list-style-type: none"> ▪ <i>Encouraged MET experts to contribute to the APAC SWIM/TF to ensure MET aspects are fully considered</i> • Conclusion APANPIRG/32/13: Update on the provision of Space Weather Advisory <ul style="list-style-type: none"> ▪ <i>Urged States to implement or adjust systems to enable the forwarding of space weather advisories to users</i> • Supported PSIDS through targeted assistance activities and continued engagement with <i>Pacific Islands Aviation Weather Services (PIAWS) Panel of the Pacific Meteorological Council (PMC)</i> • Monitored the dissemination of OPMET through Regional OPMET monitoring activities and Regional SIGMET tests • Promoted international initiatives on the coordination of SIGMET • Provided updated guidance in the following Regional guidance materials: <ul style="list-style-type: none"> ▪ <i>APAC Regional SIGMET Guide, 9th Edition</i> 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

APAC REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> ▪ <i>APAC Region ROBEX Handbook, 14th Edition</i> ▪ <i>APAC Regional Guidance for Tailored MET to Support ATM Operations, 2nd Edition</i> • Provided new guidance by publishing the following Regional guidance material: <ul style="list-style-type: none"> ▪ <i>APAC Register of IWXXM Exchange Status (link in ROBEX Handbook)</i> ▪ <i>IWXXM Implementation in APAC Region, FAQs, 1st Edition</i> • Promoted information sharing through the following Regional Webinars: <ul style="list-style-type: none"> ▪ <i>APAC MET/ATM</i> ▪ <i>Special Air-Reports needed by MET to Support Flight Safety</i> • <i>Future Aeronautical MET Service</i> <p>AGA</p> <ul style="list-style-type: none"> • Conducted two webinars on GRF Implementation in collaboration with ICAO FTF, ACI, IFALPA, IFATCA and IFAIMA and Japan Civil Aviation Bureau. • Organized webinar on wildlife hazard management in coordination with Australian Aviation Wildlife Hazard Group. • Developed and published in ICAO APAC Website a set of Generic Documents in support of the Certification of Aerodromes, Wildlife Hazard Management and A-CDM Implementation for reference by States (https://www.icao.int/APAC/Pages/eDocs.aspx). 	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Conducted the Eighth APANPIRG/RASG-APAC Coordination Meeting on 22 July 2021. 	
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; ▪ APANPIRG and its contributory bodies: on air navigation services, aerodrome certification and related human resources development; and ▪ As of March 2021, 90% (319 out of 353) of aerodromes used for international operations have been certified in APAC Region. • Second Asia/Pacific Ministerial Conference on Civil Aviation could not be held in 2021 due to COVID-19 pandemic. Necessary coordination with the host State is ongoing. 	

TABLE B-2. AFI REGION**SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022****AFI REGION**

REPORT ITEM	PIRG	RASG
Regional Action Plan for GANP/GASP Implementation	<ul style="list-style-type: none"> • Assist 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 • Review States' progress and proposed actions • Operationalization of the AFI Air Navigation Deficiencies Database (AANDD) • Support implementation of CART Report recommendations and the HLCC 2021 Ministerial Declaration • Enhance the implementation of the APIRG Projects and the ASBU Elements • Assist in updating information contained in the AFI Regional Air Navigation Plan • Identify sustainable funding mechanisms for the APIRG Projects implementation • Improve the RVSM data returns and Large Height Deviations reporting and implementation of SLOP • Assist in development, signing of agreements and implementation of national SAR Plans • Certification of aerodromes and implementation of the Global Reporting Format for the reporting of runway surface conditions • Enhance Cyber Safety and Resilience of the Air Navigation Systems • Monitoring of the Air Navigation Deficiencies • Coordination of the implementation of AIM Go-Team activities in AFI States • Strengthening of the African ANSP Peer Review Programme to enhance safety and efficiency of air transport operations and improvement of ANS in Africa • Fostering implementation of seamless air navigation system in the AFI Region, including adoption of related structural changes 	<ul style="list-style-type: none"> • Support States in the implementation of CART Report recommendations and the HLCC 2021 Ministerial Declaration • Improve the implementation of the RASG-AFI Conclusions and Decisions • Development and implementation of Regional and National Aviation Safety Plans • Improve the effective and efficient implementation of the RASG-AFI and AFI Plan projects • Profile States to proactively identify deficiencies and latent or potential Significant Safety Concerns (SSCs) and provide them with tailored assistance accordingly • Intensify assistance activities to support AFI States efforts to improve their safety oversight systems • Certification of aerodromes, implementation of the Global Reporting Format and implementation of Runway Safety Programmes • Intensify provision of financial resources through the AFI Plan, SAFE Fund, and other development partners, to progress the implementation of projects • Maintain the momentum for the issuance of the Annual Safety Report • Intensify coordination with RSOOs to support States and achieve sustainable funding mechanisms while strengthening sharing of resources • Promote and support AATO and Aviation Training Institutions, Industry partners, etc. • Realignment of AFI Safety Targets to those of the current GASP • Restructuration of RASG-AFI Safety Support Teams (SSTs) • Development and implementation of a Regional Aviation Safety Plan (RASP) for Africa-Indian Ocean (AFI-RASP), and assistance to States in the development and implementation of their National Aviation Safety Plans (NASPs)

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

AFI REGION

REPORT ITEM	PIRG	RASG
<p>Key PIRG/RASG Activities and Achievements in 2021</p>	<p>ATM</p> <ul style="list-style-type: none"> • The First Edition of the AFI Region Search and Rescue Plan adopted • The Second Edition of the AFI Region ATM Contingency Plan adopted • Implementation of the new AFI Region Secondary Surveillance Radar Code Management Plan (AFI SSR CMP) completed • Gap analysis on the preparation for the implementation of the free route airspace in the Continental AFI airspace completed • The AFI Civil/Military Cooperation Implementation Guidance Material (based on ICAO Doc 10088) completed and shared with AFI States • The SAT Handbook finalized and the Formalization of the Group for the Continued Improvement of Air Traffic Service over the South Atlantic (SAT) Structure completed • AFI Reduced Vertical Separation Minimum (RVSM) airspace Target Level of Safety (TLS) improved by a risk estimation of 10.9×10^{-9} from previous 75.4×10^{-9} fatal accidents per aircraft flight hour • PBN implementation ongoing with good progress of NPIP, LNAV, LNAV/VNAV, STARs and SIDs • 5-LNC Workshop for Namibia • Civil/Military Cooperation Training for Rwanda • AFI Free Routing Airspace FP Workshop • Special SAT Meeting • Interregional ATM Coordination Meeting/Workshop • Interregional Civil/Military Cooperation Workshop • AFI SSR Code Management Plan Focal Point Workshop <p>SAR</p> <ul style="list-style-type: none"> • AFI National SAR Plan template • AFI SAR Agreements template • AFI SAR Activity Final Report template • Improved implementation of national SAR programmes/plans, development of national plans and implementation of SAR committees, signing of Letters of Agreements and promotion of regional SAREX • Roadmap for the conduct of AFI regional SAREX 	<ul style="list-style-type: none"> • Accident rate for RASG-AFI has declined from 21.86 in 2008 to 1.48 in 2021 • The number of fatalities reduced from 183 in 2008 to zero in 2021 • Progress on the implementation of GASP goals with an increased Safety Oversight Level of effective implementation (EI) • Progress in the implementation of the State safety programme (SSP) • 42 aerodromes were certified in 2021 with more than 50 per cent of States that developed aerodromes certification capacities • Reduced number of SSCs with only one outstanding in Eritrea • Remote assistance to several States to elevate their EI of their Safety oversight systems and to sensitize them on COVID-19 related ICAO measures • Supported provided to MO in the conduct of USOAP CMA activities • Organized a virtual RASG-AFI Workshop on LOC-I and UPRT • Supported a virtual workshop on PEL • Supported the AFCAC AFI-CIS inspectors' induction and refresher workshop • Provision of guidance to the NCMCs and SMEs on filing of CCRDs through virtual means • Provision of assistance activities to support the certification of aerodromes • Conducted several seminars and assistance activities on the GRF implementation

AIM

- Successful workshop on the improvement of NOTAMs and the implementation of the new SNOTAM format
- In 2021, the number of old/very old NOTAMs in the AFI Region, exceeding the validity period, was reduced by 39 per cent
- Ongoing implementation activities of AIXM and QMS applied to AIM implementation of eTOD

AOP

- Two (2) new aerodromes certified
- 6 APEX reviews conducted in coordination with ACI
- Follow up for the resolutions of deficiencies identified by the APEX reviews
- Conducted two webinars and seven workshops on GRF as well as GRF dry runs
- Monitored the implementation of GRF within the Region

CNS

- High rate of implementation of the AFI ANP requirements
- Reduced rate of missing flight plans
- Increased number of AFTN centres upgraded with capability for IP technology implementation (VoIP)
- Improved Air Ground communication
- States provided with guidance on the implementation of CPDLC for Oceanic and remote continental airspaces and the rationalization of conventional NavAids infrastructure
- Guidance on the implementation of augmented GNSS /SBAS provided to States via workshop
- Improved aeronautical surveillance in the AFI region and AFI airspace
- Guidance on the implementation of ADS-B and MLAT provided to States

MET

- States provided with guidance on the implementation of the ICAO IWXXM RODBs Dakar and Pretoria developed Capacity to convert TAC OPMET Data into IWXXM Format
- Plan of Action developed to address missing data issues in the AFI Region
- QMS Roadmap and Certification Process developed
- States Weather Forecasters provided with the guidance on the harmonization of the provision of SIGMET Information

