



International Civil Aviation Organization

MIDANPIRG/17 and RASG-MID/7 Meeting

(Cairo, Egypt, 15 – 18 April 2019)

Agenda Item 2: Global Development in Aviation

**REVIEW OF ACTION TAKEN BY THE ANC
ON MIDANPIRG/16 AND RASG-MID/6 REPORTS**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the Reports of the MIDANPIRG/16 and RASG-MID/6, the paper also presents the ANC and the Council actions on the Consolidated Report of PIRGs and RASGs.

Action by the meeting is at paragraph 4.

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the Reports of the MIDANPIRG/16 and RASG-MID/6, meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 8 November 2017 in Working Paper AN-WP/9167. The Attachment A to Working Paper AN-WP/9167 presented the summary of MIDANPIRG/16 and RASG-MID/6, conclusions directed to ICAO Headquarters, along with suggested ANC actions. The paper noted that all other follow-up action would be taken by the Secretary General in accordance with established practice.

2. ANC ACTIONS ON MIDANPIRG/16 AND RASG-MID/6 REPORTS

2.1 The Air Navigation Working Paper (AN-WP/9167) on the review of the Reports of the MIDANPIRG/16 and RASG-MID/6 Meetings by the ANC Working Group of the Whole for Strategic Review and Planning is at **Appendix A**.

2.2 The Minutes of the 206th Session of the ANC held on 16 November 2017 is at **Appendix B** where the Commission:

- a) noted the MIDANPIRG/16 and RASG-MID/6 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9167;
- b) considered the suggested responses to conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9167, and
- c) noted that entry visa requirements and complex administrative arrangements are hampering attendance at activities organised by the MID regional office.

3. ANC AND COUNCIL ACTION ON THE CONSOLIDATED ANNUAL REPORT ON PIRGS AND RASGS

3.1 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 2017 to March 2018 in Working Paper C-WP/14758.

3.2 The Working Paper C-WP/14758 focused not only on the outcomes of PIRG and RASG meetings but also on the regional safety and air navigation implementation progress and challenges.

3.3 At its Seventh meeting of the 214th Session, on 20 June 2018, the Council considered C-WP/14758 — *Consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs)* covering the period from April 2017 to March 2018. A Brief Summary of PIRG/RASG Regional Implementation Progress is contained in Appendix A and common challenges faced by Regions are contained in Appendix B to the Working Paper C-WP/14758. The C-WP/14758 is at **Appendix C**.

3.4 In then taking the action indicated in the executive summary of C-WP/14758, the Council:

- a) noted the progress and outcomes of the PIRG and RASG activities listed in Appendix A to the paper, as well as the identified common challenges faced by Regions listed in Appendix B;
- b) approved the recommended Council actions indicated in Appendix B to address those common challenges; and
- c) noted the progress made in the regional implementation of the GANP and the GASP during the reporting period.

4. ACTION BY THE MEETING

4.1 The meeting is invited to:

- a) note the action of the ANC and Council; and
- b) take follow-up actions as appropriate if any.



International Civil Aviation Organization

AN-WP/9167
10/11/2017

WORKING PAPER

AIR NAVIGATION COMMISSION

**REVIEW OF THE REPORTS OF THE SIXTEENTH MEETING OF THE MIDDLE EAST AIR
NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (MIDANPIRG/16)
AND
THE SIXTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP – MIDDLE EAST
(RASG-MID/6)
(Item 20623)**

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

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the MIDANPIRG/16 and RASG-MID/6 meetings.
Action by the Air Navigation Commission is in paragraph 4.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All related ANB Sections and MID Regional Offices
REFERENCES
*MIDANPIRG/16 report *RASG-MID/6 report Summary reports
This working paper relates to the strategic objectives for safety and air navigation capacity and efficiency.
*Principal references

1. INTRODUCTION

1.1 The sixteenth meeting of the MIDANPIRG was held in Kuwait from 13 to 16 February 2017. The meeting was attended by 80 participants from 13 States and 9 International Organisations. The sixth meeting of the RASG-MID was held in Bahrain from 26 – 28 September 2017. It was attended by 60 participants from 11 States and 7 International Organisations and industry partners.

1.2 The WG/SRP reviewed both reports on 8 November 2017. The meeting was also attended via remote videoconference by the Regional Director (RD) and Deputy Regional Director (DRD) from the ICAO Middle East (MID) Regional Office.

