



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**TWENTY EIGHTH MEETING OF THE ASIA/PACIFIC  
AIR NAVIGATION PLANNING AND IMPLEMENTATION  
REGIONAL GROUP (APANPIRG/28)**

*Bangkok, Thailand, 11 to 14 September 2017*

**Agenda Item 1A: Follow-up on the Outcome of APANPIRG/27 Meeting**

**1.1: Review of the action taken by the ANC and the Council on the report of  
APANPIRG/27**

**REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL  
ON THE REPORT OF APANPIRG/27**

(Presented by the Secretariat)

**SUMMARY**

This paper reviews the action taken by the ANC and the Council on the Report of APANPIRG/27. It also outlines the action to be taken by the APANPIRG related to the Council Decision.

Action by APANPIRG/28 is in paragraph 3.

**1. INTRODUCTION**

1.1 The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly presented to the Council a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) covering the period from April 2016 to March 2017 in Working Paper C-WP/14607.

1.2 The Working Paper C-WP/14607 focused not only on the outcomes of PIRG and RASG meetings but also on the regional safety and air navigation implementation progress and challenges.

1.3 After their in-depth review, the Air Navigation Commission (ANC) made recommendations to Council for their consideration.

**2. DISCUSSION**

2.1 At its fifth meeting of the 211<sup>th</sup> Session, on 12 June 2017, the Council considered C-WP/14607 — *Consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs)*, as well as the oral report from the President of the Air Navigation Commission which provided a consolidated annual report on PIRGs and RASGs covering the period from April 2016 to March 2017. A summary of PIRG/RASG regional implementation progress was contained in Appendix A and common challenges faced by regions were contained in Appendix B of the Working Paper C-WP/14607.

2.2 The C-WP/14607 is placed in **Attachment A** and the Summary of Decisions of the Fifth Meeting of the 211<sup>th</sup> Session of the Council (C-DEC 211/5) is placed in **Attachment B** to this working paper.

2.2 It was recalled that during its previous discussion on this item (C-DEC 210/4 refers), the Council had expressed concern at the limited involvement of some States' authorities in the work, meetings and related activities of planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), thus limiting the implementation of their objectives and conclusions as well as overall outcomes (C-DECs 208/8 and 208/14 refer).

2.3 Following consideration of the consolidated annual report on PIRGs and RASGs, the Council:

- a) noted the information provided in C-WP/14607;
- b) welcomed the outline of common global challenges faced by regions that was contained in Appendix B of the working paper while noting that the Secretariat had taken certain actions therein to address these challenges, and no action by the Council was required to give effect to these initiatives at this time;
- c) requested that in future reports on this item, the Secretariat give consideration to revising the format of Appendix B so that further improvements could be made to the information presented, with a view to specifying timelines for completing actions to address the common challenges, linking the actions to objectives contained in the GANP and the GASP, cross-referencing the issues listed to actions that need to be undertaken by ICAO Headquarters as well as the Regional Offices, and identifying as well as recommending particular actions that would need to be taken by the Council to address particular challenges;
- d) emphasized the importance of addressing challenges faced by States in relation to the implementation of elements of Aviation System Block Upgrades (ASBU), particularly in the context of the *No Country Left Behind* initiative, and noted the significance of the role that the ICAO Regional Offices would need to play in this regard in supporting States to enhance their capabilities in their implementation efforts; and
- e) requested that in relation to the issue of the availability and competence of technical and inspectorate personnel in civil administrations, the Secretariat provide further information in an informal briefing during the 212th Session on the status and availability of the necessary guidance material, including, inter alia, Doc 10070 – *Manual on the Competencies of Civil Aviation Safety Inspectors*, the CAA HR Toolkit, and the TRAINAIR PLUS Safety Management Course.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take action on the Council Decisions, as required; and
- b) Provide advice that would enhance participation by Member States in the PIRGs and RASGs.

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International Civil Aviation Organization

C-WP/14607  
12/5/17

## WORKING PAPER

### COUNCIL — 211TH SESSION

#### Subject No. 14.4.2: Regional air navigation meetings

#### CONSOLIDATED ANNUAL REPORT ON PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) AND REGIONAL AVIATION SAFETY GROUPS (RASGs)

(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 2016 to March 2017. The paper focuses not only on the outcomes of PIRGs and RASGs meetings, but also on the regional safety and air navigation implementation progress and challenges. A summary of PIRG/RASG regional implementation progress is contained in Appendix A and common challenges faced by regions are contained in appendix B.

**Action:** The Commission recommends that the Council:

- note the progress and outcomes of the PIRG and RASG activities contained in Appendices A and B;
- note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP); and
- note the importance of the work of the Black Sea Task Force (BSTF) and agree that the task force should continue its work.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.	
<i>Financial implications:</i>	Not applicable.	
<i>References:</i>	C-WP/14634 C-WP/14632 C-WP/14570 C-WP/14563 C-WP/14459 C-DEC 210/4 C-DEC 208/14 C-DEC 208/8 AN-WP/9138 AN-WP/9125 AN-WP/9120 AN-WP/9088	AN-WP/9087 AN-WP/9086 AN-WP/9085 AN-WP/8993 AN Min. 205/2 AN Min. 204-10 AN Min. 203-6 Doc 10004, <i>Global Aviation Safety Plan</i> Doc 9750, <i>Global Air Navigation Plan</i> ICAO Air Navigation Report (2016) ICAO Safety Report (2016)

## 1. INTRODUCTION

1.1 Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) have established the 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); as well they address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 The implementation progress is reported by using the integrated Safety Trend Analysis and Reporting System (iSTARS), which provides access to a collection of safety and efficiency datasets, as well as web applications, in order to conduct safety, efficiency and risk analyses. iSTARS can be accessed through the ICAO secure portal.

1.3 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 GANP and GASP covering the period from April 2016 to March 2017. The information is summarized by regional group and includes matters being coordinated between the PIRGs and RASGs in each region (Appendix A). It complements the information in C-WP/14570, *Annual Report to Council on Regional Offices' activities during 2016 and Operating Plans for 2017*.

1.4 During the Council review of the consolidated annual report on PIRGs and RASGs (2015-2016), the Council (C-DEC 208/14 refers) noted the progress and outcomes of the PIRG and RASG activities and the progress made in the regional implementation of the GANP and GASP. The Council expressed concern at the limited involvement of some State authorities in PIRG and RASG meetings and other activities, and requested that the Secretary General conduct an awareness campaign to seek improvements. Recommendations to enhance the participation of States in the PIRGs and RASGs were then reviewed by the Council (C-DEC 210/4 refers).

1.5 The third bi-annual PIRG/RASG Global Coordination Meeting was held in Montréal on 5 October 2016. The meeting addressed action taken by the Council related to the PIRG and RASG activities and enabled participants to share experiences, mechanisms, plans and challenges, thereby facilitating the efficient and effective coordination between PIRGs and RASGs on both regional and global levels.

1.6 Appendix B contains a list of common challenges faced by the regions and Appendix C contains the list of States which participated in the PIRG and RASG plenary meetings. The status of implementation of the new air navigation plan (ANP) format is presented in Appendix D.

1.7 The PIRG and RASG reports were reviewed by the Air Navigation Commission (ANC) as per the procedures established in 2015 related to remote conferencing for a two-way dialogue with the regions (AN-WP/8993 refers).

## 2. SUMMARY OF PIRG AND RASG OUTCOMES

2.1 The Commission reviewed four PIRG meeting reports, covering the period from April 2016 to March 2017 (EANPG/58, NAT SPG/52, APANPIRG/27, and GREPECAS PPRC/4) and four RASG meeting reports (RASG-MID/5, RASG-PA/9, RASG-APAC/6 and RASG-EUR/5). It is noted that the MIDANPIRG/16 was held in Kuwait from 13 to 16 February 2017, but the report had not yet been reviewed by the Commission during the reporting period. APIRG and RASG-AFI did not meet during the reporting period.

### **3. PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs)**

#### **3.1 ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/27)**

3.1.1 During the review of the APANPIRG/27 report, the Commission noted the effect that the lack of global guidance on aeronautical information service (AIS)-aeronautical information management (AIM) transitioning is having on implementation and encouraged the prompt completion of the revised *Aeronautical Information Services Manual* (Doc 8126) and other guidance material. The lack of guidance material available on the competency of meteorological (MET) personnel and safety management system (SMS) provisions for MET service providers was also noted.

3.1.2 The Commission also noted that the region is still waiting on: the assignment of a block of addresses for internet protocol version 6 (IPv6); the request for more training programmes; and added assistance provided by States with additional resources in the region.

#### **3.2 CAR/SAM Regional Planning and Implementation Group Programmes and Projects Review Committee (GREPECAS/PPRC/4)**

3.2.1 During the review of the PPRC/4 report, the Commission noted the effect that the lack of global guidance on AIS-AIM transition is having on implementation in the region. With regard to the new eANP, the Commission noted the need for the Secretariat to continue to provide guidance to the region with respect to the publication of the regional ANP, Volume III.

3.2.2 The Commission also noted the need for States and the World Meteorological Organization (WMO) to work together to conduct training courses in order to resolve aeronautical meteorology deficiencies.

#### **3.3 North Atlantic Systems Planning Group (NAT SPG/52)**

3.3.1 The Commission recalled that the NAT SPG serves as the PIRG and RASG for this area. It was noted that the volcanic ash contingency plan had been made available for other regions on the ICAO portal.

3.3.2 With regard to a proposal for amendment of the NAT *Regional Supplementary Procedures* (Doc 7030) to implement the automatic dependent surveillance — broadcast (ADS-B) in-trail procedure, the Commission was informed that it had not been circulated because of a conflict with the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444). This issue would be addressed by the Separation and Airspace Safety Panel (SASP).

#### **3.4 European Air Navigation Planning Group (EANPG/58)**

3.4.1 During a review of the EANPG/58 report, some concerns were expressed with regard to the publication of EUR documents on subjects which are also covered in ICAO documents which are for a worldwide audience. The ANC noted that the EUR documents are intended to assist EUR Region States by providing unique material relevant to the region in a harmonized way and that they are either in line with global documents or supplementing existing information. The Secretariat should share regionally developed documentation with other regions as appropriate.

3.4.2 The Commission commented that close coordination between the Regional Office and Headquarters is important in ensuring the necessary consistency.

3.4.3 The Commission noted the discussions related to the Black Sea Task Force (BSTF) and the conclusion from the task force and agreed that the importance of the work of the BSTF be brought to the attention of the Council so that they may offer support to the task force to continue its work.

3.4.4 Concerning the proposal to amend the *Regional Supplementary Procedures* (Doc 7030) to include wake vortex separation minima based on the RECAT EUR scheme currently undergoing trials in Europe, the Commission supported a proposal by the Secretariat that the Wake Turbulence Study Group (WTSG) be given the opportunity to develop global provisions at their next meeting.

#### 4. **REGIONAL AVIATION SAFETY GROUPS (RASGS)**

##### 4.1 **Regional Aviation Safety Group Asia and Pacific Regions (RASG-APAC/6)**

4.1.1 The Commission noted that the drop in effective implementation (EI) by some States was partly due to the relatively small size of the civil aviation authorities and their capability to address the size and complexity of the rapidly growing industry.

4.1.2 The Commission also noted that the region's accident rate was below the global average. It was acknowledged that the use of accident rates as meaningful targets would need to be reconsidered, perhaps in line with 2019 GASP, now that they are relatively rare in some regions.

##### 4.2 **Regional Aviation Safety Group — Pan America (RASG-PA/9)**

4.2.1 The Commission noted the difficulties in implementing the safety information protection Standards and Recommended Practices (SARPs) in Annex 19 — *Safety Management* and recalled the related discussion in the Technical Commission of the 39th Session of the Assembly. The Commission also noted that hotspots for large height deviations (LHD) had been identified and that work was being progressed to address issues occurring in the handover between area control centres (ACCs).