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

AFI REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Guidance on the conduct of volcanic ash exercise developed. States well prepared to conduct the volcanic ash exercise • AFI States Weather Forecasters updated on and skilled for the use of the new WAFS Products • Continuation of CODEVMET AFI Project • Conduct of the AFI Volcanic Ash Exercise • Establishment of Plan of Actions to reduce the level of Missing OPMET Data • Implementation of digital OPMET data in the AFI Region • Training Seminar on the Strengthening of forecasting skills on the use of the WAFS new products • Workshop on the Conduct of Volcanic Ash Exercise in the AFI Region • Workshop on the Harmonization and the requirements for the provision of SIGMET information • Workshop on the development of MET/QMS roadmap and QMS Certification Process 	
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS needs to improve and address the following areas.</p>	<ul style="list-style-type: none"> • Low participation of high-level officials in meetings, webinars and workshops • Political instability in several part of the Region • Slow recovery of ANSPs and aerodromes from the COVID-19 pandemic impact; • Insufficient political commitment and resources (human and financial) • Low level of data availability in the AFI Region on States’ planning and implementation • Missing operational messages (OPMETs, NOTAMs) • Limited data received by the AFI Regional Monitoring Agency (ARMA) for the inclusion in the calculations for the Collision Risk Assessment (CRA) • Insufficient and ineffective level of support, technical expertise and participation by States to the groups subsidiary bodies • Insufficient and poor feedback from States to State 	<ul style="list-style-type: none"> • Conflicts, COVID-19 pandemic and related travel restrictions, political instability • Insufficient political commitment and inadequate resources (Human and financial) • Poor communication with States including lacking/poor Internet connectivity. • Inability of some CAAs to hire, train and retain qualified staff to meet their needs • Low level of attainment/achievement of global and regional targets (GASP/GANP and Abuja) • Low level of participation of high-level officials in important meetings, webinars and events • Outstanding resolution of SSC in Eritrea • Low level of data availability in the RASG-AFI Region on States’ planning and implementation

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS APRIL 2021 – MARCH 2022

AFI REGION

REPORT ITEM	PIRG	RASG
Associated recommendations and actions taken regarding above	<p>Actions</p> <ul style="list-style-type: none"> • Election of the new APIRG officials • Approval of AFI ATM and AFI ATM Volcanic Ash Contingency Plans • Adoption of the First Edition of the AFI Region Search and Rescue Plan as well as the Second Edition of the AFI Region ATM Contingency Plan • Completed the new AFI Region Secondary Surveillance Radar Code Management Plan (AFI SSR CMP) • Formalized the Group for the Continued Improvement of ATS over the South Atlantic (SAT) and completed structure and handbook • Set of generic guidance/Documents related to the provision of SIGMET Information in the AFI Region and the Conduct of the Volcanic Ash Exercise in the Region • Revised the CODEVMET AFI Project MSA and Project Document • Remedial measures to improve the availability of OPMET data in the AFI Region • Enhanced cooperation for the EI of AMHS in the AFI Region <p>Recommendations</p> <ul style="list-style-type: none"> • Building Back Better Air Navigation Systems • Carbon emissions assessment, measurement and monitoring • Overflight (OVFC) Permission Fees and Charges • Overflight (OVFC) Permission Processes 	<p>Actions</p> <ul style="list-style-type: none"> • Election of new RASG-AFI officials/Bureau • Restructuring of the RASG-AFI Contributory Bodies (Safety Support Teams, SSTs) for efficiency and better alignment with the current GASP Goals and Targets • Alignment of the Abuja Safety targets with the GASP goals and targets • Enhanced cooperation among stakeholders for the resolution of the Eritrea SSC • Continuous implementation of the AFI Plan Projects • Operationalization of the EAC CASSOA Centre for Aviation Medicine (CAM) for the medical assessments of aviation personnel • States commitment to the implementation of the HLCC 2021 Ministerial Declaration • Remotely Piloted Aircraft Systems (RPAS) • Encouragement of States to utilize Regional Safety Oversight Organizations (RSOOs) in the implementation of SARPs and PANS • SSP/SMS implementation. • Implementation of Runway Safety Go-Teams activities. <p>Recommendations</p> <ul style="list-style-type: none"> • Development of remote safety oversight mechanism • ICAO Integrated Safety Trend Analysis and Reporting System (iSTARS) • Resolution of the SSC in Eritrea

TABLE B-3. CAR/SAM REGION

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022																																									
CAR/SAM REGION																																									
REPORT ITEM	PIRG	RASG																																							
Regional action plan for GANP or GASP implementation CAR/SAM regional safety and air navigation priorities and target	<ul style="list-style-type: none"> • Preparation of a CAR/SAM Project for the construction of Volume III, whose activities include: <ul style="list-style-type: none"> ○ review and Update of Volumes I and II; ○ design and preparation of Volume III; and ○ preparation and approval of the Management Procedure of the Master of the e-ANP CAR/SAM. • SAM RO organized and delivered three workshops on the preparation of Volume III of the e-ANP during 2021. • SAM RO organized and delivered four session of formulation and preparation of performance indicators. • Within the CAR/SAM regional air navigation priorities and targets, the following items, subject to the upcoming 2022 ANP review, shall be: <ul style="list-style-type: none"> ○ GREPECAS leadership- improvements (Establishment of new data analysis group - process paused due to change of rapporteur, until further notice, projects revision and other enhancements); ○ PBN Implementation: indicators/ CAR/SAM PBN Airspace concept implementation/ ATS routes optimization- planning; ○ CAR Flight Procedure Design Programme (FPP) ICAO NACC-COCESNA Agreements for Central American (6 States) initially; ○ Infrastructure focused: <ul style="list-style-type: none"> • AIDC implementation; • Regional Network availability and efficiency; • GNSS based on new PBN Airspace Concept; • ADS-B implementation; • CPDLC oceanic; and • ASBU B1 assessment; ○ ATS Contingency- Enhance coordination and NACC Emergency Response Centre establishment; ○ AMET: MET work programme and targets and OPMET/SIGMET Performance; ○ AIM: PANS-AIM target implementation and AIM Tracking website – implementing 	<ul style="list-style-type: none"> • NACC/SAM top priorities to support GASP implementation are: <ul style="list-style-type: none"> ○ implement a “Safety Intelligence Framework” for enhanced data-driven decision-making and prioritization, with dashboards and other data analysis initiatives; ○ reduce risks related to high-level turbulence; ○ strengthening of AIG effective implementation (EI); ○ strengthening of SMS/ State safety programme (SSP) implementation; ○ support runway safety teams implementation. • Additionally, the NAM/CAR Regions 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. • The following indicators and targets have been established through the SAM Safety Plan: <table border="1" style="margin-left: 20px; width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="6">Indicators and targets regarding EI and SOI improvement:</th> </tr> <tr> <th>States with EI:</th> <th>2022</th> <th>2024</th> <th>2026</th> <th>2028</th> <th>2030</th> </tr> </thead> <tbody> <tr> <td>Less than 65% Group 1</td> <td>EI = 75% SOI > 1</td> <td>EI = 80% SOI > 1</td> <td>EI = 85% SOI > 1</td> <td>EI = 90% SOI > 1</td> <td>EI = 95% SOI > 1</td> </tr> <tr> <td>between 65 and 74.99% Group 2</td> <td>EI = 80% SOI > 1</td> <td>EI = 85% SOI > 1</td> <td>EI = 90% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> </tr> <tr> <td>Between 75 and 80% Group 3</td> <td>EI = 85% SOI > 1</td> <td>EI = 90% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> </tr> <tr> <td>More than 80% Group 4</td> <td>EI = 90% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> <td>EI = 95% SOI > 1</td> </tr> </tbody> </table> 				Indicators and targets regarding EI and SOI improvement:						States with EI:	2022	2024	2026	2028	2030	Less than 65% Group 1	EI = 75% SOI > 1	EI = 80% SOI > 1	EI = 85% SOI > 1	EI = 90% SOI > 1	EI = 95% SOI > 1	between 65 and 74.99% Group 2	EI = 80% SOI > 1	EI = 85% SOI > 1	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	Between 75 and 80% Group 3	EI = 85% SOI > 1	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	More than 80% Group 4	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1
		Indicators and targets regarding EI and SOI improvement:																																							
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		between 65 and 74.99% Group 2	EI = 80% SOI > 1	EI = 85% SOI > 1	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1																																		
		Between 75 and 80% Group 3	EI = 85% SOI > 1	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1																																		
		More than 80% Group 4	EI = 90% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1	EI = 95% SOI > 1																																		
Indicators for the States		Targets																																							
		2022		2025																																					
% SSP implementation		Sustainable SSP (100%)		Effective SSP (100%)																																					

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022**CAR/SAM REGION**

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> ○ RPAS/ UAS assistance; ○ Cybersecurity assistance; ○ Aerodrome certification, airport master planning and A-CDM assessment; ○ ATFM – military-civil coordination: work programme and indicators, procedures enhancement; and ○ SAR enhancement: work programme and indicators and support GADSS. 	<ul style="list-style-type: none"> • Additionally, the following indicators have been determined as SAM additional means to monitor GASP implementation: <ul style="list-style-type: none"> ○ five year average accident rate trend; ○ SDCPS implementation; ○ SMS implementation; ○ safety oversight index; ○ number of runway safety teams; ○ number of certified aerodromes; ○ AIG, AGA and ANS EI; and ○ number of service providers participating in the corresponding ICAO-recognized industry assessment programmes. • All the indicators are monitored quarterly by the use of quarterly safety reports. An automated dashboard is being developed to allow for real-time monitoring. • The Regional Aviation Safety Plan for North America, Central America and the Caribbean (NACC-RASP) has the following objectives: <ul style="list-style-type: none"> ○ Continuously reduce fatalities and their risk through the development and implementation of a regional safety strategy; ○ Encourage all stakeholders to support and implement this NACC-RASP as the regional strategy for continuous aviation safety improvement; and ○ Promote the EI and sustainability of States' safety oversight systems in the NACC Region, following the No Country Left behind (NCLB) approach and based on the Systemic Assistance Program (SAP). ○ The SAM Regional Office continued to support its States by means of the PROSAM 001 procedure that allows for the continuous evolution of the States corrective action plans (CAPs). • The NACC SAP Programme is supporting the States on achieving the NACC USOAP target of 80 per cent EI implementation. For the Systemic Assistance Programme (SAP) follow-up and sustainability phase: <ul style="list-style-type: none"> ○ USOAP consideration: assist States to conduct a full self-assessment and CAP every six years; ○ Prioritization of SSP: NACC Regional SSP Implementation Strategy; ○ Tracking of CAAs institutional strength: develop criteria to assess CAA's strengths and track their priority;