1.3 The Appendix to this working paper presents a summary of the MIDANPIRG and RASG-MID Conclusions directed to ICAO Headquarters and any others specifically discussed by the WG/SRP, along with suggested ANC responses. All other follow-up actions will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The RD MID highlighted that key achievements since our last discussion included the resolution of the region's only Significant Safety Concern (SSC) and improvement of average level of Effective Implementation (EI) from 66% to 70.5%. Progress on aerodrome certification continues and regional runway safety Go-Team visits have been conducted. The RVSM safety objectives were achieved (TLS met) with 94% of aircraft having height keeping monitoring results. Improvements of ATS route networks in the MID Region and in the interface areas with AFI, APAC and EUR have been implemented and a call-sign confusion initiative has been implemented with the cooperation of IATA and in close coordination with Eurocontrol.

2.2 Some of the key issues for the region are related to the provision of timely and coordinated responses to abnormal situations affecting air traffic. The RD reported that the Contingency Coordination Teams (CCT) were working well but are very time intensive. Other issues include *inter alia* the continuous growth of air traffic in a region with a large variance of national capabilities and resources. UNDSS travel restrictions have had an effect on capacity building missions, but efforts are being made to ensure that minimum capabilities are being maintained in those States. Although State participation to the PIRG and RASG plenary meetings is good, as with the APAC Region, support for working group meetings is limited.

2.3 It was also pointed out that the complexity of administrative arrangements for the approval of travel as well as the issuance of entry visas are significantly affecting attendance to meetings and workshops organised by the MID RO. The RD is personally dealing with visa issues and requested that this item be brought to the attention of relevant ICAO bodies.

MIDANPIRG/16

2.4 The DRD-MID informed the WG/SRP of the updated MID Region Air Navigation Strategy, which identifies 12 ASBU Block 0 modules as a priority for the region. The MID Region 2016 Air Navigation Report includes the first regional report on the current status of implementation of priority 1 Block 0 modules as well as an outlook for 2020. It was noted that some States had a significant gap between the current ASBU status and their forecast for 2020. The RD and DRD advised that the RO is working with all States via a dedicated work programme to realise the objectives. Workshops have been held in coordination with the ESAF and the EUR-NAT Regional Offices. One or two workshops are planned in 2018 in coordination with ACAC, the EUR/NAT Office and the FAA.

2.5 Whilst noting that the 2020 forecasts are based on States' own estimates which may be overly optimistic, the WG/SRP liked the concept of the report and forecast. The WG/SRP felt that the forecasts as well as the monitoring and reporting format could be harmonised globally.

2.6 The WG/SRP noted the air navigation challenges of the 2022 World Cup to be held in Qatar and commended the early implementation of a task force. Although the region already has experience with high Haj traffic demand, the World Cup will concentrate a large amount of traffic into one airport over a very short period of time, necessitating coordination with neighbouring FIRs.

2.7 The WG/SRP was advised that a regional SAR plan is being developed to address long-standing SAR deficiencies.

2.8 MIDANPIRG adopted 21 Conclusions and 11 Decisions, none of which were directed to HQ or the ANC. Those discussed during the SRP meeting are shown in the Appendix to this paper.

RASG-MID/6

2.9 The RD briefed the WG/SRP on the status of the MID region's safety targets. The SRP discussed the fact that MID is the only region which has identified system component failure as a focus area based on the analysis of accident information. The WG/SRP was informed that, based on the fifth MID Annual Safety Report, over a rolling 5-year period (2011-2015), five accidents had occurred involving failure to power plant and non-power plant systems, making it the second most common accident category after runway safety.

2.9 The region is also experiencing challenges with respect to the implementation of SMS and SSP, considering that 10 out of the 15 States have an EI of greater than 60%. The region's fourth Safety Summit will include a workshop on SMS and SSP implementation. In addition, plans are in hand to improve safety data analysis and the use of predictive safety information. In that regard, the WG/SRP noted the dissolution of the Accident and Incident Analysis working group due to lack of State participation, but was informed that the MID Annual Safety Report Team would take on the work.

2.10 The WG/SRP also took note that the work to establish an RSOO for Middle East and North African States based in Saudi Arabia is continuing.

2.11 The RASG-MID adopted 10 Conclusions and 6 Decisions. Conclusions 6/6 and 6/7 were directed to HQ and are shown in the Appendix to this paper.