##### 4.3 **Regional Aviation Safety Group — EUR (RASG-EUR/5)**

4.3.1 The Commission noted the proposal to streamline the RASG-EUR and EANPG working arrangements by creating a four-tier meeting structure. The Commission recalled that this was in line with the Council Decision (C-DEC 210/4), which stated that each region should organize its structure and meetings in a manner that best suits the region and supports the intended PIRG and RASG objectives, and requested that feedback on the new structure, including impact on efficiency, effectiveness and any advantages and disadvantages, be provided to the Commission when available.

##### 4.4 **Regional Aviation Safety Group — Middle East (RASG-MID/5)**

4.4.1 The Commission noted the progress on the establishment of the Middle East and North African Group of States Regional Safety Oversight Organization (MENA RSOO) and agreed to highlight the potential benefits and challenges, such as financial stability and governance, to the Council in the course of its establishment and implementation.

4.4.2 At that time, it was remarked that the challenges related to the functioning of the RSOOs would be discussed at the RSOO Forum in March 2017, and that this positive step forward would contribute to the successful functioning of the RSOOs. The successful outcome and achievements of the RSOO Forum will be reported to the Council through C-WP 14632.

Stephen P. Creamer

Hajime Yoshimura

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## APPENDIX A

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS  
APRIL 2016 - MARCH 2017

TABLE A-1: ASIA/PAC REGION

REPORT ITEM	PIRG	RASG
Regional Action Plan for GANP/GASP Implementation  ASIA/PAC Regional Safety and Air Navigation Priorities and Targets.	<ul style="list-style-type: none"> <li>• Provided assistance to States in the implementation of the Global Air Navigation Plan (GANP), Aviation System Block Upgrade (ASBU) elements, Asia/Pacific seamless air traffic management (ATM) plan, air traffic flow management (ATFM), regional contingency and search and rescue (SAR) regional priorities for air navigation as approved by the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG), review progress and propose actions to achieve the goals.</li> <li>• Establishment of the new structure of the APANPIRG adopted by APANPIRG/26 (Decision 26/66).</li> <li>• The APAC eANP Vol III was drafted based on the common air navigation plan (ANP) template for use by regions, The APAC ANP Volume III, will be circulated to States for comments and formal consultation.</li> </ul>	<ul style="list-style-type: none"> <li>• In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme to assist APAC States with an effective implementation (EI) score lower than the global EI average and provided special assistance to improve the safety compliance with the objective of improving their EIs to above the global EI average in few years.</li> </ul>
Key PIRG/RASG Activities and Achievements in 2016	<ul style="list-style-type: none"> <li>• Supported the multi-nodal air traffic flow management (ATFM) operational trial programme and implementation of cross-border ATFM; published the <i>Asia/Pacific Framework for Collaborative ATFM</i> and the <i>Regional ATFM Concept of Operations</i>; and facilitated to conclude a memorandum of understanding (MOU) with China, Japan and the Republic of Korea on collaborative work for enhancing ATFM capability in Northern Asia.</li> </ul>	<ul style="list-style-type: none"> <li>• Reviewed and updated the APAC safety priorities and targets.</li> <li>• Studied and updated causal factors with pilot decisions to not “go-around”.</li> <li>• Upheld initiatives to improve accident investigation capabilities.</li> <li>• Developed the following Model Advisory Circulars (ACs): <ul style="list-style-type: none"> <li>- Flight Crew Proficiency;</li> <li>- Runway Incursion Standard Operating Procedures (SOP)</li> </ul> </li> </ul>

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>• Developed interim guidance material for four regionally identified priority steps from the aeronautical information management (AIM) transition roadmap, pending finalization of relevant ICAO documents. A new plan is being developed to support the its implementation.</li> <li>• Updated and published the regional ATM contingency plan including recommendations and other outcomes of the Asia/Pacific Volcanic Ash Exercises Steering Group (VOLCEX/SG).</li> <li>• APAC VOLCEX/SG organized and conducted volcanic ash exercises in the APAC Region.</li> <li>• Developed the Asia/Pacific Search and Rescue (SAR) Plan Capability Measurement.</li> <li>• Updated the air traffic services (ATS) inter-facility data communication (AIDC) implementation guidance material to facilitate regional guidance on the AIDC implementation in States/administrations.</li> <li>• Developed the APAC ground-based augmentation system (GBAS) ionospheric threat model and necessary guidance to mitigate ionospheric threats to GBAS signals for States in low magnetic latitude areas.</li> <li>• Selected a vendor to provide an IP-based common aeronautical network (common regional virtual (CRV) private network) among Asia/Pacific States, and established the CRV Operations Group to steer its implementation.</li> <li>• The Asia/Pacific regional guidance on aerodrome tsunami warnings and their integration into the National Public Safety Plans for Tsunami was endorsed (by APANPIRG/27).</li> </ul>	<ul style="list-style-type: none"> <li>and Pilot Training;               <ul style="list-style-type: none"> <li>- Upset Prevention Recovery Training; and</li> <li>- Hazard Identification and Risk Management.</li> </ul> </li> <li>• Developed work processes for the creation of safety enhancement initiatives (SEI).</li> <li>• Published the 2016 APAC Annual Safety Report.</li> <li>• Drafted guidance for users to update their status on the monitoring mechanism for tracking usage of RASG-APAC-endorsed safety tools by States.</li> <li>• Updated RASG-APAC/Asia Pacific Regional Aviation Safety Team (APRAST)-dedicated public website to improve access of safety-related information.</li> </ul>



REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>Planned a special coordination meeting on trans-regional safety and efficiency issues identified in 2016 between the APAC/MID and AFI Regions, focussed on the Mogadishu flight information region (FIR) in Mumbai, India from 19 to 20 January 2017.</li> <li>Drafted requirements for the design and operations of water aerodromes for sea plane operations that could be used by States as a reference document for developing States' regulations.</li> <li>Conducted an ICAO workshop on the implementation of aerodrome operational procedures to enhance aerodrome certification.</li> </ul>	
Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> <li>Developed an inter-regional contingency plan within the Kabul FIR.</li> <li>Established an Advanced Inter-regional ATS Route Development Task Forces (AIRARD/TF) with support from the EUR/NAT and MID Offices.</li> <li>The need to enhance airspace safety, capacity and efficiency of ATM operations by taking capability building actions, implementing better airspace design with performance-based navigation (PBN) and ATFM/collaborative decision making (CDM), while improving civil/ military cooperation.</li> <li>Slow progress of AIDC implementation to enhance safety, increase capability to minimize air traffic control (ATC) human errors and reduce ATC workload.</li> <li>The need to accelerate the aeronautical information service – aeronautical information management (AIS-AIM) transition, as most States in the Asia/Pacific Region are behind the expected implementation timeline.</li> <li>The need to improve ATC human performance (including English</li> </ul>	<ul style="list-style-type: none"> <li>Many APAC States have yet to fully implement Annex 13 requirements for accident investigation.</li> <li>APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for sharing and benchmarking of information at the regional level.</li> <li>Insufficient number of qualified and experienced technical staff to oversee safety oversight responsibilities and accident investigation.</li> <li>Insufficient financial and technical resources at State level to implement the Global Aviation Safety Plan (GASP) objectives and the regional Safety Enhancement Initiatives.</li> <li>Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations.</li> <li>Insufficient ability in States to establish runway safety teams at airports, and insufficient number of qualified aerodrome inspectors required for aerodromes certification.</li> </ul>

REPORT ITEM	PIRG	RASG
	<p>language proficiency for pilots, controllers and SAR experts) to match service with communication, navigation and surveillance (CNS) capabilities, open reporting and utilization of ATS surveillance-based separations.</p> <ul style="list-style-type: none"> <li>• The need to improve Afghanistan's air navigation services (ANS) and regulatory oversight and confirm the State's ANS contingency plan which has been delayed for twenty months.</li> <li>• Many States have deficiencies in their aerodrome certification, documentation (aerodrome manual), safety management systems (SMS), aeronautical studies/risk assessment and aerodrome surveillance systems.</li> <li>• Pacific Islands States remain vulnerable in a number of fields, including AIM, ATM and SAR, and account for a significant number of air navigation deficiencies. These States often do not attend ICAO regional meetings, including APANPIRG meetings and DGCA conferences.</li> </ul>	<ul style="list-style-type: none"> <li>• Incomplete transparency by States in reporting ANS problems and safety occurrences and lack of just culture and open reporting environments.</li> <li>• Insufficient attendance and engagement by States at RASG Meetings.</li> </ul>
Associated recommendation s and actions taken regarding above	<ul style="list-style-type: none"> <li>• A special coordination meeting (SCM) on Afghanistan contingency planning endorsed the inter-regional contingency [bypass] arrangement for the Kabul FIR.</li> <li>• The first meeting of the Advanced Inter-regional Air Traffic Services Route Development Task Force (AIRARD/TF/1) was held and the next AIRARD/TF is tentatively planned for October 2017, in conjunction with the Route Development Group East (RDGE)/27 meeting.</li> <li>• An ICAO Civil-Military Cooperation Conference was held in New Delhi, India from 19 to 20 May 2016.</li> <li>• APANPIRG/27 established the APAC Unmanned Aircraft Systems</li> </ul>	<ul style="list-style-type: none"> <li>• A State letter survey was sent to determine the training needs for accident investigation (AIG) investigators to enhance their regulatory responsibility.</li> <li>• A task force will be established in order to harmonize standardized processes and tools for the exchange of information related to the resolution of safety issues.</li> <li>• Mentored and provided CAT mission assistance to eleven States (Bangladesh, Bhutan, Cambodia, Indonesia, Myanmar, Nepal, Papua New Guinea, Philippines, Solomon Islands, Thailand and Tonga).</li> </ul>

REPORT ITEM	PIRG	RASG
	<p>Task Force (APUAS/TF) to include in the Asia/Pacific Seamless ATM Plan, a specific UAS element to ensure a more harmonized approach. An ICAO Remotely Piloted Aircraft System (RPAS) workshop was conducted. The first meeting of the APUAS/TF will be held to address the challenges mainly stemming from the multitude of smaller UAS to ATM systems.</p> <ul style="list-style-type: none"> <li>• In coordination with the EUR/NAT and MID Offices, an APAC/EUR/MID Seminar on “Service improvement through integration of AIM, MET and ATM information services” will be held.</li> <li>• A PBN Go-team plan was established in early 2017 to extend assistance on PBN implementation and safety oversight to States in need. Regarding human performance, a workshop on competency-based training for air traffic control officers ATCOs and air traffic safety electronics personnel (ATSEP) will be organized in June 2017.</li> <li>• APANPIRG/27 urged States with adequate resources to assist States with low EI scores in USOAP audits, specifically in the area of aerodrome certification.</li> <li>• An ANS and aerodromes and ground aids (AGA) workshop for South Pacific Island States, which are otherwise not able to regularly attend ICAO forums, was conducted from 12 to 15 December in Nadi, Fiji. It was attended by nine States (Cook Islands, Fiji, French Polynesia [France], Kiribati, New Zealand, Papua New Guinea, Solomon Islands, Tonga, and Vanuatu). On-going assistance through daily correspondence, SCMs and technical meetings are taking place to support State implementation.</li> </ul>	