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022
CAR/SAM REGION

REPORT ITEM	PIRG	RASG
		<ul style="list-style-type: none"> ○ Greater emphasis in political will and commitment: part of the high level commitment of ISO Process in SAP; and ○ Set air transport in the political agenda of the States: air transport development and implementation approach. ● The NACC SAP following targets were agreed by States (to be reviewed due to current COVID-19 pandemic): <ul style="list-style-type: none"> ○ By end of 2022 no more than two States with E.I. below 80 per cent in USOAP; ○ 2022 complete metric of 90 per cent Member States in the NAM/CAR Regions at or above 80 per cent; ○ States above 80 per cent increase their EI by two to five per cent for two States annually; and ○ 100 per cent States implemented the SAP. ● Similar other NACC safety indicators to measure GASP implementation and safety enhancement: <ul style="list-style-type: none"> ○ five year average accident rate; ○ SDCPS implementation; ○ 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; and ○ Existing RSOO enhancements. ● In 2021, there was the first GREPECAS and RASG-PA technical teams coordination meeting. Both groups plan to have similar meetings every year. ● In 2021, the first back-to-back meeting between RASG-PA and GREPECAS took place.

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022
CAR/SAM REGION

REPORT ITEM	PIRG	RASG
<p>Key PIRG/RASG activities and achievements in 2021</p>	<ul style="list-style-type: none"> • During this timeframe (April 2021-March 2022), GREPECAS organized: <ul style="list-style-type: none"> ○ ePPRC/3 held on 31 August to 1 September 2021 to continue planning and implementation activities of the GREPECAS, on ANS, in the recovery of aviation due to the contingency of COVID-19; the results and progress of GREPECAS programmes and projects, and progress on the implementation of ANS monitoring and reporting and the Data Analysis Working Group (DAWG) ○ First GREPECAS Data Analysis Working Group (DAWG/1) Meeting, 24 August 2021 ○ CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty First Scrutiny Working Group Meeting (GTE/21)- 16-20 August, 2021 ○ Technical Meeting GREPECAS – RASG-PA: This meeting was held on 25 March 2021 and was prepared as a first approach between the GREPECAS-RASG-PA Task Forces to initiate the coordination for the GREPECAS-RASG-PA back-to-back meeting. ○ In 2021, there was the first GREPECAS and RASG-PA technical teams' coordination meeting. Both groups plan to have similar meetings every year. ○ GREPECAS/19 Meeting from 27-29 October, 2021 ○ first back-to-back meeting between RASG-PA and GREPECAS/19 took place 28 October 2021. <p>MET</p> <ul style="list-style-type: none"> • Coordinated interregional monitoring activities to assist States in resolving deficiencies related to the implementation of Annex 3 SARPs for SIGMET and OPMET during the 2021 extremely active and record-breaking 2021 Atlantic hurricane season. • IWXXM interoperability tests on the Aeronautical Message Handling System (AMHS) between Cuba, United States, and Central America led by MEVA ANI/WG. • Dissemination of: <ul style="list-style-type: none"> ○ the guidelines for the implementation of Operational Meteorological Information (OPMET) data exchange in IWXXM format; and ○ the Plan and Roadmap for Meteorology in SWIM. 	<ul style="list-style-type: none"> • During this timeframe (April 2021-March 2022), the RASG-PA conducted the following meetings: <ul style="list-style-type: none"> ○ RASG-PA Executive Steering Committee (ESC) 36 Virtual Meeting – 19 and 20 May, 2021; ○ Regular PA Regional Aviation Safety Team (PA-RAST) Virtual Meetings every month; ○ Regular Safety Monitoring and Report Team (SMRT) Virtual Meetings every month; and ○ RASG-PA and GREPECAS Technical Team Meeting – 28 October 2021. • E) in SAM is 81.85 per cent. GASP implementation has been supported mainly through the following measures: <ul style="list-style-type: none"> ○ Establishment and implementation of a systematic approach towards fulfilling the GASP's goals by the States, through the SAM Regional Safety Plan (SAM-SP); ○ Direct support to States to improve EI; ○ Execution of the SAM AIG EI Strengthening strategy with support from the ARCM; ○ Continuous support from the SRVSOP (RSOO) for the harmonization of regulations, training and guidance material; ○ Implementation of the PROSAM001 procedure to support the State moving forward with their corrective action plans (CAPs); ○ Continuous support to States through regular NCMC meeting; and ○ Data driven decision making by the sustained use of the regional dashboards. • SAM had 1 accident in 2021 and 0 fatalities in the same period. • USOAP EI in the NACC States is 65.05 per cent, within a continuous work in the region since the NACC SAP implementation. • AIG specific activities: <ul style="list-style-type: none"> ○ The AIG Turnkey Project is to be deployed along 2022, providing assistance to the Central American and Caribbean States aiming at: <ul style="list-style-type: none"> a) In the mid-term: <ul style="list-style-type: none"> · Building/enhancing national capacity in accident and incident investigation;

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CAR/SAM REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Assistance per individual State for the resolution of longstanding MET deficiencies. • 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. • Virtual sessions to Central American and Caribbean States for the increase of the Safety Oversight capabilities on the MET service providers. • Volcanic ash exercise carried out in SAM Region. • Follow-up to four exercises on Advisory Notices on Space Weather and a real case. Feedback was sent to the ICAO MET Panel Task Force on Space Weather. • Follow-up to the implementation of the OPMET exchange in IWXXM format: so far, three States of the SAM Region are in a position to carry out the task (Argentina, Brazil and Guyana). • Tests of exchange of OPMET messages in IWXXM format between the International OPMET Databank of Brasilia and the States of Argentina, Cuba, Ecuador, Guyana and Paraguay, • Monitoring of the efficiency of the OPMET Exchange: The control procedure with the OPMET Bank of Brasilia has been reviewed. • Thirteen (13) CAR/SAM States implemented and certified QMS/MET. <p>AIM</p> <ul style="list-style-type: none"> • 13 CAR/SAM States implementing QMS/AIM and certificate the majority of them. • SAM/AIM was carried out with the participation of 76 delegates from the States of the SAM Region and 5 representatives of the industry. • Progress in the availability of information related to terrain and obstacles (TOD) in four States of the SAM Region. • Three States of the SAM Region have an AIP in electronic format (e-AIP). • CAR States almost 85 per cent completed for AIM Phase 1 WGS-84 AIRAC QMS and monitoring Annex differences EFOD. • AIM Collaborative Plan for CAR Region will be implemented by second.semester of 2022 • CAR/AIM developed a Workshop on Data Sets Management and eCharts (Nov 2021) 	<ul style="list-style-type: none"> • Enabling the establishment/consolidation of Investigation Cooperative Mechanisms (ICMs); and b) In the long-term: <ul style="list-style-type: none"> • Enabling the adoption of a RAIO approach. • Along 2021, the NACC region had 39 accidents with commercial aircraft over 5,700 kg of mass, from which 3 were fatal, summing 12 fatalities. • 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 on-site missions to States. Dedicated technical assistance is provided to existing SSC of Organization of Eastern Caribbean States (OECS) States. • Four new CAR States joined the Safety Information Management System (SIMS) platform providing tools for KPIs for GASP and GANP. • Main RASG-PA Achievements: <ul style="list-style-type: none"> ○ 0 fatal accidents in 2021 ○ 2.18 accident rate in 2021 ○ Sustained decreasing accident rate ○ RASG-PA restructuring to improve data driven decision making ○ new RASG-PA Handbook to comply with RASG TORs ○ development and publication of RASG-PA Dashboard for improved decision making ○ updated RASG-PA website ○ Sustained high participation of States, Organizations and Industry despite COVID-19 ○ two high impact projects fully implemented (FDAP & PBN)

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REPORT ITEM	PIRG	RASG
	<p>ATM/SAR</p> <ul style="list-style-type: none"> • More integration of the NACC and SAM Regional Offices with the increase of joint plans and activities. • 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 per cent 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 per cent, PBN implementation on SIDs: 66 per cent and STARs: 50.7 per cent. • CAR Region (Resolution A37-11): PBN Implementation: 58.1 per cent, PBN implementation on SIDs: 42.3 per cent and STARs: 38.6 per cent. • Several ATS routes coordination meetings/PFA CAR/SAM eANP Vol. II draft. • PBN workshop conducted. • All CAR Region FIR approved temporary direct flights/user preferred routes. • Reduction longitudinal separation between key CAR FIRs. • Regional workshops and meetings on ATFM and A-CDM. • Update the CAR/SAM ATFM CONOPS to include CAR/SAM ATFM/CDM Regional Training Programme-ATFM Training Requirements and Regionally Agreed ATFM Key Performance Indicators. • Annual review and update of ATM contingency plans. • Compiled guidance for Air Traffic Services Provision Guidance for Operation in a COVID-19 Context and provided related workshops. • Regional ATS routes (RNAV – 5 implementation/optimization) were published by CAR SAM states, including the third slot agreed at ATSRO/10 meeting (July 2019, Bogotá) and the first slot agreed at ANI/WG/PBN/TF/OPT (Virtual, 20 – 23 October 2020). AIP/SUP publication with effective date 20 May 2021. • SAR exercises (virtual mode) were held by French Guiana – Brazil and Argentina –Uruguay. Participation of CAR/SAM states observers was achieved. 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022
CAR/SAM REGION

REPORT ITEM	PIRG	RASG
	<p>CNS</p> <ul style="list-style-type: none"> • The SAM Region has already implemented AMHS in all States (14 in total). AMHS interconnections, the SAM Region increases the interconnections to 31. • NACC Region complete a 95 per cent of AMHS implementation of AMHS, as now 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. • ADSC and CPDLC in operational phase in four FIRs. Canada, United States have these services operational, Central America FIR has ADS-C and CPDLC were operational since June 2020 and Trinidad and Tobago is development operational test, finally Mexico contracted a new ATC software update and its plan to implement ADS-C/CPDLC by 2023. • Operational test for IWXXM messages were development to test the AMHS/CAR platform. Test between United States and Cuba were finished and test between COCESNA and Cuba are under development. • The process for request for Information (RFI) for the new CAR communication network (CANSNET Network) was finished with the participation of ten different vendors. Due the COVID-19 the project was delay and it was necessary to extent the actual MEVA provide contract by 2025, meanwhile a Request for proposal of the new network will be complete by the end of 2022. • Solving the difficulties in integrating communication systems to manage AIDC and other surveillance facilities between adjacent FIRs. 70 per cent of the NAM/CAR Regions coordinate air traffic through automated protocols. Several coordination problems were resolved with the implementation of AIDC between Central America FIR and Ecuador. • New AIDC implementation are under operational testing: • ACC/APP coordination between COCESNA (ACC Centro America FIR) and Belize and between COCESNA and Costa Rica. • AIDC implementation between Jamaica and Cuba, which is under test. • Operational test between United States and Cuba and Dominican Republic were completed using NAM/ICD protocol class II. • High rate of missing or errors on flight plans encountered in some States is the main area on improvement. NACC States reduced 70 per cent of flight plans errors 	

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REPORT ITEM	PIRG	RASG
	<p>through the implementation of mitigation activities to avoid flight plan errors, creating procedures and sharing lesson learned through the NACC AIDC Task Force.</p> <ul style="list-style-type: none"> • Around 75 per cent of CAR States share surveillance data. • Activities to support NACC States about RPAS/UAS regulatory implementation started on November 2020 with ICAO HQ support with the first NACC/SAM workshop on November 2020. • ADS-B data integration was completed on Barbados and currently NACC States are working to have it operational. • Workshops to cover technical aspect to the ADS-B implementation were development for NACC and SAM Region on January and February 2021. • NACC Office worked with CAR States through different workshop to support their cybersecurity implementation for all air navigation systems. A manual to cover cybersecurity policy was development to support CAR States in their cybersecurity analysis for Air Navigation Services. • To support CAR States during the COVID-19 pandemic, several assistance and workshops were provided with the aim to support CNS maintenance such as MEVA network, AMHS database, etc. • Work in conjunction with the industry to support CAR States, was conducted in the following implementation: <ul style="list-style-type: none"> ○ With CANSO and METRON to provide ATFM database (software in place) to facilitate the planification for recovery operation; ○ With CANSO, AIRBUS and the FAA in cybersecurity; ○ With the FAA in RPAS/UAS implementation and ADS-B technical workshop; and ○ With industry (THALES, INDRA, etc.) in Technical ADS-B workshops. • A process was in development for NAM/CAR Region to ensure that NACC States support ICAO position for the WRC-23. <p>AGA</p> <ul style="list-style-type: none"> • 136 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 per cent certified, plus four more aerodromes certified in the CAR Region (November 2020), increasing the regional percentage from 58 	

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CAR/SAM REGION

REPORT ITEM	PIRG	RASG
	<p>per cent to 61 per cent. In the SAM Region 48 out of 104 were certified, which means 46 per cent certified.</p> <ul style="list-style-type: none"> • Over an 11 per cent , increase year to year from 2018 to 2019 on aerodrome certification figures for the SAM Region. A jump from 34 per cent to 45 per cent. • New approved GREPECAS projects on Airport CDM and Airport Planning for the CAR/SAM Regions. • Developed generic composition and ToR for the establishment of a Runway Safety Team and a checklist to ensure its implementation properly. • NAM/CAR webinar conducted on Runway safety and Global Reporting Format (GRF) on runway conditions. • A specific CAR webinar provided on Runway safety and Global Reporting Format (GRF) on runway conditions for OECS states. • Two CAR webinar provided on Global Reporting Format (GRF) on runway conditions for CAR States and Territories • CAR webinar conducted on Public Health Corridor Application. 	

TABLE B-4. EUR/NAT REGION

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022		
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"> <input type="checkbox"/> The EUR and NAT Air Navigation implementation action plans, priorities and targets are reviewed and agreed through amendments to the EUR and NAT eANP, supported by a number of specific implementation plans and roadmaps. Regional monitoring of ASBU implementation is an ongoing activity with annual reports provided to EASPG and NAT SPG. <input type="checkbox"/> NAT SPG endorsed the prioritization and feasibility of the NAT 2030 Vision goals, objectives and improvements. 	<ul style="list-style-type: none"> <input type="checkbox"/> The Regional Safety Action Plans, priorities and targets are reviewed and agreed by the EASPG and NAT SPG. • Work has started on implementation of regional mechanisms for monitoring and reporting on the EUR Regional Aviation Safety Plan implementation progress. • EUR safety metrics and targets: <ul style="list-style-type: none"> <input type="checkbox"/> Overall regional EI average is 78.86 per cent compared to 78.07 per cent in 2020. <input type="checkbox"/> Thirty-four States, representing 62 per cent of States in the EUR Region, have already achieved the target of 75 per cent EI by 2022 established in the GASP 2020-2022. <input type="checkbox"/> There are no SSCs in the EUR Region. <input type="checkbox"/> 41 accidents involving aircraft of maximum mass of over 2 250 kg occurred in the EUR Region including 12 fatal. In 2020, 46 of such accidents occurred, including 10 fatal. <input type="checkbox"/> The regional accident rate is 2.74 accidents per million departures, compared to 2.00 accidents per million departures in 2020. <input type="checkbox"/> On average, States in the EUR/NAT have implemented 81.78 per cent of the USOAP CMA protocol questions considered as essential to establish a mature foundation to support effective State safety programme (SSP) implementation. <input type="checkbox"/> Four deficiencies were resolved. • NAT safety indicators: <ul style="list-style-type: none"> <input type="checkbox"/> The vertical risk estimate was reported to be 19.7×10^{-9} for the whole NAT High Level Airspace (HLA) which was reduced to 5.5×10^{-9} with the actual Strategic Lateral Offset Procedures (SLOP) adjustment applied. The lateral risk estimate for 2020 was 3.6×10^{-9} which was a reduction from 13.6×10^{-9} in 2019. <input type="checkbox"/> Safety Key Performance Indicators (SKPI), showing the set of 12 SKPIs with targets based on three years of rolling data: 8 of the SKPIs have met their target in 2020, versus 6 achieved in 2019.

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022
EUR/NAT REGION

REPORT ITEM	PIRG	RASG
		<input type="checkbox"/> Results of the scrutiny of events of year 2020, including the identified contributing issues, and the mitigations that were used for preventions
<p>Key PIRG/RASG Activities and Achievements</p>	<ul style="list-style-type: none"> • EUR (in collaboration with European Organisation for the Safety of Air Navigation (EUROCONTROL)) and NAT Annual ASBU Implementation Monitoring Reports with participation of all 55 EUR and nine NAT provider States and increase in the implementation progress across EUR. • Developed a list of 87 ASBU elements (40 Block 0 and 47 Block 1) to be monitored. ASBU implementation report 2020 includes 70 out of 87 elements (80 per cent). • Top ASBU elements - ACAS (88 per cent), SNET (different elements up to 98 per cent), and NOPS (83 per cent), B0-AMET – 90 per cent and B1-AMET (IWXXM data) – 98 per cent (in part due to IWXXM translation centres), B0-FICE (AMHS) - 84.7 per cent. • EUR Air Navigation System Performance Framework Report in collaboration with the European Commission, European Union Aviation Safety Agency (EASA) and EUROCONTROL. • Enhancement of the EUR and NAT regional RVSM monitoring systems through transition to ADS-B based infrastructure. • PBCS monitoring and reporting guidance. • Guidance on loss of communications procedure. • A training programme and inspector’s handbook for SAR inspectorate. • Approval for the Flight Plan RVSM Approval Verification Process (FPRAVP) implementation. • Enhancement of the regional crisis management guidance and mechanism. • Harmonization with South Atlantic. 	<ul style="list-style-type: none"> • Several workshops to support safe aviation response and recovery from the COVID-19 crisis and foster the implementation of CART. • Delivery of EUR and NAT Annual Safety Reports. • Continued implementation of ICAO-IAC (RER 01/901) project to include delivery of several workshops on safety management, public health and competency-based training. • Assistance in the implementation of USOAP CMA programme. • Capacity building activities through the EUR/NAT NCLB Technical Assistance Programme and support to iPACKs. • Safety Performance Indicators update and monitoring. Safety data collection and analysis. • Guidance on local Runway Safety Teams and Runway Safety Go-teams to support its implementation. • Competencies in the conduct of independent and effective investigations of aircraft accidents and incidents.

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REPORT ITEM	PIRG	RASG
Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> • Preparedness to future contingencies - Importance of regional crisis response and preparedness mechanisms, including regional contingency plans and exercises. 	<ul style="list-style-type: none"> • Preparedness to future contingencies - Importance of regional crisis response and preparedness mechanisms, including regional contingency plans and exercises.
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Continue support implementation of CART • Established a project team to review the regional guidance and propose amendments 	<ul style="list-style-type: none"> • Continue support implementation of CART • Established a project team to review the regional guidance and propose amendments
Matters being coordinated between PIRGs and RASGs	<ul style="list-style-type: none"> • Regional actions to support implementation of the CART. • Regional air navigation deficiencies and collaborative actions for their resolution. • Regional NCLB Technical Assistance Programme to assist States in resolution of identified deficiencies and implementation of EUR RASP. • Updates of the regional safety and air navigation plans. 	