REPORT ITEM	PIRG	RASG
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> <li>• Conducted the third APANPIRG/RASG-APAC Coordination Meeting on 28 April 2016.</li> <li>• The meeting noted the new correlation between ASBU B-0 Modules, APAC Seamless ATM items and safety barriers to controlled flight into terrain (CFIT) , Runway Safety and Loss of Control In Flight occurrences.</li> <li>• The meeting noted that the template for Conclusions/Decisions recommended by the Adhoc Working Group to ANC will be used at the Sub Group meetings of APANPIRG and RASG from 2016.</li> <li>• The following subjects have been assigned to RASG-APAC as leading group:               <ul style="list-style-type: none"> <li>a) CFIT;</li> <li>b) fatigue risk management;</li> <li>c) laser attack; and</li> <li>d) State Safety Programme (SSP).</li> </ul> </li> <li>• The following subjects have been assigned to APANPIRG as leading group:               <ul style="list-style-type: none"> <li>- Airport collaborative decision making (A-CDM); and</li> <li>- Remotely piloted aircraft systems (RPAS).</li> </ul> </li> <li>• To realize the objectives of the ICAO NCLB initiative, the APANPIRG/RASG-APAC coordination meeting supported the APAC Office initiative to establish combined action teams comprising of subject matter experts drawn from ICAO Regional Offices (ROs), cooperative development of operational safety and continuing airworthiness programmes (COSCAPs) and States. The primary objective of the CAT mission is to extend assistance to address the non-satisfactory protocol questions.</li> <li>• ICAO RO jointly with ACI are working on a programme to assist Pacific Island States in capacity building, with the objective to encourage developed airports in Asia to consider adopting an airport in one of the Pacific Island States and extend support to train the airport staff.</li> <li>• The APANPIRG/RASG-APAC coordination meeting accepted a proposal on the revised text of coordination principles for use in APANPIRG/RASG Handbook.</li> </ul>	

TABLE A-2: NAM/CAR/SAM REGIONS

REPORT ITEM	PIRG	RASG
Regional Action Plan for GANP/GASP Implementation	<ul style="list-style-type: none"> <li>Implementation indicators and targets were established in the Bogotá and Port of Spain Declarations. Implementation data is collected, monitored and reported.</li> <li>Supported States with the implementation of regional priorities and targets through direct follow-up and assistance.</li> </ul>	<ul style="list-style-type: none"> <li>Provided a formal reporting channel allowing ICAO to monitor the regional safety record.</li> <li>The RASG-PA safety goal, using 2010 as a baseline, is to reduce fatality risk by 50 per cent by the year 2020 in Latin America and the Caribbean.</li> </ul>
NACC Regional Safety and Air Navigation Priorities and Targets	<ul style="list-style-type: none"> <li>Revised NAM/CAR regional performance-based air navigation implementation plan (RPBANIP) with the eighteen ASBUs B-0 Modules.</li> <li>Supported the regional air navigation system performance-based implementation plan for the SAM Region (SAM PBIP).</li> </ul>	<ul style="list-style-type: none"> <li>Regional Cooperation System for Safety Oversight (SRVSOP) Member States are offering aircraft maintenance organizations and civil aviation training organizations the possibility of applying for a multinational certification. This activity is in line with the standardization improvement area and investment of resources.</li> </ul>
SAM Regional Safety and Air Navigation Priorities and Targets		
Key PIRG/RASG Activities and Achievements in 2016	<ul style="list-style-type: none"> <li>CAR/SAM eANP: the electronic version of Volumes I and II were uploaded and published on the main ICAO website. A draft Volume III is under development.</li> </ul> <p><b>CAR</b></p> <ul style="list-style-type: none"> <li>Current PBN implementation: <ul style="list-style-type: none"> <li>- 85.4 per cent implementation of PBN instrument approach procedures (IAP) (LNAV or LNAV/VNAV or LPV or required navigation performance approval required (RNP AR);</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The fatality risk calculated through the year 2015 (10 year rolling average) is 0.27 and the final five year rolling average (through 2015) was 0.45 in Latin America and the Caribbean (2016 will be determined by the RASG-PA in May 2017).</li> <li>The PA-RAST created ten (10) new detailed implementation plans (DIPs): <ul style="list-style-type: none"> <li>- 1 related to CFIT;</li> <li>- 4 to runway excursion;</li> <li>- 3 to loss of control –inflight; and</li> </ul> </li> </ul>

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>- Belize, Costa Rica, El Salvador, Guatemala, Honduras, Mexico and Nicaragua updated their PBN implementation plans focusing on airspace re-design projects using an important initiative called ARESAC for Central American States. It is expected to reach a significant advancement for 2017 in order to complete the implementation process; and</li> <li>- Mexico is initiating some activities and developments under a collaboration project with Australia.</li> <li>• ATFM: 93 per cent of area control centres (ACCs) are providing ATFM associated services. Important advancements are in progress under the Civil Air Navigation Services Organisation (CANSO) - International Air Transport Association (IATA) CADENA project for 2017.</li> <li>• Adoption of the interface control document (ICD) for AIDC implementation in the NAM/CAR Regions.</li> <li>• Coordination of air navigation and safety target achievements for ASBU module implementation: 2018 is targeted for the automatic dependent surveillance – broadcast (ADS-B) OUT implementation, aeronautical information exchange model (AIXM) and global operational data link provisions adoption are in progress in several CAR States.</li> <li>• 100 per cent of NAM/CAR States completed a PBN plan.</li> <li>• 38.5 per cent of selected NAM/CAR FIRs implemented ADS-C.</li> <li>• 75 per cent of selected NAM/CAR FIRs implemented CPDLC.</li> <li>• 38 per cent of international aerodromes were certified in the CAR Region.</li> <li>• 100 per cent of NAM/CAR States implemented WAFS Internet File</li> </ul>	<ul style="list-style-type: none"> <li>- newly created mid-air collision (MAC) team.</li> <li>• Conducted the seventh Pan American Aviation Safety Summit.</li> <li>• Published the Sixth Edition of the RASG-PA Annual Safety Report, with input from ICAO, Boeing, the International Air Transport Association (IATA), Regional Monitoring Agency of the Regions of the Caribbean and South America (CARSAMMA) and the Sistema Regional de Cooperación para la Vigilancia de la Seguridad Operacional (SRVSOP).</li> <li>• Establishment of the Brazilian Commercial Aviation Safety Team (BCAST) and Programa de Acción para la Seguridad Operacional – (PASO) Costa Rica, as a result of DIP execution at the national level.</li> <li>• Increased regional cooperation with RSOOs: Central American Agency for Safety (ACSA), Caribbean Aviation Safety and Security Oversight System (CASSOS) and SRVSOP. CASSOS and ACSA signed an agreement in 2016 for the sharing of inspectors to assist with the resolution of the SSP in Haiti.</li> <li>• The Flight Safety Foundation (FSF), with the support of the United States Federal Aviation Administration (FAA) and the Commercial Aviation Safety Team led an international initiative focused on Latin America to identify and address issues surrounding the collection, analysis, protection and use of data derived from safety data collection and processing system (SDCPSs). The FSF has developed voluntary safety reporting tool kits and workshops in different countries in the region to assist with information sharing, the protection of best practices, and to establish a legal framework in accordance with Annex 19 – <i>Safety Management</i>.</li> </ul>

REPORT ITEM	PIRG	RASG
	<p>Service (WIFS).</p> <ul style="list-style-type: none"> <li>• 77.78 per cent of NAM/CAR Meteorological Watch Offices (MWOs) implemented IAVW procedures.</li> <li>• 100 per cent of MWOs implemented tropical cyclone watch procedures.</li> <li>• 87.50 per cent of selected aerodromes/MWOs implemented SIGMET procedures.</li> <li>• 93.33 per cent of the total MEVA III IP network implementation by MEVA Member States has been accomplished.</li> <li>• Three States have fully interconnected with air traffic services message handling services (AMHS) service/system from other AMHS.</li> <li>• 81.82 per cent of NAM/CAR FIRs within which all applicable ACCs have implemented at least one interface to use AIDC/OLDI with a neighbouring ACC.</li> <li>• 50 per cent of aeronautical telecommunication network (ATN) router structure was implemented.</li> <li>• 35.89 per cent of NAM/CAR States were AIM QMS certified, however almost 83 per cent have a quality management system (QMS) implemented without certification or are included within a sub-regional programme under letters of agreement (ex. COCESNA and Eastern Caribbean Network Technical Group E/CAR).</li> </ul> <p><b>SAM</b></p> <ul style="list-style-type: none"> <li>• PBN: 93 per cent of SAM States updated their action plans for the redesign of selected airspaces using PBN. Reaching: <ul style="list-style-type: none"> <li>- 75 per cent in the implementation of instrument procedures based on PBN (IAP APV or RNP AR or LNAV);</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Achievements of the AIG Regional Cooperation Mechanism (ARCM) in South America for 2016 included: <ul style="list-style-type: none"> <li>- Harmonization of AIG related regulations and documents for use by States;</li> <li>- establishment of a safety data collection and processing system;</li> <li>- resolution of AIG-related protocol questions; and</li> <li>- signing of AIG cooperative agreements.</li> </ul> </li> <li>• The PA-RAST, in partnership with the GREPECAS Scrutiny Working Group (GTE) established closer working methods to share large height deviation (LHD) information to jointly form mitigation strategies that will have a positive impact on the reduction of LHD events.</li> </ul>

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>- 72 per cent of international aerodromes with standard instrument departure (SID)/standard instrument arrival (STAR) PBN-based, thus together surpassing the 60 per cent goal set by the Bogota Declaration;</li> <li>- 65 per cent of the upper ATS routes specified in terms of PBN, thus attaining 60 per cent of the goal set in the Bogota Declaration; and</li> <li>- the rate of implementation for continuous descent (CDO) and continuous climb (CCO) operational techniques was 20 per cent and 22 per cent respectively.</li> <li>• ATFM: 63 per cent of the ACCs were providing air traffic flow management (ATFM).</li> <li>• 73.33 per cent of the AIDC interconnections are foreseen at the end of 2016.</li> <li>• 42 per cent of the total AMHS are foreseen at the end of 2016. 21 per cent improvement in QMS AIM implementation.</li> <li>• Aerodrome certification: 20 per cent of the international aerodromes in the region have been certified (8 per cent of increment).</li> <li>• 85 per cent of SAM States have conducted runway and ATC sector capacity calculations (35 per cent of increment).</li> <li>• Regional Network REDDIG II: The new regional IP network composed of two subnetworks (satellite and ground) are working at high availability: a new node was implemented in the REDDIG II node.</li> <li>• Electronic terrain and obstacle database (eTOD): 56 per cent of SAM States started the Area 2 eTOD survey. 35 per cent implemented the Service Level Agreement. 56 per cent count with geographical information system (GIS).</li> </ul>	



REPORT ITEM	PIRG	RASG
<p>Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> <li>• The resolution of several infrastructure deficiencies as listed in the GREPECAS air navigation deficiencies database (GANDD) remains pending.</li> <li>• A comprehensive revision of the ICAO uniform methodology for the identification, assessment and reporting of air navigation deficiencies was requested by GREPECAS for CAR/SAM Regions.</li> <li>• The low level of execution in performance-based planning at the national level, including ASBU-oriented planning remains.</li> <li>• The review of ASBU planning with industry/States collaboration.</li> <li>• Increased data collection, metric application among States and monitoring/reporting culture for a data driven measuring environment.</li> <li>• Insufficient States' expertise and commitment, financial limitations to host events and a limited number of experts affect the achievement of final objectives for programmes and projects.</li> <li>• The participation of the industry is needed in the regional programmes and projects.</li> <li>• Follow up on the second PIRGs and RASGs global coordination actions in order to be implemented by CAR/SAM Regions, States/Territories and International Organizations and ICAO NACC and SAM Regional Offices CONCLUSION PPRC (Programmes and Projects Review Committee) 3/1 was made on this respect.</li> </ul> <p><b>SAM</b></p> <ul style="list-style-type: none"> <li>• A need to increase the quantity of qualified human resources, enhance training programmes, and improve PBN operational approval programmes.</li> </ul>	<ul style="list-style-type: none"> <li>• RASG-PA has limited resources and depends mainly on industry contributions and in-kind contributions from certain States, international organizations and industry.</li> <li>• The participation of Civil Aviation Authorities in RASG-PA is very limited.</li> <li>• Improving the level of effective implementation (EI) of the eight critical elements (CE) for having an effective State safety oversight according to the ICAO Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA).</li> <li>• Increasing the human and financial resources of the State for RASG participation.</li> <li>• Expediting the implementation of the ICAO SSP and SMS by States and service providers, respectively.</li> </ul>