TABLE B-5. MID REGION

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022		
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"> • A revised MID Region Air Navigation Strategy was endorsed by MIDANPIRG/18; the revised version was aligned with the GANP – Sixth Edition. Initial set of Regional KPIs (4 KPIs) was agreed upon to be used for AN Performance Monitoring at National and Regional levels. • States were urged to develop their National Air Navigation Plans and prioritize their activities/investments towards the achievement of the agreed performance targets within the specified timelines. • MIDANPIRG & its subsidiary bodies plan and monitor the implementation of the GANP. • The Web-based MID Air Navigation Report-2021 was developed and endorsed by MIDANPIRG/19. It provides an overview of the status of implementation of the priority 1 ASBU Threads/Elements in the MID Region, The Report includes, for the first time, a Section on ANS Performance Monitoring using the agreed set of Regional KPIs. The report also includes a Section on environmental protection highlighting planned/implemented operational improvements and few success stories related to the implementation of operational improvements. 	<ul style="list-style-type: none"> • The Tenth MID Annual Safety Report (10th MID ASR) was endorsed by the RASG-MID/9 including MID Region safety priorities, as follows: Regional Operational safety risks: LOC-I, RE/ARC, CFIT, MAC, and RI Organizational challenges/issues: States' Safety Oversight capabilities, Safety Management and Human Factors and Competence of Personnel Emerging Risks: COVID-19 Pandemic outbreak, GNSS Outages/ Vulnerability, Safe Operations of UAS (drones) and Impact of Security on Safety • Identified and recommended the Safety Enhancement Initiatives (SEIs) to be included in the National Aviation Safety Plan (NASPs), as appropriate, in accordance with the MID Regional Aviation Safety Plan (MID-RASP) 2020-2022, endorsed by the RASG-MID/8 meeting. • To address organizational challenges/issues, regional operational risks, and emerging risks, 16 SEIs and 51 actions have been included in the MID-RASP. • The MID-RASP establishes the first layer of priorities, which is further complemented at national level by NASP, and would ensure the timely implementation of the SEIs to address safety deficiencies and mitigate risks to attain the MID Region Safety Targets. • The RASG-MID/9 meeting urged States to develop and implement their NASP in line with the GASP and MID-RASP and share the latest version of their NASPs with ICAO HQ and ICAO MID Office for posting on the GASP public website. In addition the meeting requested States to share their experiences related to the development of their NASPs during the Regional NASP Workshop to be organized by the ICAO MID Regional Office in 2022.

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MID REGION

REPORT ITEM	PIRG	RASG
		<ul style="list-style-type: none"> • The RASG-MID/9 meeting encouraged States to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State •
Key PIRG/RASG Activities and Achievements	<ul style="list-style-type: none"> • Development of the MID Region Air Navigation Report - 2021 (overall ASBU implementation level is 58 per cent). • Endorsement of the MID RVSM SMR 2021. • Agreement on the MID RAS Upgrade Project • Reviewed and endorsed the proposal for amendment to the MID eANP VOL II, Table ATM II-MID-I (the whole ATS Routes Table). • Endorsement of the MID Region ATFM Plan (Version 2.0). • The FWC2022 Action Plan was reviewed and updated. Establishment of MID CMC/FUA Action Group. • Establishment of PBN Implementation Plan Ad Hoc WG to review and update the MID Region PBN Implementation Plan (MID Doc 007) • Agreed on AIM CAPACITY-BUILDING ACTIVITIES in 2022-2023, including Workshops and Webinars, to foster the transition from AIS to AIM • Establishment of CCO/CDO Ad Hoc WG to develop guidance related to the publication of CCO/CDO information (text and Charts) in the AIP. • • • Establishment of ATM Contingency Planning AG to review and update the MID Region ATM Contingency Plan (MID Doc 003) • Further implementation of the ATFM Action Plan, currently on the building capacity phase • Encouraged States to update the status of IWXXM implementation • Agreed to implement reduced channel spacing for VHF Radio Navigation Aid (PfA to be processed) • Establishment of Radio Altimeter (RADALT) AG to develop guidance material to protect the aircraft operations from potential Radio Altimeter interference associated with the deployment of cellular broadband/5G ground infrastructure near the bands used by RADALT 	<ul style="list-style-type: none"> • The Regional USOAP EI increased to 76 per cent (two States have not yet been audited due to UNDSS travel restrictions) <ul style="list-style-type: none"> • <i>Two (2) States with EI above 90 per cent</i> • <i>Five (5) States with EI above 80 per cent</i> • <i>Two (2) States with EI above 70 per cent</i> • <i>One (1) State with EI above 60 per cent</i> • Percentage of aerodrome certification is 67 per cent. • Percentage of international aerodromes that have established Runway Safety Teams is 57 per cent. • The regional average overall SSP foundation is 76.22 per cent. • 16 SEIs and 51 actions have been included in the MID-RASP. The RASG-MID/9 meeting noted with appreciation the updated SEIs and their respective safety actions as well as the status of their implementation. • • The Safety Management Implementation Team (SMIT) Handbook was endorsed by RASG-MID/9 meeting including SSP assessment tool to identify opportunities for enhancement and consequently, supporting MID Region States to implement their SSP. • MENA ARCM MoU endorsed by the 5th virtual DGCA-MID meeting and so far, 9 States signed it. The First MENA ARCM meeting will be held in Riyadh, concurrently with the Saudi Future Aviation Forum (9-11 May 2022). • The MENA RSOO Technical Coordination Meeting was hosted by Saudi Arabia in Riyadh on 13 February 2022 back-to-back with the RASG-MID/9 meeting with support of ICAO MID Office. The Second MENA RSOO Steering Committee meeting will be held in Riyadh concurrently

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MID REGION

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • States were encouraged to ensure alignment of ANS national Cyber Security plan with ICAO Cybersecurity Action Plan (CyAP) • Tasked the MIDRMA to include the collection and sharing of information on the level of ADS-B equipage of the registered fleet and all flights operating from/to or through the MID RVSM airspace • The updated version of the MID Doc 008 – Guidance for AIM Planning and Implementation was endorsed • The MID FPP Programme Manager was recruited by ICAO TCB effective 17 January 2022 and the first meeting of the MID FPP Steering Committee (SC/1) was successfully held virtually (26-27 January 2022). The MID FPP is hosted by UAE • MIDAD Project still in Phase A (at least 7 States should complete migration to EAD), 2 States (Jordan & Qatar) already migrated to EAD • 8 States confirmed their interest to join the EUROCONTROL IP Network Project (New PENS). EUROCONTROL is reviewing the expressions of interest by some MID States to join New PENS, and is considering the integration within the New PENS institutional and contractual framework • Tasked the CNS SG to review and update the ICAO MID Doc 013 - MID Region Surveillance Plan To include the outcome of ADS-B Webinar • Reviewed the Air Navigation Deficiencies, through the MID Air Navigation Deficiency Database (MANDD) under each field, and urged States to submit the specific Corrective Action Plan (CAP) for each deficiency. • Endorsed a new Edition of the MIDANPIRG Procedural Handbook (MID Doc 001) 	<p>with the Saudi Future Aviation Forum (9-11 May 2022) with the objective to sign the MoA and launch the MENA RSOO Operations.</p>
<p>Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Challenges related to the restart and recovery of the aviation sector; including the shifting of activities and priorities due to COVID-19 pandemic. • Conduct of virtual meetings/events, inability to conduct face-to-face meetings & capacity building activities. • Escalated political/security situation in some of the MID States, which affected the achievement of the regional air navigation and safety targets. • Low level of responses from States to State letters. • Alignment with the Sixth Edition of the GANP and development of NANPs. • Population of the MID eANP Tables ATM I-1 and SAR I-1 (FIR boundaries). • Assignment of new frequencies due to the saturation of the VHF Band in certain areas in the MID Region. 	<ul style="list-style-type: none"> • Three States with USOAP EI below 60 per cent due to Unstable Security/Political Situation and Financial Constraints • Challenges facing the States for the development of their NASPs. In this respect, the RASG-MID/9 meeting noted with appreciation that the MID Regional Office is planning to conduct Assistance Missions dedicated to NASP in order

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022**MID REGION**

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Civil-military coordination especially over the high seas. • Low level of reporting by States (inputs to the MID Air Navigation Report, national plans, success stories, environmental data, replies to State letters, etc.). • Lack of regional framework to support the implementation of regional initiatives/projects and provide assistance to States for the implementation of ICAO SARPs and the regional requirements. • Challenges faced regarding the implementation of the following projects: <ul style="list-style-type: none"> - MID Flight Procedure Programme (MID FPP); - MID IP Network; - MID Region AIM 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 level of implementation of some ASBU Priority 1 Threads/Elements (FICE,CCO/CDO, ACDM. NAVS) • Difficulties in implementing AIS Digital Datasets; and • 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. 	<p>to support States with NASP development. Accordingly, the meeting encouraged States to request assistance from the ICAO MID Regional Office related to the development of their NASPs including the conduct of assistance missions and/or customized NASP Workshop for each State.</p> <ul style="list-style-type: none"> • Challenges facing the development of the ASRs, in particular: <ul style="list-style-type: none"> - lack of shared safety information, safety analysis, and safety recommendations by States; and - low participation in the ASRG meetings by States and Organizations • Insufficient technical and/or financial resources at State level to implement the Global Aviation Safety Plan (GASP) objectives, the SEIs, and to 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 (from States or the Industry) to progress the work related to the identified SEIs and their respective actions. • Limited support to the RASG-MID Work Programme and its subsidiary bodies 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 (EI) 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 due to the COVID-19 pandemic. • High number of GNSS interferences incidents occurred in the MID Region.
Associated recommendations and actions taken regarding	<ul style="list-style-type: none"> • Continue assistance to States for the implementation of CART recommendations and guidance. • Further improve cooperation with international and regional organizations. • Developed procedure related to the conduct of virtual meetings and included it in the Procedural Handbooks of MIDANPIRG and RASG-MID. • Improve the level of replies to State letters through the development of the SLOMT. 	

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS, APRIL 2021 – MARCH 2022
MID REGION

REPORT ITEM	PIRG	RASG
above	<ul style="list-style-type: none"> • Foster accountability through direct communication with DGs/Ministers for the implementation of CART and the MID NCLB Strategy and Plans of Actions for prioritized States. • Reach out to States facing escalated political/security situation to remotely build capacities and get them involved in MID Office activities. 	<ul style="list-style-type: none"> • Conduct assistance missions to States and customized workshops related to the development of their NASPs • Development and implementation of Plans of Actions to support States in accordance with the MID Region NCLB Strategy. • Conduct of NCLB assistance missions, including customized seminars/workshops/trainings related to USOAP-CMA, Safety Oversight Capacity Building (GSI), Accident & Incident Investigation, Safety Management, NASP, etc. • Continuous support to expedite the operations of the MENA RSOO. • With respect to challenges facing the development of the ASRs, the RASG-MID/9 meeting reiterated the importance of sharing of safety data analysis for improved ASRs development and urged States to provide the ICAO MID Office by end of April 2022 the safety data analysis and their associated safety recommendations for the period (2017 – 2021). The meeting also recognized the importance of sharing the low probability high consequence (LPHC) events and encouraged to share.
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • Accidents and Incidents Analysis (Near Mid Air Collisions occurrences). • Global Reporting Format (GRF). • Fatigue Risk Management. • State Safety Programmes (SSPs) and Safety Management System for ANSPs. • Remotely Piloted Aircraft Systems (RPAS). • Airborne Avoidance Collision System (ACAS). • RVSM operations and monitoring activities in the MID Region. • GNSS vulnerabilities. • Radio Altimeter Interference • Contingency planning. • Aerodrome design and operations. • Surface operations and airport planning challenges. 	

APPENDIX C

GLOBAL CHALLENGES FACED BY REGIONS

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2022-01
Challenge/ Issue	Lack of compliance with RVSM related requirements and procedures: <ul style="list-style-type: none"> • <i>issue with RVSM approvals for State aircraft;</i> • <i>need for the States to review their internal processes for the certification of special purpose aircraft intending to operate as RVSM approved;</i> • <i>non-RVSM approved civilian aircraft operating in the RVSM airspace;</i> • <i>lack of sharing of height monitoring data and plans;</i> • <i>limited data to calculate and do collision risk assessment (CRA);</i> • <i>lack of or non-application of Procedures for the identification and reporting of non-RVSM compliant aircraft operating as RVSM approved.</i> 	
Link to global plans	Global Aviation Safety Plan (GASP) Global Air Navigation Plan (GANP)	
Initially reported by PIRGs/RASGs	<input checked="" 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 checked="" type="checkbox"/> EASPG	
Date first reported	2019 (see global challenge 2019-12) then in, 2020 (see global challenge 2020-06)	
Remarks	The demand for flights in the existing RVSM band of flight levels (FL290-FL410) has increased to the point where it is generating congestion similar to that which prevailed before the implementation of RVSM, the items related to RVSM, and height monitoring affected several regions. It should be noted that confidence in the accuracy of the estimate for the total risk remains very low due to the low number of large height deviations (LHDs) and other operational error reports received by several RMA.	
PART B: Action by Council		
ID	Action proposed	Expected timeline
1	Request the Secretary General to facilitate appropriate high-level discussions at regional and global forums to enhance civil-military coordination and to raise awareness to ensure that all appropriate aircraft derivative designs are compliant with RVSM performance requirements.	2022-2024
2	Request the Secretary General to issue a State letter to encourage discussions at national forums to enhance civil-military coordination and raise awareness to ensure that all appropriate aircraft derivative designs are compliant with RVSM performance requirements.	2022-2024
3	Request the Secretary General to invite States to review periodically their internal processes for the certification of State aircraft intending to operate as RVSM approved.	2022-2024
4	Request the Secretary General to develop proposals to address the underlying issues related to this global challenge, including new Job Cards, as necessary, for consideration by the ANC.	2022-2024

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2022-02
Challenge/ Issue	The information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) is not always up to date for use by States in analysing and measuring their progress.	
Link to global plans	Global Aviation Safety Plan (GASP)	
Initially reported by PIRGs/RASGs	<input checked="" 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 checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG	
Date first reported	2022	
Remarks	Collection of safety information is critical in measuring the progress achieved towards the goals and targets of the GASP	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
1	Request the Secretary General to update the information for States and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency.	2022

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2022-03
Challenge/ Issue	Align the definition of the Africa-Indian Ocean (AFI) Region with the actual geographical area of APIRG and RASG-AFI to facilitate the implementation of programmes.	
Link to global plans	Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) implementation	
Initially reported by PIRGs/RASGs	<input checked="" 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	2021 Final report of APIRG/23 and RASG-AFI/6 – Decision 2/02) AN-WP/9502 - The consolidated report on Planning and Implementation Regional Groups (PIRGS) and Regional Aviation Safety Groups (RASGS) for 2020 C-WP/15197 - The consolidated report on Planning and Implementation Regional Groups (PIRGS) and Regional Aviation Safety Groups (RASGS) for 2020	
Remarks	Today, the Africa-Indian Ocean (AFI) Region is defined as the area embracing Africa and associated oceanic areas and landmasses between 25 degrees west and 75 degrees east and south to the South Pole. The alignment of the definition of coverage area may also have an impact related to ongoing regional programmes and initiatives such as: ARMA, AFI Plan, Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL Plan), AFCAC AFI-Cooperative Inspectorate Scheme (AFI CIS) and AFI Security and Facilitation Cooperative Experts Scheme (CES), or other arrangements such as the AFI Group, which were established earlier for the AFI Region.	
PART B: Action by Council		
ID	Action proposed	Expected timeline
1	Request the Secretary General to expedite the development of a new definition of AFI Region to align the definition with the actual geographical area of APIRG and RASG-AFI to facilitate the coordination for an effective implementation of programmes. The proposal should be coordinated with AFCAC, ACAO, ECAC and all other relevant stakeholders.	Q1 2023

APPENDIX D

DASHBOARD: STATUS OF PREVIOUSLY IDENTIFIED CHALLENGES FACED AT GLOBAL LEVEL

ID	Challenge	Action	Timeframe Business Plan 20-22 Reference	Status Remarks
2019-01	Insufficient progress in civil-military coordination	Secretariat – Need for the update of the uniform methodology for the identification of deficiencies by PIRGs.	2020 CAP.APAC.5.7	Ongoing, 2023
2019-05	Lack of SAR cooperation and collaboration	APAC and EUR/NAT – Ensure that States are committed to formalize collaboration and cooperation through signed LoAs.	2019 SAF.ESAF.5.1	Work in progress three LoAs signed 2022 No SAR exercise due to pandemic
		APAC and EUR/NAT – Update the EUR SAR plan and assist States in SAR exercises.	2019 SAF WACAF 5.1	
2019-08	Lack of PBCS implementation	Secretariat – Robustness of the regional communications infrastructure monitoring system as part of performance-based service provision needed to be further improved.	2020 CAP.3.3	Work in progress by the PIRGs New timeline: 2023
		ANC – To identify ways to improve the implementation of PBCS. <i>“Completing this job card will promote global harmonization and performance-based approach to implementations that use existing and/or emerging technologies to provide enhanced communication and surveillance capabilities, while ensuring the acceptable level of safety.”</i>	2023 CAP.3.3	Secretariat is working to amend the following relevant guidance material: <ul style="list-style-type: none"> • Doc 9613, <i>Performance-based Navigation (PBN) Manual</i> with expected applicability date of 30 November 2022 • Doc 9869, <i>Performance-based Communication and Surveillance (PBCS) Manual</i> with expected applicability date of 30 November 2023

ID	Challenge	Action	Timeframe Business Plan 20-22 Reference	Status Remarks
2019-10	GNSS Signal Interference	Secretariat – To review frequency protection and interferences matters.	2020 CAP.1.4	The issue is being dealt with through the following work streams underway: <ul style="list-style-type: none"> • Doc 9718, <i>Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies</i> (amendment underway) • Doc 8071, <i>Manual on Testing of Radio Navigation Aids</i> (rescheduled for 2024) • Job Card NSP.006.05 • ENB-CNS-2022-11 • Annex 10 — <i>Aeronautical Telecommunications Vol</i> (On schedule for 2022)
		ANC – To monitor measures related to frequency protection and interferences matters.	2024 CAP1.4	Job Card NSP.006.05 ENB-CNS-2022-11 Rescheduled 2024
2019-12	RVSM non-approved, non-compliant. Large Height deviations (LHD) and vertical risk	APAC and EUR/NAT – Monitoring of RVSM compliance.	2019 CAP.EUR/NAT.5.5	Expected by 2023 Uniform methodology under development Expected 2023
		EUR/NAT – To propose potential supplementary mechanisms.	2020 CAP.EUR/NAT.5.5	
		ANC – To consider the inclusion of RVSM approval processes in the review of the uniform methodology for the identification of deficiencies.	2023 Not in the Business Plan	
2019-17	Major State safety programme (SSP) implementation difficulties experienced in States	Secretariat – To identify ways to address difficulties experienced to support and implement.	2020 SAF 2.6	Ongoing: the outcomes of a Survey conducted by Secretariat on the Challenges faced by States with the implementation of Annex 19 (with a focus on SSP implementation) is reviewed by ANC in its 220 session (AN-WP/9598)
		The ANC – To identify ways to address difficulties experienced by States and to report to Council.	2020 SAF 2.6	
2019-19	Harmonized approach to GANP Monitoring	Secretariat – To ensure State/PIRG participation in development of ICAO GANP monitoring mechanism/tool.	2020 CAP.1.1	GANP web-based format implemented for easy access by States and PIRGs