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>• Budget issues and lack of available human resources are main reasons to start or progress in the implementation of ATFM.</li> <li>• Several States agreed that eTOD implementation for Area 2 for 12 November 2015 was difficult to comply with considering technical difficulties, training and human resources, as well as the high cost of implementation.</li> <li>• Requesting to prioritize the completion of work on AIM quality and have, as soon as practicable, a final version of the <i>Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information</i> (Doc 9881).</li> <li>• Difficulties in the coordination of volcanic ash performance exercises, since the SAM Region is under two Volcanic Ash Advisory Center (VAAC) responsibilities.</li> <li>• States, where no QMS MET has been implemented, have no real commitment for the implementation, especially due to the lack of budgetary support.</li> <li>• The high rotation of specialized personnel remains.</li> <li>• Operational resistance in the use of AIDC remains.</li> <li>• Slow progress from States in aerodrome certification; difficulties to obtain staff with adequate technical training on aerodromes and issues regarding aerodrome ICAO SARPs non-compliance.</li> <li>• Financial limitations for the modernization of the air navigation system.</li> </ul> <p><b>CAR</b></p> <ul style="list-style-type: none"> <li>• Missing, duplicated or inaccurately presented flight plans (FPLs) have been identified. A study for the mitigation of problems will</li> </ul>	

REPORT ITEM	PIRG	RASG
	<p>continue and be extended to more States and airlines.</p> <ul style="list-style-type: none"> <li>• The AIS-AIM transition in CAR States was improved in the implementation target for Phase 1.</li> <li>• The need for enhancing upper airspace capacity and efficiency to ensure effective ATFM implementation remains.</li> <li>• The CAR States continue to have challenges facing the implementation of eTOD due to economic difficulty.</li> <li>• Difficulty to implement the quality management system in MET.</li> </ul>	
Associated recommendations and actions taken regarding above	<p>With reference to the PIRG activities and achievements, the following increment of implementation with respect to the 2015 period occurred:</p> <p><b>CAR Region</b></p> <ul style="list-style-type: none"> <li>• QMS AIM with significant implementation improvements in ECAR under one single QMS AIM for ECAR project lead by Trinidad and Tobago.</li> <li>• On eTOD implementation, planes for Areas 1 and 2 with several improvements and advancements in States like Mexico, Cuba, Costa Rica and Dominican Republic.</li> <li>• Several AIM deficiencies listed in the GREPECAS air navigation deficiencies database (GANDD) were solved, specifically in Central America and Mexico, according with the COCESNA's integration project and the implementation of the AMHS and GeoTitan system.</li> </ul> <p><b>SAM Region</b></p> <ul style="list-style-type: none"> <li>• PBN implementation:</li> </ul>	<ul style="list-style-type: none"> <li>• Conducted the 7th Pan American Aviation Safety Summit.</li> <li>• Establishment of the Brazilian Commercial Aviation Safety Team (BCAST) and Programa de Accion para la Seguridad Operacional – (PASO) Costa Rica, as a result of Detailed Implementation Plan execution at the national level.</li> <li>• Increased regional cooperation with RSOOs: Central American Agency for Safety (ACSA), Caribbean Aviation Safety and Security Oversight System (CASSOS) and Regional Cooperation System for Safety Oversight (SRVSOP). CASSOS and ACSA signed an agreement in 2016 for the sharing of inspectors to assist with the resolution of the SSP in Haiti.</li> </ul>

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>- 15 per cent of States updated their action plans for the redesign of selected airspaces using PBN;</li> <li>- 7.18 per cent implemented instrument procedures based on PBN (IAP APV or RNP AR or LNAV);</li> <li>- 2.3 per cent of international aerodromes with standard instrument departure (SID)/standard instrument arrival (STAR) PBN-based; and</li> <li>- 5 per cent of the upper ATS routes were specified in terms of PBN.</li> </ul> <ul style="list-style-type: none"> <li>• ATFM implementation: 13 per cent of the ACCs providing ATFM.</li> <li>• AIDC interconnections implementation: 33 per cent.</li> <li>• AMHS interconnection implementation: 12 per cent.</li> <li>• QMS AIS: no change in implementation.</li> <li>• Aerodrome certification: 8 per cent implementation.</li> <li>• Runway and ATC sector capacity calculations: 35%.</li> <li>• Several infrastructure deficiencies listed in the GANDD were solved specially in the MET and AGA areas.</li> <li>• The revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies requested by GREPECAS by the Conclusion 17/12, still pending from ICAO.</li> <li>• The implementation of group meetings, seminar workshop and visits to States in the CAR and SAM Regions were carried out to support States</li> <li>• Two PBN implementation workshops were organized with the support of the Regional Project RLA/06/901, for 2017, two additional PBN workshops are foreseen.</li> </ul>	

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> <li>• During the PPRC/4 meeting (Lima, Peru, July 2016) the indicators and criteria between the CAR and SAM Regions were harmonized for PBN implementation.</li> <li>• The completion of Doc 9839 and final version of Doc 9881 is required from ICAO.</li> <li>• Some progress was made in the AIDC operation between regional adjacent ACCs: a 33 per cent increment was observed due to the AIDC implementation between adjacent ACCs in Brazil.</li> <li>• There was also some progress in aerodrome certification, with an increment of 8 per cent with respect to 2015.</li> </ul>	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> <li>• The continued cooperation between GREPECAS and RASG-PA.</li> <li>• The joint effort for improving air traffic control (ATC) phraseology.</li> <li>• The coordination of efforts for air navigation and safety target achievements.</li> <li>• Safety intelligence results to establish priorities in air navigation systems implementation, such as AIDC to reduce Large Height Deviations (LHD).</li> <li>• The Chairperson and Vice-Chairperson of GREPECAS are invited to participate in the meetings of the RASG-PA and in the same way, the Chairperson and Vice-Chairperson of the RASG-PA are invited to participate in GREPECAS and PPRC meetings.</li> <li>• RASG-PA projects are coordinated with GREPECAS: <ul style="list-style-type: none"> <li>- consistent use of standard Spanish and English phraseology in accordance with the <i>Procedures for Air Navigation Services — Air Traffic Management</i> (PANS-ATM Doc 4444); and</li> <li>- bird strike reduction programme.</li> </ul> </li> </ul>	

**TABLE A-3: AFI REGION**

REPORT ITEM	PIRG*	RASG
<p>Regional action plan for GANP/GASP implementation</p> <p>AFI Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> <li>• Implementation of the AFI Air Navigation System Implementation Action Plan.</li> <li>• Supporting harmonized implementation of the PBN routes, CDO and CCO, through the AFI Optimized Route Trajectories and Airspace (AORTA) approach.</li> <li>• Assistance to States for the resolution of ATM inter-FIR operational challenges affecting airspace safety, with particular emphasis on the reduced vertical separation minimum (RVSM) part of the regional airspace.</li> <li>• Assist States in publishing FIR/national ATM contingency plans, including plans for volcanic ash events.</li> <li>• Coordinate with States to develop draft material for a regional ATM contingency plan.</li> </ul>	<ul style="list-style-type: none"> <li>• No plenary meetings were held during the reporting period.</li> <li>• A task force was established by the RASG-AFI Steering Committee (RASC) on IOSA certification of international airlines as per Abuja safety target.</li> </ul>
<p>Key PIRG/RASG activities and achievements in 2016</p>	<ul style="list-style-type: none"> <li>• APIRG/20 identified priority projects for the AFI Region, derived from applicable ASBU modules and regional performance objectives, based on the status of implementation of air navigation requirements, as established by the sub-groups.</li> <li>• The application of the new eANP in three volumes and related amendment procedures was also acknowledged and is being populated.</li> </ul>	<ul style="list-style-type: none"> <li>• Guidance material and tools were developed for the use of the RASG AFI Runway Safety Go-Team.</li> <li>• Establishment of runway safety teams at six international airports.</li> <li>• Publication of the RASG-AFI Second Annual Safety Report in June 2016.</li> <li>• Resolution of the significant safety concerns (SSCs) in Sierra Leone and Botswana.</li> <li>• Third AFI Aviation Safety Symposium held in Malabo, Equatorial Guinea, on 28 June 2016, which updated the Collaborative Implementation Programme to be completed by relevant stakeholders to achieve regional safety targets, improve aviation safety and air navigation performance in AFI Region.</li> </ul>

REPORT ITEM	PIRG*	RASG
Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> <li>• Inadequate progress in the development of PBN implementation plans.</li> <li>• Low level of understanding and implementation of ASBU methodology by stakeholders.</li> <li>• Slow pace in harmonizing the various aeronautical projects (CNS, ATM, AIM, MET, AGA and SAR).</li> <li>• Difficulty in collecting data related to air navigation system performance measurement and implementation.</li> <li>• Implementation by some AFI States of ASBU modules (B0-AMET, B0-CDO, B0-CCO, B0-FICE, B0-APTA, B0-ACDM, B0-ASURF, B0-DATM, B0-FRTO, B0-ACAS).</li> <li>• Insufficient qualified personnel for aerodrome operators and ANSPs.</li> <li>• Many airports are not certified and have inadequate emergency plans.</li> <li>• Inadequate or poor performance of communication equipment on hand.</li> <li>• Shortcomings in ATC personnel proficiency.</li> <li>• The need to accelerate AIS-AIM transition on phase 2 of the AIS/AIM roadmap.</li> </ul>	<ul style="list-style-type: none"> <li>• Low level of commitment by airport operators in hosting Runway Safety Go-Teams to establish Runway Safety Teams (RSTs) at their respective airports.</li> <li>• Inadequate independence/autonomy of civil aviation administration for the effective execution of work programmes/responsibilities.</li> <li>• Civil aviation matters are not part of the priorities in the national policy.</li> <li>• Insufficiently qualified and lack of experienced personnel and training programmes for safety oversight.</li> <li>• Low level of commitment from civil aviation administrations in selecting and training the right caliber of personnel.</li> <li>• Poor implementation of CEs 6, 7 and 8 pertaining to licensing, air operator certification including the granting of special authorizations, surveillance and resolution of safety concerns.</li> </ul>
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> <li>• Two meetings were held in 2016, to formalize the establishment mechanism of sub-committee operation, develop priority projects for approval by Project Coordination Committee (APCC) and identify project teams to implement APIRG projects.</li> <li>• A consultant was engaged to evaluate the status of ASBU implementation, outstanding APIRG decisions and recommendations and major deficiencies in APIRG processes; the</li> </ul>	<ul style="list-style-type: none"> <li>• Following the launch of the African Development Bank (AfDB) funded project, the grant made to three regional economic communities will accelerate Runway Safety Go-Team activities in 2016 and 2017 in the WACAF States.</li> <li>• The AFI Plan Steering Committee (SC) approved projects in 2016, dedicated to: <ul style="list-style-type: none"> <li>- aerodrome certification targeting sixteen international</li> </ul> </li> </ul>

REPORT ITEM	PIRG*	RASG
	<p>outcome will be considered for improving the APIRG processes and ASBU implementation.</p> <ul style="list-style-type: none"> <li>• Two workshops for all stakeholders on ASBU and PBN implementation awareness and sensitization are planned for 2017 in the WACAF and ESAF Regions;</li> <li>• In collaboration with the African Civil Aviation Commission (AFCAC), a comprehensive survey was launched in 2016 to collect data on air navigation services, ASBU implementation, etc.</li> <li>• A dedicated project to ascertain the progress/status of PBN implementation in the AFI Plan will be developed for approval by the AFI Plan Steering committee in May 2017; this will complement and augment the outcome of AFCAC survey.</li> <li>• The AFI Plan Steering Committee approved: <ul style="list-style-type: none"> <li>- an ANS peer review project to enhance capacity and qualification including the harmonization of processes at ANSPs; and</li> <li>- a SAR project to facilitate the implementation of Annex 12 — <i>Search and Rescue</i> requirements (legislation, agreements).</li> </ul> </li> <li>• A project to assess the performance of communication equipment on hand and related deficiencies among others, was approved by APCC.</li> <li>• An evaluation of the gap in ATC personnel proficiency is to be established as part of the APCC approved projects as a priority.</li> <li>• Three projects on major components that enable a transition to Phase 2 of the AIS/AIM roadmap, were approved by APCC.</li> <li>• The ANS targets approved by APIRG were also adopted by RASG and are to be escalated to the Africa Union (AU) for adoption at the</li> </ul>	<ul style="list-style-type: none"> <li>aerodromes; and</li> <li>- SSP/SMS.</li> <li>• AGA projects aimed at enhancing the capacity of aerodrome operators, especially in certification processes are ongoing in more than eighteen AFI States.</li> <li>• The AFCAC AFI CIS programme was expanded to cover AGA and ANS, to enhance the support to States in qualifying inspectorate personnel at their CAA.</li> </ul>