ID	Challenge	Action	Timeframe Business Plan 20-22 Reference	Status Remarks
	mechanism/tool development globally			GANP update to be endorsed by States during the 41st Assembly (2022)
2019-20	Support required for the development of a regional accident and incident investigation organization (RAIO) in the Caribbean	The Secretariat – To assist with the development of a regional accident and incident investigation organization.	2019 SAF.NACC.5.2	Work in progress through RASG-PA
		The Secretariat – To request assistance through the AIG Regional Cooperation Mechanism (ARCM) for the South American Region.	2019 SAF.NACC.5.2	Work in progress through RASG-PA
2020-01	Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3	APAC and Secretariat – To harmonize the implementation between MET service and telecommunication centres run by ANSP.	2020 CAP.3.4	Work in progress through APANPIRG 2023
		ANC/Secretariat – To consider; a) providing more detailed guidance for implementation; and b) Postpone the applicable date of this requirement to November 2021 taking consideration of COVID-19 impacts.	2020 Not in the Business Plan	Completed
2020-02	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation	APAC – To assist States with a well-developed training programme with an emphasis on on-the-job-training (OJT).	2021 SAF.3.1	Work in progress through APANPIRG
		APAC and Secretariat – To address the underlying problem of each region.	2021 Not in the Business Plan	Work in progress through APANPIRG
2020-03	Low levels of effective implementation (EI) in all audit areas	APAC – To establish a regional safety oversight organization (RSOO) for Pacific Island States.	2021 SAF.3.2	Work in progress through APANPIRG and RASG-APAC

ID	Challenge	Action	Timeframe Business Plan 20-22 Reference	Status Remarks
2020-04	Need for an updated Accident/Incident Data Reporting (ADREP) system	Secretariat – To address the availability of data in the Accident/Incident Data Reporting (ADREP) System.	2020 Not in the Business Plan	Partially implemented work in progress with EUROCONTROL
2020-05	High rate of missing operational messages (Flight plans, OPMETs, NOTAMs)	AFI and Secretariat – To identify ways to eliminate missing operational messages.	2020 Not in the Business Plan	As per APIRG, situation has improved
2020-06	States are not submitting RVSM data to the RMA Office on a monthly basis	PIRGs – To monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary.	2021 Not in the Business Plan	PIRGs are following up
2020-08	Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates	EUR/NAT and Secretariat – To consider ways to resolve 5LNC duplicates.	2020 Not in the Business Plan	Progressed to ANC for review
2020-09	Low level of SSP implementation	ROs (APAC, EUR/NAT, AFI, MID) and Secretariat – To facilitate the implementation of SSP.	2022 SAF 2.6	Work in progress in all the regions
		ANC – To identify the cause of the underlying issues and propose remedial actions.	2022 SAF 2.6	Under ANC review
2021-01	Actual geographical area	Secretariat – To develop proposals for consideration by the ANC and Council related to the definition of Africa Indian Ocean Region.	2023 Not in the Business Plan	Work to be initiated ASAP

ID	Challenge	Action	Timeframe Business Plan 20-22 Reference	Status Remarks
	of APIRG and RASG-AFI	Council – To request the Secretary General, to develop proposals to revise the definition of the Africa-Indian Ocean (AFI) Region to be aligned with the actual geographical area of APIRG and RASG-AFI for consideration by the ANC and Council. The proposal should be coordinated with all the relevant stakeholders at the proper time.	2023 Not in the Business Plan	Identify lead Section as this is not only ANB related

APPENDIX E

TABLE E-1. PARTICIPATION IN PIRG AND RASG MEETINGS FROM 2011 TO 2022

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
2022	-	-	-	-	-	-	-	14 (190)	14 (190)	-
2021	27 (251)	26 (195)	33 (306)	31 (250)	44 (159)	9 (50)	17 (64) ePPRC/3 24 (117) GREPECAS Plenary/11	16 (219)	16 (219)	11 (45) – (ESC/36) 16 (76) – (Plenary/11 Meeting)
2020	25 (193)	20 (161)	41 (472)	41 (472)	43 (184)	8 (30) - (56-1)	14 (36) ePPRC/1 11 (48) ePPRC/2 No plenary	No meeting	No meeting	13(44) – (ESC/34) 15(66) – (ESC/35) No plenary
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 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)

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EASPG	NAT SPG	GREPECAS	MIDANPIRG	RASG-MID	RASG-PA*
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 the table reflect the number of States and the total number of participants in parenthesis.
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
EASPG	55	RASG-EUR	56
NATSPG	9	(NATSPG)	
MIDANPIRG	15	RASG-MID	15
GREPECAS	37	RASG-PA	38

TABLE E-2. CATEGORIZATION OF 2021-2022 PARTICIPATION¹

	APANPIRG	RASG - APAC	EASPG	NATSPG ²	GREPECAS	RASG-PA	APIRG	RASG-AFI	MID
State participation from within the region – regulator	28 (277)	26 (128)	39 (86) 2021	9 (20) (2021)	17 (47) ePPRC/3 24 (77) (Plenary/19)	11 (26) (ESC/36) 16 (48) (Plenary/11)	39 (366) (2020) 33 (306) (2021)	39 (366) (2020) 31 (250) (2021)	14 (96)
State participation from within the region – service provider (ANSP and aerodrome operators)	17 (58)	22 (9)	15 (29)	7 (19) (2021)	2 (13) ePPRC/3 6 (24) (Plenary/19)	1 (4) (ESC/36) 3 (14) (Plenary/11)	17 (53) (2020) 19 (65) (2021)	17 (53) (2020) 17 (47) (2021)	14 (76)
States from outside the region	2 (10)	2 (7)	2 (7)	7 (19) (2021)	0	0	2 (3) (2020) 0 (0) (2021)	3 (3) (2020) 1 (2) (2021)	1 (3)
International organizations	8 (53)	9 (36)	9 (3)	4 (6) (2021)	4 (4) ePPRC/3 8 (13) (Plenary/19)	4 (7) (ESC/36) 4 (7) (Plenary 11)	16 (24) (2020) 12 (26) (2021)	16 (24) (2020) 11 (24) (2021)	8 (10)
Industry	0	6 (15)	2 (4)	0 (2021)	0 ePPRC/3 3 (3) (Plenary/19)	5 (8) (ESC/36) 5 (7) (Plenary/11)	1 (7) (2020) 2 (4) (2021)	1 (7) (2020) 2 (4) (2021)	2 (5)

— 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.



International Civil Aviation Organization

WORKING PAPER

AIR NAVIGATION COMMISSION

REVIEW OF THE REPORT OF THE THIRTY-SECOND MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/32)

(Item No. 21922)

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

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the report of the APANPIRG/32 meeting.

Action by the Air Navigation Commission is in paragraph 4.

COORDINATION

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

REFERENCES

*APANPIRG/32 Report

<https://www.icao.int/APAC/Meetings/Pages/2021-APANPIRG32.aspx>

*Principal references

1. INTRODUCTION

1.1 The thirty-second meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32) was held virtually from 1 to 3 December 2021. Virtual meeting arrangements, managed by the ICAO Asia and Pacific (APAC) Office, Bangkok, Thailand, were necessitated by the exceptional circumstances related to the COVID-19 pandemic and related global restrictions on travel and in-person meetings. The meeting was attended by 277 participants from 28 Member States, two Special Administrative Regions of China, and eight international organizations. ten Conclusions and four Decisions were adopted.

1.2 The WG/SRP reviewed the APANPIRG/32 Report, on 22 February 2022 as presented by the Chairperson Mr. Kevin Shum, Deputy Secretary (Strategy, Sustainability & Technology) Ministry of Transport and supported by Mr. Tao Ma, Regional Director, ICAO APAC Office. The WG/SRP specifically

thanked Mr. Shum and Mr. Ma and their teams for their time and effort in the preparation of a detailed presentation to the SRP.

1.3 The APANPIRG/32 report was presented in sections that included APANPIRG/32 Meeting – Overview, APAC Key Challenges in Air Navigation, APANPIRG/32 Key Conclusions and Outcomes, Progress on APANPIRG/30 and 31 Conclusions, and APAC Air Navigation Priorities for 2022.

1.4 The President of the ANC invited the Chairperson Mr. Kevin Shum, and Mr. Tao Ma, Regional Director, ICAO APAC Office and their teams to attend the ANC review of the APANPIRG/32 report, if possible, given the major zone difference.

2. DISCUSSION

2.1 With respect to the APAC region's key Air Navigation challenges, the WG/SRP noted the slow recovery of air navigation services providers (ANSPs) and aerodromes from the impacts of the COVID-19 pandemic. In this regard, one of the greatest challenges remains the economic recovery of ANSPs and aerodromes. The WG/SRP also noted the slow pace of implementation of the Beijing Declaration commitments. This slowness is particularly noted in areas such as the implementation of the transition from aeronautical information service (AIS) to aeronautical information management (AIM).

2.2 The WG/SRP was informed that many States of the Region had insufficient resources to improve compliance with ICAO provisions. At the same time, it was noted that there is a need for States in the Region to consider the inclusion of civil aviation in their National Development Plans to ensure stability and developing a National Air Navigation Plan (NANP) that is compatible with the Regional air navigation plan (ANP) as well as with the Asia/Pacific Seamless ANS Plan.

2.3 The WG/SRP noted that despite the great efforts of ICAO APAC Regional Office only few Pacific Small Island Developing States (PSIDS) attended ICAO virtual meetings, webinars, and workshops in 2021. It was highlighted the need to encourage those States to effectively engage in the ICAO activities which could provide them support to address their deficiencies.

2.4 Regarding the situation of the Kabul flight information region (FIR) the WG/SRP noted that since 16 August 2021, it has been unavailable except for very limited contingency services that are provided in Kabul, Kandahar, Herat, and Mazar-e-Sharif, resulting in the majority of overflights avoiding this FIR.

2.5 In addition to the forgoing, the WG/SRP noted with concern that many aircraft operators who avoid overflying the Kabul FIR must also avoid the Tehran and Baghdad FIRs due to political issues. This situation imposes very significant costs on an industry already heavily impacted by the pandemic. It was also noted that the affected States currently managing the greater proportion of the deviating traffic (India, Pakistan, Iran, Oman and other Persian Gulf States) must do so within existing air traffic services (ATS) route and service capacity. In this regard, concerns were expressed about whether this may be sustained if there is a major post-pandemic increase in traffic.

2.6 Regarding any potential interference to radio altimeters that might result from the 5G implementation, it was indicated that this issue was discussed during the fifth meeting of the Spectrum Review Working Group (SRWG/5). Also, it was recalled that ICAO Headquarters issued a State letter SP 74/1-21/22 “Potential safety concerns regarding interference to radio altimeters” to all States on 25 March 2021. The WG/SRP noted that potential interference to radio altimeters from 5G

implementation is an emerging issue that requires to be monitored and properly addressed to ensure flight operations safety.

2.7 About the key issues in aerodrome operations, the WG/SRP was informed about the slow progress of the certification of aerodromes used for international operations and the lack of publication of the certification status of certification of aerodromes in their Aeronautical Information Publication (AIP) It was also noted that States are facing difficulties with the certification of military aerodromes used for international operations, due to a lack of specific guidance on this matter. In this regard, it was recalled that ICAO is currently working on specific guidance which are expected to be included in the *Manual on Certification of Aerodromes* (Doc 9774), Second Edition.

2.8 With regard to the establishment of runway safety teams (RST) the WG/SRP noted with concerns that only 96 out of the 353 aerodromes used for international operations have participated in the ICAO survey to register their RSTs. The WG/SRP was informed that difficulty in accessing the ICAO RST survey webpage could be a reason for some States not having registered theirs RSTs. Information was provided that this webpage was under maintenance at the time of the report.

2.9 Regarding implementation of the global reporting format (GRF), the WG/SRP was informed that ICAO Headquarters, APAC Regional Office, and some industry and international organisation partners have been conducting several seminar/webinars on GRF implementation since 2019. However, it was reported that at the time of this report, only 14 States had fully implemented GRF, 14 States were in progress towards its implementation, and some States with less resources, such as developing States from land locked countries and PSIDS, were mainly facing difficulties in the implementation of GRF.

2.10 Regarding the ATM, the WG/SRP was informed that most States in the APAC Region have not been correctly applying air traffic control (ATC) separation minimums provided in the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) (for many years). It was noted that at transfer of control points they prefer to use larger or more conservative separations which in turn causes a knock-on inefficiency effect in upstream airspace. It also reduces the availability of optimum flight levels and creates an increase in ATC workload.

2.11 Regarding the definition of FIRs in APAC RANP Vol I, the WG/SRP was informed that 30 of the 50 APAC FIR's proposals for amendment (PfA) have now been approved by the President of the Council for entry into the RANP. Three are to commence the initial circulation process shortly, four have been submitted to the Regional Office and the data is being validated. Thirteen PfAs require further coordination due to inconsistent data provided by neighbouring States, or due to inconsistency between the PfA submitted and historical data.

2.12 With regard to air traffic flow management (ATFM) and COVID-19 recovery planning, as well as the slow implementation of the performance expectations from the Regional framework for collaborative ATFM and the consequences of COVID-19 on ANSP capacity, the WG/SRP noted that efforts were made to ensure that barriers that may affect the capability to recover from the pandemic were identified, and a regional recovery strategy developed accordingly. It was noted that up to date, no APAC States have requested ICAO assistance in coordinating traffic recovery.

2.13 With regard to civil/military cooperation, the WG/SRP was informed that military special use airspace (SUA) and air defence identification zone (ADIZ) were implemented, but with poorly developed and promulgated procedures for civil flights. As a result, there were noted persisting cases of incorrect promulgation of SUA and ADIZ in the FIRs assigned to other States in the region.

2.14 Regarding the space vehicle launch and re-entry, the WG/SRP recalled that in previous years APANPIRG had noted safety concerns related to space launch re-entry debris affecting airspace and the territory of several APAC States. The WG/SRP was informed that during 2021 this activity increased significantly. As in previous years, the pre-launch coordination of these activities with the aeronautical authorities responsible for affected FIRs did not meet Annex 11 — *Air Traffic* Services requirements, and was frequently incorrect or misdirected, requiring intervention by the ICAO Regional Office.

2.15 The WG/SRP noted that NANP has been emphasised to support whole-of-government planning to support COVID-19 recovery and is now a requirement in the RANP Vol II. It was noted that a reporting form developed by Regional Office to facilitate reporting of basic planning elements (BPEs) to better permit tracking of NANP implementation status did not reach regional consensus: it was objected by one State.

2.16 The WG/SRP noted with concern that, in the region, the AIM was poorly implemented, particularly in the critical area of quality management of aeronautical information, and that moreover, this does not attract priority from States/organizations. It concurred with the APANPIRG that this shortcoming constitutes a high-level concern in the region.

2.17 With regard to airspace safety monitoring, the WG/SRP noted that the regional airspace safety monitoring agencies (RASMAG), continue to face significant difficulty in assessing the reduced vertical separation minima (RVSM)-status/compliance of State aircraft, which operators do not cooperate in the RVSM compliance monitoring processes.

2.18 The WG/SRP noted with satisfaction that States of the region remain vigilant about cybersecurity issues, even though no known cyber-attacks took place. However, the WG/SRP noted the concerns expressed about the unreliability of aeronautical fixed services communication between Afghanistan and Pakistan. The issue was reported to be a longstanding one without progress due to recent terrestrial tension in the area.

2.19 With regard to meteorological area, the WG/SRP noted with concern that the APANPIRG list of air navigation deficiencies contain thirteen deficiencies in the meteorological (MET) field with eleven of these laying with five PSIDS States. It is expected that the ongoing work to facilitate the identification and resolution of deficiencies in the MET field will lead to appropriate actions to solve these problems. The WG/SRP noted the need for the provision of harmonized SIGMET information (across international boundaries).

3. KEY OUTCOMES OF APANPIRG/32

3.1 The WG/SRP was informed that in general, there is good cooperation between civil and military aerodromes. It was acknowledged that as can be expected, there are some coordination and communication shortcomings that can be resolved to further improve coordination. In this regard, the WG/SRP recalled the *Manual on Civil-Military Cooperation in Air Traffic Management* (Doc 10088). The WG/SRP noted that workshops and seminars are planned and requested the APANPIRG to report on the usefulness of this manual.

3.2 The WG/SRP was informed that generic documents related to the certification of aerodromes were developed and posted on APAC website for reference by States.

3.3 The WG/SRP noted that in relation to the AKARA-FUKUE Corridor, significant progress has been made to improve ANS safety and capacity especially with regard to resolving Annex 11

compliance in Phase I of the airspace restructure project, which was completed in March 2021. The phase II of the project (additional ATS routes in a parallel route structure) is now subject to ongoing coordination between the States concerned (China, Japan, and Republic of Korea).

3.4 The WG/SRP noted that the APAC Regional Roadmap for Mode S Implementation was published. This will provide guidance, including the scope and rational steps for APAC on the expected Mode S implementation.

3.5 In the area of aerodromes operations, the WG/SRP noted with concern that the issues on holding bays and multiple entrance taxiways (Conclusion APANPIRG/31/7) and the alternative safety oversight framework for military aerodromes undertaking limited civil international operations (Conclusion APANPIRG/31/8) were still pending in the region. At the same time, it was indicated that the forthcoming edition of Doc 9774 would provide guidance for States to address these issues.

3.6 With regard to the APAC Seamless ANS Plan, it was noted that only very low progress was made by the region in meeting the targets set up, mainly, due to a lack of whole-of government planning and political will, and that to address this shortcoming the requirement for a NANP was included into the Vol II of the RANP. Another concern pointed out was that the actual progress of State implementation of the Global Air Navigation Plan (GANP) and Seamless ANS elements in 2020 could not be properly measured due to the lack of an updated reporting portal which in fact was expected to be delivered in 2019. On this issue, the WG/SRP noted that ICAO Regional Office is currently working with the ICAO Headquarters to promote/develop a reporting mechanism that may serve as an interim process pending the full implementation of the expected globally coordinated reporting portal. Nevertheless, the WG/SRP believed that the timely completion of this long outstanding important globally coordinated reporting portal is necessary for the proper measure of the progress made by States.

3.7 The WG/SRP noted that the main air navigation priorities for 2022 includes: implementation of GRF including SNOWTAM, Kabul FIR ATM contingency operations; review and update of Regional and guidance documents in the ATFM, AIM, contingency planning and SAR fields; resolution of outstanding issues relating to ANP definition in the RANP; CRV implementation in all BBIS States; potential interference from 5G implementation to radio altimeters; improving the availability and harmonization of SIGMET information, and progressing the transition to digital meteorological information exchange.

3.8 The WG/SRP also noted the conclusions of the APANPIRG/32 intended to address the important key challenges in the Region and believed that no one of them requested direct action from the ANC. However, the WG/SRP considered that a close follow up on their implementation should be made at the ICAO Regional Office level.

4. ACTION BY THE AIR NAVIGATION COMMISSION

4.1 The Air Navigation Commission is invited to:

- a) note the report of the thirty-second meeting of the APANPIRG as well as the WG/SRP's report thereon, as contained in this paper; and
- b) request the Secretariat to consider any opportunities to assist the region to address the outstanding actions arising from the APANPIRG/30 and APANPIRG/31, as appropriate.