REPORT ITEM	PIRG*	RASG
	<p>ministerial level and endorsed by the AU Summit of Heads of State and Government.</p> <ul style="list-style-type: none"> <li>• AFI DGCA/6 identified the following priority implementation actions being coordinated by Champions: <ul style="list-style-type: none"> <li>- States are to develop, update and implement its national plans for PBN and ASBU Block 0 modules;</li> <li>- States are to establish an effective and operational SAR organization by a developing SAR National Plan and conclude SAR agreements/MOUs; and</li> <li>- States are to implement the transition from AIS to AIM by developing a National Action Plan;</li> </ul> </li> <li>• States are to develop the required regulatory framework and enhance supervision of aeronautical meteorological services through their active participation in AFI Cooperative Development of Aeronautical Meteorology (CODEVMET) project.</li> </ul>	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> <li>• Airspace and CNS safety issues identified from the activities of the AFI tactical action group (TAG).</li> <li>• APIRG/RASG-AFI Coordination Committee established by the RASG-AFI/3 meeting held in Yamoussoukro, Cote d'Ivoire in December 2015.</li> <li>• RVSM safety monitoring.</li> <li>• QMS for AIM and MET.</li> <li>• Civil/military cooperation.</li> <li>• Search and rescue (SAR).</li> <li>• Unsatisfactory condition reports (UCRs).</li> <li>• Airspace contingencies.</li> <li>• AIM.</li> <li>• ANSPs peer review.</li> <li>• Safety issues directly related to flight operations. LOC-I/UPRT Accident and incident analysis SSP/SMS implementation. English language</li> </ul>	

REPORT ITEM	PIRG*	RASG
	proficiency (ELP). <ul style="list-style-type: none"><li data-bbox="323 391 531 418">• Runway safety</li></ul>	

\*APIRG information provided to indicate progress with implementation activities.

TABLE A-4: EUR/NAT REGIONS

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>EUR Regional Safety and Air Navigation Priorities and Targets.</p> <p>NAT Regional Safety and Air Navigation Priorities and Targets.</p>	<p><b>EUR</b></p> <ul style="list-style-type: none"> <li>• Coordination of ASBU implementation with a focus on the local, regional and inter-regional interoperability, and implementation of operational improvements and harmonization aspects (e.g. SESAR, NextGen, Russian ATM modernization programme and other ATM modernization activities) in order to ensure that ICAO provisions and strategic objectives are fully considered. Annual EUR ASBU implementation report (with data from 52 out of 55 States) was endorsed by EANPG and provided the baseline for the EUR eANP Vol III, which was also approved.</li> <li>• Initial implementation of the EUR performance framework and agreed actions to increase the participation and associated reporting mechanisms.</li> <li>• Coordination on environmental protection actions agreed to update and submit quantified State action plans on CO2 emissions reduction activities by the end of June 2018.</li> <li>• EUR RVSM safety monitoring report 2015 reviewed and approved.</li> <li>• Continuous support provided to States, particularly in the eastern part of the EUR Region, in areas such as airspace harmonization , route development programmes and the implementation of GANP priority projects (e.g. PBN, CDO, CCO and user preferred routes).</li> <li>• Several specific workshops and other activities in support of GANP/ASBU and GASP implementation were conducted: <ul style="list-style-type: none"> <li>a) support to implement the ICAO Meteorological Information Exchange Model (IWXXM) via one workshop at the EUR/NAT RO for OPMET Exchange Hubs (AFI, APAC, EUR and MID</li> </ul> </li> </ul>	<p><b>RASG-EUR</b> safety targets:</p> <ul style="list-style-type: none"> <li>• By 2017, reduce the commercial air transport regional accident rate in the EUR Region when compared with the average regional accident rate for the 2009-2013 period.</li> <li>• Increase, by end of 2017, the regional average EI score for protocol questions (PQs) related to the financial and human resources of the CAA.</li> <li>• Increase, by end of 2017, the regional average EI score for PQs related to CE6, CE7 and CE8 in the personnel licensing (PEL), operations (OPS), airworthiness (AIR), air navigation services (ANS) and aerodromes, air routes and ground aids (AGA) areas.</li> <li>• Resolve SSCs</li> <li>• All States above 60 per cent EI to have implemented SSPs by end of 2017.</li> <li>• Improve, by the end of 2017, the regional rate of accidents and serious incidents, as reported to ICAO, in commercial air transport for which an investigation has been launched according to Annex 13 — <i>Aircraft Accident and Incident Investigation</i> when compared with the regional rate for 2013.</li> </ul>

REPORT ITEM	PIRG	RASG
	<p>participated) and provided associated guidance on IWXXM (EUR Doc 033) developed by the EUR Region for use in other regions via the MET Panel (subject to endorsement by ANC);</p> <p>b) a PBN symposium was organized in Dublin, Ireland. The PBN activities were optimized (more efficient meeting structures) and a specific project (SIP) was launched to support States in the Mid-Asia part of the EUR Region in their development of national PBN plans; and</p> <p>c) provided support to the AMHS Implementation Planning where 23 States implemented AMHS interstate connections.</p> <p><b>NAT</b></p> <ul style="list-style-type: none"> <li>• The NAT eANP Vol I, II and draft Vol III (without dynamic content) were approved. Work to be completed in 2017 on Vol III and NAT GANP implementation report for 2016.</li> <li>• The NAT 2015 Annual Safety Report was approved and published.</li> <li>• The NAT 2015 data link performance report was approved and published.</li> <li>• Actions agreed to improve coordination of the NAT planning and implementation activities with the South Atlantic (SAT) through enhanced cooperation with the AFI and CAR/SAM Regions.</li> <li>• The NAT traffic forecast was reviewed and approved.</li> </ul>	
Key PIRG/RASG Activities and Achievements in	<p><b>EUR</b></p> <ul style="list-style-type: none"> <li>• Enhanced inter-regional coordination supporting the optimization of airspace and ATS route network, especially in the interface area between the EUR, MID and APAC Regions.</li> </ul>	<ul style="list-style-type: none"> <li>• The resolution of three SSCs by Kazakhstan, Georgia and Kyrgyzstan (with one remaining).</li> <li>• The development and publication of the annual Safety Report (covering the year 2015) for the EUR Region and the third annual</li> </ul>

REPORT ITEM	PIRG	RASG
2016	<ul style="list-style-type: none"> <li>• Implementation of regional priorities from the GANP, as endorsed by the EANPG (ASBU implementation plan) and joint development of the second ASBU implementation monitoring report.</li> <li>• The EUR/NAT Volcanic Ash Contingency plan was approved. Improvement of safety, predictability and regularity of operations in contingency situations; conducted volcanic ash exercises in the far eastern portion of the Russian Federation (involving APAC, EUR and NAM Regions) as well as in the NAT and western part of the EUR Region to improve response and coordination to volcanic ash events.</li> <li>• Crisis/contingency activities were actively supported within the European Aviation Crisis Coordination Cell (EACCC) framework and with participation to the MID Region Contingency Coordination Team (CCTs) for traffic flows that are constrained by crisis/conflict zones.</li> <li>• The work of the airspace improvements and ATS route development groups resulted in the implementation of 570 improvements during the year 2016. The Free Route Airspace implementation for the Baltic States, the improvements in the interface between Bulgaria, Romania and Turkey and the developments in the interface area between Turkey, Iran and Iraq have provided the required airspace capacity, reduced delays and decreased the complexity of traffic flows.</li> <li>• Support provided to States for the implementation of the PBN programme in the EUR Region through the conduct of three workshops on the use of PBN in airspace design and one workshop on PBN oversight and PANS-OPS (which is continued by a special</li> </ul>	<p>Safety Report (covering the year 2015) for the NAT Region.</p> <ul style="list-style-type: none"> <li>• Publication of five RASG-EUR Safety Advisories.</li> <li>• Implementation of safety enhancement initiatives (SEI) in the non-European Aviation Safety Agency (EASA) States of the EUR Region as developed by the EUR Regional Expert Safety Team (IE-REST) (activity with NCLB relevance).</li> <li>• Support provided to States having SSCs and/or low EI scores (Kazakhstan, Kyrgyzstan, Georgia, Azerbaijan) (activity with NCLB relevance).</li> <li>• Launch of Runway Safety Go-team missions, with first mission performed at the Tel Aviv Ben Gurion International Airport, Israel.</li> </ul>

REPORT ITEM	PIRG	RASG
	<p>project for States in the eastern part of the region).</p> <ul style="list-style-type: none"> <li>• Clean-up of the International Codes and Routes Designators (ICARD) database and alignment of 5LNC data (which are published in the States AIP) with ICARD for 53 States.</li> <li>• A number of new or updated regional guidance materials were produced.</li> <li>• English Language Proficiency for Aeronautical MET Personnel – Guidance Material (EUR Doc 038).</li> <li>• A revised version of the European Guidance Material on all-weather operations at aerodromes (EUR Doc 013), which included recent Annex 14 — <i>Aerodromes</i> amendments and introduced the new approach classifications, was developed and published.</li> <li>• A new version of the EUR Doc 032 (Interim Guidance Material on Civil/Military Cooperation in Air Traffic Management) was published and the results of the Baltic Sea Project Team (e.g. EUR-OPS Bulletin, new waypoints for flights in the Baltic Sea) were presented at several high level meetings including the NATO-Russia Council meeting.</li> <li>• Reinforcement of the use of the High Seas Coordination Procedure for ATS-Route and airspace changes over international waters.</li> </ul> <p><b>NAT</b></p> <ul style="list-style-type: none"> <li>• A common NAT and EUR Volcanic Ash Contingency Plan was approved.</li> <li>• Phase 1 of the 5 minute longitudinal separation (RLongSM) trial (targets of opportunity) and 42.6 km (23 NM) lateral separation (RLatSM) trial (3 core Organised Track System (OTS) continue</li> </ul>	

REPORT ITEM	PIRG	RASG
	<p>providing increased capacity, better trajectories and reductions in fuel consumption and CO2 emissions.</p> <ul style="list-style-type: none"> <li>• Preparatory work is ongoing to transition to RLatSM Phase 2 (all OTS).</li> <li>• The transition to performance-based communication and surveillance (PBCS) and PBN enabled 5 minute longitudinal and 42.6 km (23 NM) lateral separation minima started to complete by March 2018.</li> <li>• The NAT minimum navigation performance specification (MNPS) to the PBN implementation plan is in progress with the NAT MNPS airspace, renamed to NAT High Level Airspace as of 4 February 2016, and new MNPS approval discontinued since 2015.</li> <li>• Preparation for Phase 2b (December 2017) of the NAT FANS 1/A Data Link Mandate. Agreements achieved with the NAT ANS providers and airspace users to temporarily accommodate some non-equipped traffic on Tango routes that are extensively used by typically EUR continental traffic in contingency situations.</li> <li>• Amendment to NAT Doc 7030 was approved to enable NAT free route operations.</li> <li>• The draft NAT space-based ADS-B concept of operations, cost-benefit analysis and implementation task list are being finalized.</li> </ul>	
Specific challenges faced by PIRGs/RASGs	<p><b>EUR</b></p> <ul style="list-style-type: none"> <li>• Enhanced inter-regional coordination to support the optimization of the ANS network, the implementation of airspace projects (e.g. enhancements in ATS route structure, or implementation of user</li> </ul>	<ul style="list-style-type: none"> <li>• The lack of effectiveness in safety occurrence reporting and analysis systems in several States, is impeding the effective implementation of safety management processes.</li> <li>• The lack of qualified staff for approval and regulatory oversight of</li> </ul>

REPORT ITEM	PIRG	RASG
<p>and States for the regional implementation of SARPs and PANS</p>	<p>preferred routes/profiles) as well as the development of cross-regional contingency plans.</p> <ul style="list-style-type: none"> <li>• States, specifically in the eastern part of the EUR Region and in the MAGREB area, need increased assistance in GANP/ASBU implementation (including with PBN/CDO/CCO).</li> <li>• Interoperability issues arising in interface areas between the SESAR, NextGen, Russian Federation ATM modernization programme.</li> <li>• States in the region are not respecting the ICAO provisions and required timelines for AIRAC publications, therefore an increased number of late/ad-hoc/fast track activities had to be initiated, especially for big scale, or cross border changes involving airspace over the High Seas.</li> <li>• Global use of ICARD and resolution of Five-Letter-Name-Codes (5LNC) duplicates (140 codes in EUR that are also published in other regions).</li> <li>• Inclusion of deficiencies related to eTOD Area 1 and 4 implementation.</li> <li>• The increasing number and complexity of regional implementation projects aimed to improve safety, increase capacity, reduce fuel consumption and environmental impact in both the EUR and NAT Regions, which require increased regional coordination and specific support from the EUR/NAT Office.</li> <li>• The unavailability of several portions of airspace (east of Ukraine, over the Black Sea, Libya, Iraq, Syria, Yemen and potentially Afghanistan) has a severe impact on the ATM system in the EUR Region, requiring significant efforts to cope with the traffic demand</li> </ul>	<p>flight data analysis programmes for air operators remains.</p> <ul style="list-style-type: none"> <li>• Several States have deficiencies in their safety oversight system, including one State (Kyrgyzstan) with SSCs.</li> <li>• States would need additional support to cope with the increased complexity created by the various regulatory developments (European Commission implementing rules, EASA rulemaking activities, EU infringement procedures, etc.) while still being in compliance with global ICAO provisions.</li> <li>• Lack of SSP implementation, as reported to ICAO.</li> </ul>



REPORT ITEM	PIRG	RASG
	<p>without imposing restrictions.</p> <ul style="list-style-type: none"> <li>• The situation in the Simferopol FIR is still unresolved, any changes to ATM or SAR services will require the involvement of all States neighbouring the Black Sea.</li> <li>• Lack of implementation of the World Geodetic System – 1984 (WGS84) in some of the States in the eastern part of the EUR Region prevents the expected progress of the PBN programme.</li> </ul> <p><b>NAT</b></p> <ul style="list-style-type: none"> <li>• Transition to PANS-ATM compliant PBCS and PBN-based separation minima, specifically 5 minute longitudinal and 42.6 km (23 NM) lateral, requires the NAT airspace users to complete their PBCS approval processes by March 2018.</li> <li>• Transition to Phase 2b (December 2017) of the NAT Data Link Mandate (all NAT HLA FL 350-390) requires adequate equipage levels. The current FANS 1/A equipage on OTS approaches 90 per cent.</li> <li>• Transition from MNPS to PBN requires discontinuation of existing MNPS approvals and conversion to PBN.</li> <li>• The en-route diversion procedures require amendments to address the 42.6 km (23 NM) lateral separation environment.</li> </ul>	

REPORT ITEM	PIRG	RASG
Associated recommendations and actions taken regarding above	<p><b>EUR</b></p> <ul style="list-style-type: none"> <li>• A proposal for an amendment to EUR Doc 7030 on optimized wake vortex minima was developed.</li> <li>• An action was agreed to on national eTOD policy.</li> <li>• Actions agreed to address the duplication of 5LNCs.</li> <li>• Agreed action for the coordinated implementation of various programmes/projects in the NAT impacting operations in the western part of EUR Region.</li> </ul> <p><b>NAT</b></p> <ul style="list-style-type: none"> <li>• NAT SPG conclusions were agreed to and circulated, related to the NAT agreed date for implementation of PBCS-based separation minima and urging the timely completion of the PBCS approvals and upgrades to ground FPL processing systems.</li> <li>• Proposals for amendment to NAT SUPPS on implementation of PBCS-based separation minima and en-route diversion procedures were developed.</li> </ul>	<ul style="list-style-type: none"> <li>• Several RASG-EUR safety advisories are published as guidance material for States.</li> <li>• A workshop will be organized in 2017 on voluntary and mandatory occurrence reporting.</li> <li>• Flight data analysis programme (FDAP) training supported by RASG-EUR is proposed for selected State experts in 2017.</li> </ul>
Matters being coordinated between PIRGs and RASGs	<ul style="list-style-type: none"> <li>• Agreement to conduct the first EUR/NAT DGCA meeting in 2017.</li> <li>• Agreement that EANPG and RASG-EUR meeting in 2017 will be conducted back-to-back and partly with a fused agenda to ensure a system-wide approach to managing and monitoring safety and air navigation planning and implementation in EUR, similar to the NAT SPG approach.</li> <li>• Coordination with RASG-EUR on the results from the RVSM and regional monitoring agencies (RMAs) symposium.</li> <li>• Continuous coordination by the Secretariat for EANPG, NAT SPG (including NAT SOG) and RASG-EUR to avoid duplication and gaps and to ensure the alignment and harmonization of priorities, plans and actions.</li> <li>• Coordination of identified safety-related AN deficiency (list maintained by EANPG).</li> </ul>	

**TABLE A-5: MID REGION**

<b>REPORT ITEM</b>	<b>PIRG*</b>	<b>RASG</b>
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>MID Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> <li>• Aviation statistics and traffic forecasts reviewed and taken into consideration in the air navigation planning mechanism for the MID Region.</li> <li>• The regional performance indicators and targets, included in the MID Region Air Navigation Strategy, are monitored by MIDANPIRG and its subsidiary bodies. The strategy was revised by the MIDANPIRG/16 meeting based on the inputs received from States and stakeholders. The strategy has been used by States to develop their National ASBU implementation plans and prioritize their activities/investments towards the achievement of the agreed performance targets within the specified timelines.</li> <li>• The MID Air Navigation Report-2016 was developed and endorsed by MIDANPIRG/16. It provides an overview of the status of implementation of the priority 1 ASBU Block 0 Modules in the MID Region, as well as an outlook of the ASBU implementation by 2020 based on the plans provided by States. The report also includes a section on environmental protection through planned/implemented operational improvements and a few success stories related to the implementation of operational improvements.</li> <li>• The MID eANP Volume I, II and III were approved and are maintained up-to-date.</li> </ul>	<ul style="list-style-type: none"> <li>• The regional safety indicators and targets, included in the MID Region Safety Strategy, are monitored by the RASG-MID. The Safety Strategy will be revised to reflect the GASP 2017-2019, including its roadmap.</li> <li>• Based on the analysis of the accident data in the MID Region for the previous five years, the focus areas are runway safety (RS), system component failure (SCF) and loss of control in flight (LOC-I).</li> <li>• Emerging risks including laser attacks, near mid-air collision (NMAC) controlled flight into terrain (CFIT), remotely piloted aircraft systems (RPAS)/drones, bird strike, wildlife and foreign object debris (FOD), are being addressed within the RASG-MID framework.</li> <li>• In line with the ‘No Country Left Behind’ initiative, the RASG-MID supported the development of the MID Region NCLB strategy/plan.</li> <li>• RASG-MID is supporting the implementation of MENA-RSOO to support States in the implementation of their SSP and improving their safety oversight capabilities.</li> </ul>
<p>Key PIRG/RASG Activities and Achievements in</p>	<ul style="list-style-type: none"> <li>• Continuous support was provided to States for the implementation of GANP and regional priorities in order to meet the agreed targets set in the MID Air Navigation Strategy.</li> <li>• The signature of a high level agreement between South Sudan and</li> </ul>	<ul style="list-style-type: none"> <li>• The fourth and fifth MID Region Annual Safety Reports were endorsed by the RASG-MID/5 and RSC/5 meetings, respectively.</li> <li>• Five (5) RASG-MID Safety Advisories (RSAs) were issued, addressing:</li> </ul>

REPORT ITEM	PIRG*	RASG
2016	<p>Sudan and the agreement on the delineation of Juba FIR was achieved.</p> <ul style="list-style-type: none"> <li>• The MID Region achieved the highest percentage of monitored aircraft in the world (94 per cent of aircraft have known height-keeping performance monitoring results).</li> <li>• Development of the first MID Air Navigation Report 2016, which provides an overview on the status of ASBU implementation and plans in the MID Region.</li> <li>• The MID eANP (Vol I, II and III) was approved and posted on the MID Office website, replacing the old MID Basic ANP and FASID.</li> <li>• The signature of the SAR bilateral arrangement between several ACCs was obtained.</li> <li>• Continuous progress on the establishment of the Regional OPMET Centre (ROC) in Jeddah and Bahrain (backup).</li> <li>• Implementation of the MID Region ATM contingency plan (activation of the Contingency Coordination Team (CCT) for Iraq, Libya, Syria, Yemen, Turkey).</li> <li>• Implementation of improved ATS routes structured between the Amman and Cairo FIR.</li> <li>• Implementation of the oriented track system within the Tehran FIR and improvements of the ATS route network between Iran and its adjacent States.</li> <li>• Implementation of the MID call sign confusion initiative (five Airlines started de-conflicting call sign similarities). The MID Region experience is being shared with AFI and APAC Regions.</li> <li>• MID Doc 008 (Guidance on AIM planning and implementation in the MID Region) was endorsed by MIDANPIRG/16.</li> </ul>	<ul style="list-style-type: none"> <li>- periodic surveillance audit of aerodrome infrastructure and maintenance;</li> <li>- airplane State awareness (ASA) - low airspeed alerting;</li> <li>- standard operating procedures' effectiveness and adherence;</li> <li>- ASA -training –flight crew training; and</li> <li>- aerodrome safeguarding.</li> </ul> <ul style="list-style-type: none"> <li>• The resolution of one SSC in the region (Lebanon). There are now zero SSCs in the region.</li> <li>• The third MID Region Safety Summit and High-Level Briefing/Meeting to DGCAs and CEOs (Doha, Qatar from 24 to 26 May 2016) took place.</li> <li>• The certification of Queen Alia International Airport, as a result of the regional assistance mission, was obtained.</li> <li>• Improvement of the percentage of certified international aerodromes (from 51 to 58 per cent).</li> <li>• Two Runway Safety Go-Teams conducted (Jordan and Kuwait).</li> <li>• Two ECCAIRS courses (Kuwait and Qatar) and one USOAP CMA Workshop (Iran) conducted.</li> <li>• The First National Continuous Monitoring Coordinator (NCMC) Meeting was conducted as part of the third meeting of the MID Safety Support Team (SST/3).</li> </ul>

REPORT ITEM	PIRG*	RASG
Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> <li>Difficulties encountered with the implementation of the following projects under the framework of MID Region ATM Enhancement Programme (MAEP):               <ul style="list-style-type: none"> <li>MID Flight Procedure Programme (MID FPP);</li> <li>ATS Route Network Optimization Project (ARNOP);</li> <li>MID IP network;</li> <li>MID Integrated Flight Plan Processing System (IFPS);</li> <li>MID Region Aeronautical Database (MIDAD); and</li> <li>regional/sub-regional ATFM system.</li> </ul> </li> <li>The rapid, continuous growth of traffic in the MID region places an increased demand on airspace capacity and emphasizes the need for optimum utilization of the available airspace and airports.</li> <li>Difficulties to bring States facing political instability to the required safety and efficiency/performance level (implementation of SARPs and priority one ASBU modules) remains.</li> <li>Continuous monitoring of the situations in Iraq, Libya, Syria and Yemen, and coordination with the concerned parties for the implementation of contingency arrangements that ensure the safety and continuity of air traffic operating across the region.</li> <li>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 (in particular in ANS and AGA) , support the work of MIDANPIRG and achieve the agreed air navigation targets.</li> <li>The 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</li> </ul>	<ul style="list-style-type: none"> <li>The escalated political/security situation in some MID States and conflict zones, associated with the United Nations Department of Safety and Security (UNDSS) travel restrictions had a negative impact on the achievement of the regional safety targets.</li> <li>Low level of responses from States to State letters.</li> <li>Low level of reporting by States (safety data/occurrences, inputs to the MID Safety Report, etc.).</li> <li>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.</li> <li>The escalated situation in Iraq, Libya, Syria and Yemen, and associated UNDSS travel restrictions are hindering the provision of necessary assistance to these States.</li> <li>Inadequate independence/autonomy of the civil aviation administration for effective execution of work programmes/responsibilities.</li> <li>Insufficient qualified and experienced personnel and training programmes for safety oversight.</li> <li>The lack of necessary resources and expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS).</li> <li>Institutional, legal and financial issues to join regional/sub-regional projects such as the MENA-RSOO remain.</li> </ul>

REPORT ITEM	PIRG*	RASG
	<p>remains.</p> <ul style="list-style-type: none"> <li>• The coordination of some activities/projects with the Arab Civil Aviation Commission (ACAC), considering that the MID Region and ACAC areas of responsibility/accreditation are not aligned.</li> <li>• Difficulty to implement some user preferred routes due mainly to military restrictions which is impeding the implementation of the flexible use of airspace (FUA) concept.</li> <li>• Difficulties faced by States in the transition from AIS to AIM.</li> <li>• Shortage of staff in the MID Office to support all MIDANPIRG activities, as well as other duties, including the NCLB activities and arrangements that ensure the safety and continuity of air traffic operating across the region.</li> <li>• Political/security unrest in some States.</li> <li>• The low level of engagement by States (low level of attendance, reply to State letters, reporting; and contribution/support to the work of regional groups).</li> <li>• The political issues between South Sudan and Sudan are affecting the provision of ANS services within South Sudan airspace. ESAF and MID Offices facilitated the development of the high level ANS agreement between South Sudan and Sudan, which was signed by Sudan on 17 August 2015, pending signature by South Sudan.</li> <li>• MID States are members of other regional aviation organizations straining their limited resources in attending meetings and contributing to the work of MIDANPIRG and those organizations. All MID States, with the exception of Iran, are members of ACAC. The six Gulf States participate in the work of the Gulf Cooperation Council; Egypt, Sudan and Libya are also members of AFCAC.</li> </ul>	

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> <li>• The lack of adequate training provided to technical and inspectorate staff remains.</li> <li>• The lack of financial and human resources in some States, combined with the complexity of administrative arrangements for the approval of duty travel, are affecting the level of attendance to the activities organized by the MID Office.</li> <li>• Low level of implementation of SAR provisions and requirements, due mainly to legal, institutional and organizational issues.</li> <li>• Low level of implementation of AIDC/OLDI in the region, due mainly to coordination issues between States and in some cases systems interoperability issues, which may be solved through the conduct of bilateral workshops.</li> </ul>	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> <li>• MID Region NCLB strategy developed.</li> <li>• Missions were carried out by the MID Office to provide appropriate support to States with their implementation of the regional priorities and requirements.</li> <li>• Establishment of the Advanced Inter-regional Air Traffic Services Route Development Task Force (AIRARD TF) between the APAC, EUR/NAT and MID Regions. The main objective of the task force is to enhance the route structure at the interface areas between the three regions.</li> <li>• Establishment of the MID Route Development Working Group (RDWG) to address and improve the MID ATS Route Network.</li> <li>• The ICAO ATFM Seminar (Dubai, UAE, 13 to 15 December 2016) agreed on a set of actions/recommendations for the implementation of ATFM in the MID Region.</li> </ul>	<ul style="list-style-type: none"> <li>• Endorsement and implementation of the MID Region NCLB strategy.</li> <li>• Conduct of NCLB assistance missions, including the NCLB Multi-disciplinary Technical Assistance Team missions.</li> <li>• Deliver and conduct NCLB seminars/workshops/trainings, including the GSI courses.</li> <li>• Support and promote the establishment of the MENA RSOO.</li> <li>• Conduct Runway Safety Go-Teams.</li> <li>• Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts.</li> <li>• Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities.</li> <li>• Fostering accountability through direct communication with</li> </ul>

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> <li>• Establishment the ATFM Task Force to develop an ATFM concept of operations for the MID Region.</li> <li>• An NCLB Workshop on the transition from AIS to AIM is scheduled for August 2017.</li> <li>• NCLB missions to States are planned to provide necessary assistance (Bahrain, Jordan, Kuwait, Lebanon, Sudan). Workshops and training courses in support of the NCLB Initiative, including an NCLB Aerodrome Certification Workshop/Training are also planned.</li> <li>• Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities.</li> <li>• Fostering accountability through direct communication with DGs/Ministers for the implementation of the MID Region NCLB Strategy.</li> <li>• A workshop for Syria was held at the MID Office and an action plan was developed to assist Syria in meeting global and regional requirements.</li> <li>• Meetings with Iraq, Libya and Yemen were held at the MID Office or during other events.</li> <li>• The Task Force on Air Navigation Services and Delineation of Khartoum FIR (TANSO/3) meeting (EASF Office, 8-10 August 2016) agreed on an action plan to improve the air navigation services provided within the Khartoum FIR and to the delineation of the Juba FIR.</li> <li>• Signature of a high level agreement between South Sudan and Sudan and the agreement on the delineation of Juba FIR.</li> <li>• A SAR Action Group was established and tasked with the</li> </ul>	<p>DGs/Ministers for the implementation of the MID Region NCLB strategy.</p> <ul style="list-style-type: none"> <li>• A workshop for Syria was held at the MID Office and an action plan was developed to assist Syria in meeting global and regional requirements.</li> <li>• Meetings with Iraq, Libya and Yemen were held at the MID Office or during other events.</li> <li>• The expeditious establishment of MENA RSOO was promoted.</li> <li>• Development and implementation of NCLB plan of actions for the top priority States (based on the agreed prioritization criteria).</li> </ul>



REPORT ITEM	PIRG*	RASG
	<p>development of a MID SAR plan, including an action plan for the conduct of SAR exercises.</p> <ul style="list-style-type: none"> <li>• An AFI/APAC/MID inter-regional SAR workshop was conducted in Mahe, Seychelles, 19-22 July 2016. The Workshop agreed to a set of recommendations that would enhance and harmonize the implementation of the SAR services across four ICAO Regions (APAC, ESAF, MID and WACAF).</li> </ul>	
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> <li>• The second and third MIDANPIRG/RASG-MID Coordination meeting were held on 24 May 2016 and 14 February 2017, concurrently with the RASG-MID/5 and MIDANPIRG/16 meetings, respectively.</li> <li>• The Accident and Incident Analysis Working Group (AIA WG) was established and will be supported by experts from both safety and air navigation fields.</li> </ul>	

\*MIDANPIRG information provided to indicate progress with implementation activities.

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## APPENDIX B

### COMMON CHALLENGES FACED BY REGIONS

*Note 1.— Information pertaining to the RASG-AFI/3 and APIRG/10, which were addressed in the first quarter of 2016, are also included in this Appendix for a complete overall review.*

*Note 2.— The comments provided in the third column of this table show the implementation activities that are currently being undertaken by ANB and are for information purposes only. The Bureau is currently in the process of aligning its implementation activities with the Regional Offices so as to develop a comprehensive, measurable implementation package. Work is underway to ensure the relevant elements are incorporated into the Air Navigation Work Programme.*

Issue	Regions	Action/Status
Civil/Military coordination	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> </ul>	On the work programme of the Air Traffic Management Operations Panel (ATMOPSP), <i>Civil/Military Cooperation in Air Traffic Management</i> (Circular 330) is being updated as a manual. EUR Doc 032 will provide a good basis for this work.
Competency requirements for MET and AIM personnel	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- NAM/CAR/SAM</li> </ul>	<p>MET: The WMO is responsible for MET competency requirements and they have recently published the full set of training, qualification and competency requirements for MET personnel including aeronautical MET.</p> <p>AIM: The Secretariat is progressing the task of creating competency requirements for AIM personnel. The new <u>AIM competency-based framework</u> will be ready by the end of this year as part of the revised <i>Aeronautical Information Services (AIS) Manual – Volume 1 on AIM Organizational Development</i>.</p>
Insufficient guidance on AIS/AIM transition	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- NAM/CAR/SAM</li> <li>- MID</li> </ul>	Guidance material will be available in time for the applicability dates for the revised Annex 15 and PANS-AIM.in 2018
Number and competence of technical and inspectorate personnel in CAAs	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	<p>Good progress seen in AFI cooperative inspectorate scheme.</p> <p>The Air Navigation Bureau (ANB) is developing related guidance for States.</p>

**Appendix B**

Issue	Regions	Action/Status
Slow progress with Aerodrome certification	<ul style="list-style-type: none"> <li>- ASIA/PAC</li> <li>- AFI</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	First Edition of the <i>Procedures for Air Navigation Services (PANS) - Aerodromes</i> (Doc 9981) is now applicable. Guidance material is under review as part of the Annex 14 review.
GNSS interference - occurrences of jamming of GNSS signals	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- MID</li> </ul>	Advance third edition of GNSS Manual (Doc 9849) has been published. It contains a new guidance on GNSS interference mitigation, including a new Appendix F containing a GNSS radio frequency interference mitigation plan.
Drones (small unmanned aircraft systems (UAS) Lack of provisions for Unmanned Aircraft Systems (UAS)	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	First Global UAS Industry Symposium planned in 2017. Toolkit developed and available at: <a href="https://www4.icao.int/uastoolkit/Home/About">https://www4.icao.int/uastoolkit/Home/About</a> Additional actions on the outcomes of the 39th Assembly are under discussion.
Remotely piloted aircraft systems (RPAS) Full regulatory framework to support RPAS integration	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	A Global Symposium, an AFI regional Symposium and additional RPAS workshops on remotely piloted aircraft systems planned in NAM/CAR, AFI, and MID for 2017.
Regions considering mid-air collision (MAC) as a risk	<ul style="list-style-type: none"> <li>- ASIA/PAC</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	To be considered for the next addition of the GASP.
Height keeping performance and monitoring	<ul style="list-style-type: none"> <li>- AFI</li> <li>- NAM/CAR/SAM</li> <li>- NAT</li> </ul>	Follow-up with Regional Monitoring Agencies.
Low level of implementation of search and rescue (SAR) provisions and requirements	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- MID</li> </ul>	Task forces established and additional workshops planned. Workshop held in Ghana and A High level meeting was held in Togo with the Lomé Declaration.
Regional data networks (VPN)	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- MID</li> </ul>	VSAT networks modernization and integration on going (AFISNET, CAFSAT, NAFISAT, SADC VSAT up-dated).
Cross-regional coordination related to contingency plans	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- EUR/NAT</li> <li>- MID</li> </ul>	Processes are being developed to ensure coordination on a regular basis as a priority to be completed by December 2017.

Issue	Regions	Action/Status
Confusion in the definition of thread elements from the ASBU framework for implementation	<ul style="list-style-type: none"> <li>- AFI</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	Stakeholders are sometimes not familiar with the performance-based approach to be used to select elements from the ASBU framework for implementation. The GANP 2019 edition will provide the necessary guidance. Meanwhile, workshops are being carried out to provide directions to regions and States.
Slow implementation of PBN	<ul style="list-style-type: none"> <li>- AFI</li> <li>- ASIA/PAC</li> <li>- MID</li> </ul>	Coordination with Flight procedures offices in APAC and AFI, Training.
SSP implementation	<ul style="list-style-type: none"> <li>- ASIA/PAC</li> <li>- MID</li> <li>- NAM/CAR/SAM</li> </ul>	<p>Safety Management Manual, 4th edition under development and planned to be launched July 2017.</p> <p>Safety Management Training Programme phase 2 to be launched July 2017.</p> <p>Safety Management Regional Symposia and Workshops planned in 3Q 2017 and 2018.</p>
Availability of the GANP in all languages	<ul style="list-style-type: none"> <li>- All</li> </ul>	Editing of the language versions is almost complete after which the final document layout can be undertaken. Language versions should be available within two months. In the meantime, unedited and unformatted language versions are available on the A39 website.
Alignment of areas of applicability of ANPs and SUPPs	<ul style="list-style-type: none"> <li>- All</li> </ul>	The alignment of areas of applicability of SUPPs (Doc 7030) and ANPs is still in progress, and is currently in the final stages of review.

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## APPENDIX C

**Table C-1:**

### **PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2016**

<b>Year</b>	<b>APANPIRG</b>	<b>RASG- APAC</b>	<b>APIRG</b>	<b>RASG-AFI</b>	<b>EANPG</b>	<b>NAT SPG</b>	<b>RASG- EUR</b>	<b>MIDANPIRG</b>	<b>RASG-MID</b>	<b>GREPECAS</b>	<b>GREPECAS PPRC<sup>1</sup></b>	<b>RASG- PA</b>
2017								13(80)				
2016	30 (154)	31 (169)	No meeting	No meeting	35(87)	9(29)	28(69)	No meeting	11(59)	No meeting	13(45)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	32 (78)	13 (89)	10 (49)	No meeting	11 (25)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	31 (79)	No meeting	7 (69)	17 (103)	No meeting	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	33 (80)	14 (85)	No meeting	No meeting	12 (26)	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	37 (96)	10 (102)	9 (40)	No meeting	11 (30)	9 (44)
2011	26 (127)	35 (208)	42 (233)	No meeting	34 (97)	8 (26)	26 (56)	No meeting	9 (37)	23 (82)	No meeting	16 (75)

<sup>1</sup> GREPECAS Programmes and Projects Review Committee

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

#### **PIRG/RASG Member States:**

<b>RASGs</b>	<b>PIRGs</b>
AFI: 48	APIRG: 49
APAC: 38	APANPIRG: 38
EUR: 56	EANPG: 55
(NATSPG)	NATSPG: 9
MID: 15	MIDANPIRG: 15
PA: 35	GREPECAS: 34 (PPRC: 16)

**Table C-2:**

**CATEGORIZATION OF 2016 PARTICIPATION<sup>2</sup>**

	<b>APANPIRG</b>	<b>RASG - APAC</b>	<b>EANPG<sup>3</sup></b>	<b>NATSPG<sup>4</sup></b>	<b>RASG - EUR</b>	<b>MIDANPIRG</b>	<b>RASG –MID (Not yet reviewed by ANC)</b>	<b>GREPECAS PPRC</b>	<b>RASG - PA</b>
<b>State participation from within the region – regulator</b>	26 ( 40)	29 (40)	31 (38)	9 (14)	26 (44)	15	26	13(16)	22(203)
<b>State participation from within the region – service provider (ANSP &amp; aerodrome operators)</b>	18 (40)	8 (40)	17 (24)	8 (17)	3 (4)	49	18	13	20
<b>States from outside the region</b>	1	4	1 (2)	0	1 (3)	1	4	1	2
<b>International organizations</b>	7	8	9 (23)	2 (3)	8 (11)	14	11	4	5
<b>Industry</b>	0	2	0	0	5 (10)	1	0	1	9

No AFI meetings in 2016

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<sup>2</sup> Figures in the table reflect the number of States and the number of participants in parenthesis.

<sup>3</sup> In several States, the regulator and services provider are within the same institution (e.g. FAA, IAA etc.).

<sup>4</sup> The NAT SPG has nine Member States but only one (Iceland) is geographically located in the NAT Region. The information provided in the table refers to the NAT SPG members. The NAT Region does not have a dedicated RASG, but all safety-related activities assumed by the RASGs are embedded in the work programme of the NAT SPG.

## APPENDIX D

### STATUS OF COMPLETION OF THE NEW REGIONAL ANP FORMAT

		AFI ANP	APAC ANP	CARSAM ANP	EUR ANP	MID ANP	NAT ANP
ANP Volumes	Vol I	Approved	Approved	Approved	Approved	Approved	Approved
	Vol II	July 2017	Approved	Approved	Approved	Approved	Approved
	Vol III	Dec 2017	Approved	July 2017	Approved	Approved	Dec 2017

*Note 1.— The eANP are available on the Regional Offices websites*

*Note 2.— The eANP will be available on the [PIRG-RASG-TRACK](#) portal site.*

— END —





C-DEC 211/5  
14/06/17

## COUNCIL — 211TH SESSION

### FIFTH MEETING

(THE COUNCIL CHAMBER, MONDAY, 12 JUNE 2017, AT 1430 HOURS)

### SUMMARY OF DECISIONS

#### OPEN MEETING

#### **Consolidated Annual Report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) (Subject No. 14.4.2)**

1. The Council considered this item on the basis of C-WP/14607, which presented a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), covering the period from April 2016 to March 2017. A summary of PIRG/RASG regional implementation progress was contained in Appendix A and common challenges faced by regions were contained in Appendix B. An oral report from the Implementation Strategy and Planning Group (ISPG) was also presented for consideration.
2. Following consideration, the Council:
  - a) noted the information provided in C-WP/14607;
  - b) welcomed the outline of common global challenges faced by regions that was contained in Appendix B of the working paper while noting that the Secretariat had taken certain actions therein to address these challenges, and no action by the Council was required to give effect to these initiatives at this time;
  - c) requested that in future reports on this item, the Secretariat give consideration to revising the format of Appendix B so that further improvements could be made to the information presented, with a view to specifying timelines for completing actions to address the common challenges, linking the actions to objectives contained in the GANP and the GASP, cross-referencing the issues listed to actions that need to be undertaken by ICAO Headquarters as well as the Regional Offices, and identifying as well as recommending particular actions that would need to be taken by the Council to address particular challenges;
  - d) emphasized the importance of addressing challenges faced by States in relation to the implementation of elements of Aviation System Block Upgrades (ASBU), particularly in the context of the *No Country Left Behind* initiative, and noted the significance of the role that the ICAO Regional Offices would need to play in this regard in supporting States to enhance their capabilities in their implementation efforts; and
  - e) requested that in relation to the issue of the availability and competence of technical and inspectorate personnel in civil administrations, the Secretariat provide further information in an informal briefing during the 212th Session on the status and availability of the necessary guidance material, including, inter alia, Doc 10070 – *Manual on the Competencies of Civil Aviation Safety Inspectors*, the CAA HR Toolkit, and the TRAINAIR PLUS Safety Management Course.

3. In recalling its previous consideration of this item and the decision taken by the Council in the establishment of the Regional Aviation Safety Groups in May 2010 (C-DEC 190/4 refers), the Secretariat also undertook to review the alternating Secretariat responsibilities wherever two Regional Directors are involved to balance the Secretariat responsibilities between the Groups.

4. Finally, the Council also took note of the importance of the work currently being undertaken by the Black Sea Task Force and agreed that this work should continue on the understanding that any recommendations arising would, in the first instance, be presented to the Air Navigation Commission for consideration.

**ANC Work Programme for the 206th Session** (Subject No. 13)

5. The Council considered this item on the basis of C-WP/14609, which presented in Appendix A the proposed work programme for the 206th Session of the Air Navigation Commission (ANC). Also provided for information purposes, in Appendices B and C, were forward looks to planned items for the 207th and 208th Sessions, respectively.

6. Following consideration, the Council approved the work programme of the Air Navigation Commission for its 206th Session, on the understanding that any subsequent developments of particular significance that might affect the work programme would be brought to the attention of the Council for consideration.

**Progress report on the ICAO web library of risk-based information** (Subject No. 14)

7. The Council commenced consideration of this item on the basis of information paper C-WP/14611, which reported on the implementation and progress of the modification of the ICAO Conflict Zone Information Repository (CZIR) into a library of links to States' websites with aeronautical information related to risks to civil operations over or near conflict zones through a designated State focal point.

8. Following an initial discussion on the issues arising, the Council agreed to adjourn further consideration of this item until a subsequent meeting of the current session.

**Report on the Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety** (Subject No. 14)

9. The Council considered this item on the basis of information paper C-WP/14632, which presented a report on the Forum on Regional Safety Oversight Organizations (RSOOs) for Global Aviation Safety, held from 22 to 24 March 2017 in Ezulwini, Swaziland.

10. The Council expressed its appreciation to Swaziland for hosting the event and welcomed the Ezulwini Declaration on Regional Safety Oversight Organizations in Africa, which was contained in Appendix B to the information paper.

11. It was noted that Appendix A to the information paper contained a global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight. In this connection, it was understood that actions arising would be presented to the Council for consideration following prior consultation with the ANC, at a subsequent session of the Council before the AN Conf/13. In particular, in relation to the proposed new global aviation safety oversight system (GASOS), the Secretariat was requested to ensure that any actions arising would take into account any legal implications arising vis-a-vis the *Convention on International Civil Aviation*.

**Report on the ICAO Cyber Summit and Exhibition** (Subject No. 52)

12. The Council considered this item on the basis of information paper C-WP/14633, which reported on the organization of and the subjects addressed at the ICAO Cyber Summit held in Dubai, United Arab Emirates (UAE) from 4 to 6 April 2017.

13. The Council expressed its appreciation to the United Arab Emirates for hosting the event and welcomed the Dubai Declaration on Cybersecurity in Civil Aviation, which was contained in the Appendix to the information paper. The Council agreed that the Declaration represented an important first step in reaffirming the prominent role of ICAO as aviation's highest-level forum for collaboratively addressing cybersecurity in civil aviation.

14. It was understood that the Secretariat was adopting a multi-disciplinary approach in the pursuance of work being undertaken on this issue and that the Council would be presented with a more detailed working paper on the item at a subsequent session with a view to approving recommendations that would be presented to the Assembly for adoption at its 40th Session in 2019.

**Report on the High-level Ministerial Conference on search and rescue** (Subject No. 14.3.6)

15. The Council considered this item on the basis of information paper C-WP/14634, which presented the outcome of the High-level Ministerial Conference on the improvement of search and rescue (SAR) services in Africa, which was held in Lomé, Togo, from 10 to 12 April 2017. It was noted that the Lomé Declaration on the improvement of SAR services and Action Plan were provided in Appendices B and C, respectively, to the information paper.

16. In concluding its consideration of this item, the Council endorsed the following recommendations that had been made to States by the High-level Ministerial Conference:

- a) ensure a legal framework is established for a sustainable and adequate funding mechanism of SAR systems and services;
- b) ensure that the necessary bilateral/multilateral SAR agreements as required in Annex 12 are negotiated, signed and implemented with all neighbouring and adjacent search and rescue regions (SRR) and flight information regions;
- c) endeavour to negotiate, sign and implement multilateral agreements with as many partner States and organizations that can combine efficient search and rescue operations pooling resources and skills;
- d) organize multi-agencies, multi-States and combined regional SAR exercises to test SAR systems in place involving as many SAR units as practicable;
- e) take advantage of the Regional Economic Commissions' platforms such as ECOWAS, UEMOA, CEMAC, EAC, ECCAS, SADC, COMESA, UMA, or other sub-regional arrangements to establish sub-regional, harmonized SAR arrangements;
- f) develop and implement training programmes and plans for capacity-building of search and rescue personnel, including those involved in the oversight of SAR;
- g) establish a joint rescue coordination centre (JRCC) to coordinate aeronautical and maritime SAR operations, where practicable, and pooling resources (human, assets, funding, etc.); and
- h) mandate the carriage and operation of emergency locator transmitters (ELTs) on the aircraft registered under them, in order to facilitate the timely deployment of SAR services.

17. In addition, the Council endorsed the Lomé Declaration on the improvement of the provision of search and rescue services in Africa, and welcomed the emphasis it had placed on ensuring alignment between the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) and efforts to implement programmes and projects aimed at improving the provision of search and rescue services.

— END —