3. COMMON ISSUES

3.1 The WG/SRP noted that many of the concerns of the MID region were similar to those of the Asia Pacific (APAC) and NAT-SPG regional reports discussed in the ANC's 206th session, such as SMS/SSP implementation, AIM implementation, SAR implementation, civil-military cooperation, insufficient State resources, and low State participation in PIRG and RASG working level meetings.

3.2 Best practices with regards to the reporting of the MID ASBU implementation and forecasts could be harmonised globally in order to facilitate an analysis of current and forecast ASBU implementation. The Chief PCI advised the WG/SRP that a common view was available via a SharePoint tool. The WG/SRP suggests that the ANC and ANB collaborate on a method to provide visibility of this data to the ANC with the objective of facilitating analysis in advance of the ANC's review of the GANP 2019.

3.3 The WG/SRP was very grateful for the time and effort expended by the Middle East Regional Director and Deputy Regional Director in engaging in a fruitful exchange.

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

4.1 The Air Navigation Commission is invited to:

- a) note the MIDANPIRG/16 and RASG-MID/6 reports and the WG/SRP report thereon as contained in this paper;
- b) consider the suggested responses to Conclusions and Decisions aimed at ICAO Headquarters in the Appendix, and
- c) note that entry visa requirements and complex administrative arrangements are hampering attendance at activities organised by the MID regional office.

APPENDIX

LIST OF DECISIONS AND CONCLUSIONS REQUIRING HEADQUARTERS RESPONSE

MIDANPIRG/16

Conclusions	Synopsis	Suggested ANC Action
C16/3 C 16/7	MID Region Air Navigation Strategy and MID Region Air Navigation Report	See Paragraphs 2.4 and 2.5
C 16/10	Guidance for AIM Planning and Implementation in the MID region	To note. Consider progress made on the readiness of AIM guidance material and take action as required.
D 16/18	World Cup 2022 Task Force	See paragraph 2.6
D 16/21	SAR long standing deficiencies	See paragraph 2.7

RASG-MID/6

Conclusion	Synopsis	Suggested ANC Action
6/6*	That ICAO be invited to consider the development of additional Ground Handling Operations provisions	Advise the MID RO of the work of the ADOP Ground Handling Task Force, including expected outputs and delivery dates.
6/7*	That ICAO be invited to consider the expansion of the ICAO Runway Safety Programme (RSP) scope to include the movement area (including aprons)	To refer to the ADOP for analysis and consideration.

*Denotes a Conclusion aimed at ICAO HQ in the RASG-MID/6 report.

APPENDIX B

MIDANPIRG/17-WP/02



International Civil Aviation Organization

DRAFT MINUTES

DRAFT
AN Min. 206-12
Open
28/12/17

AIR NAVIGATION COMMISSION

206TH SESSION

Minutes of the Twelfth Meeting (Open)

(ANC Chamber, Thursday, 16 November 2017, at 1010 hours)

PRESIDENT: Mr. H. Yoshimura**SECRETARY:** Mr. S. Creamer, D/ANB**COMMISSIONERS:****ACTING SECRETARY:** Mr. R. Macfarlane, DD/AN*

Mr. T. Andersen
Mr. J. Bollard
Mr. R. Carboni
Mr. M.G. Fernando
Mr. R.H. Godinho
Mr. M. Halidou
Mr. C. Hurley
Mr. D.C. Jang
Mr. J.W. Kabbs Twijuke
Mr. A.A. Korsakov
Ms. E. Koryfidou
Mr. J. Metwalli
Ms. I. Monnier
Mr. N. Naoumi
Mr. I. Pacheco Serrano
Mr. M. Reeves
Ms. K.L. Riensema
Mr. F. Tai

OBSERVERS (cont'd):

Mr. V. Galotti – ICCAIA
Mr. M.F. Jackson – IFALPA
Mr. J-F. Lepage – IFATCA

Mr. M.A. Alvarez Valdes – Chile
Mr. C. A. Bejarano Ramón – Colombia
Mr. C.K. Kanga – Côte d'Ivoire
Mr. S. Swaminathan – India
Mr. C. Schulthess – Switzerland
Mr. J.M. Duque Marin – Venezuela

SECRETARIAT:

Mr. Y. Wang – C/AOI
Ms. R. Luccioli – TO/GIS
Mr. H. Pretorius – TO/IMP-SAF
Mr. G. Qi – ISO, IMP-SAF
Mr. M. Marin – A/C/OPS
Ms. M. Ndure-Taal – TO/OPS
Mr. E. Lassooij – C/PCI
Mr. R.A. Gulam – TO/PCI
Mr. A. Zavala – Consultant/IMP-SAF
Mrs. D. Cooper – Précis writer

OBSERVERS:

Mr. D. Gamper – ACI
Mr. T. Fudge – CANSO
Mr. F. Hofmann – IAOPA
Mr. M.T. Comber – IATA
Mr. M. Hohm – IBAC

* Part-time

1. Congratulations were offered to Mr. C. Hurley who had been named by the Council as President of the Commission for 2018.
2. Consideration of the minutes of the sixth meeting was *deferred*.

**20630 Final review of proposed amendments to Annexes 6 and 8 arising from the fourth meeting of the Airworthiness Panel (AIRP/4)
AN-WP/9177**

3. The Commission resumed (206-11) its consideration of AN-WP/9177 which presented the results of a consultation with States and international organizations (State letter SP 60/4-17/80) on a proposal for the amendment of Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness of Aircraft* arising from the fourth meeting of the Airworthiness Panel (AIRP/4).

4. The President recalled that the Commission had agreed that the Secretariat, along with interested Commissioners, reconsider the definition of ‘modification’. In this regard, the Principal of Commission Group 1 (CG-1) advised that a group had met and proposed the following definition:

Modification. A change to the type design of an aircraft, engine or propeller.

Note. — A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance — modification and repair is contained in the Airworthiness Manual (Doc 9760).

The definition was agreed by the Commission.

5. Concluding its consideration of AN-WP9177, the Commission:
 - a) *noted* the summary of replies in Appendix A to AN-WP/9177;
 - b) considered the material in Appendix B to AN-WP/9177 and *decided* on the action to be taken on all matters raised therein;
 - c) *agreed* that the proposed amendments to Annexes 1, 6 and 8, as contained in Attachments A and B to State letter SP 60/4-17/80 and as modified by action taken under b) above, be consolidated with other amendment proposals for inclusion in Amendment 175 to Annex 1; Amendment 42 to Annex 6, Part I, Amendment 36 to Annex 6, Part II and Amendment 22 to Annex 6, Part III; and Amendment 106 to Annex 8;
 - d) *agreed* that the proposed amendments to Annexes 1, 6, and 8 should become applicable on 5 November 2020; and
 - e) *requested* the Secretary to prepare a draft report to Council on the subject.

**20624 Review of the reports of the twenty-eighth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/28) and the seventh meeting of the Regional Aviation Safety Group Asia And Pacific Regions (RASG-APAC/7)
AN-WP/9168**

6. The Chairperson of the Working Group on Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9168 which presented the group’s review of the reports of the APANPIRG/28 and RASG APAC/7 Meetings. The Chairperson remarked that some of the decisions and

conclusions highlighted in Appendix A were perhaps not directed at the Commission but had been highlighted by the region.

7. Paragraph 3.1 listed concerns that the PIRGs had in common and, in this regard, it was suggested that such a list of common concerns should be shared with all PIRGs and RASGs as this would help them focus on concerns of primary importance. C/PCI recalled that the Council had been presented previously with an enhanced table on common challenges (C-WP/14607, C-DEC 211/5) and that further enhancements were planned. He added that consideration was being given to a more harmonized structure for PIRG and RASG reports.

8. In response to a question regarding paragraph 3.2 on improving State response to State Letters and the possibility of electronic responses, the Acting Secretary advised that many State letter replies were received by email. He added that the Secretariat was working on making it possible in the future for States to fill out response forms online which would feed directly into a response database.

9. In relation to paragraph 3.4, on global aviation system block upgrade (ASBU) implementation, a question was raised about possible Commission access to the SharePoint tool mentioned therein which allowed for analysis. It was noted that implementation assessments were done at the State and ASBU levels, but also at the regional level, all of which should be taken into consideration for the next Global Air Navigation Plan (GANP) review. The Acting Secretary suggested that in the near future the Secretariat provide Commissioners with information on and access to the SharePoint tool.

10. Concluding its consideration of AN-WP/9168, the Commission:

- a) *noted* the APANPIRG/28 and RASG-APAC/7 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9168;
- b) *considered* the suggested actions regarding conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9168, and
- c) *considered* developing methods, in collaboration with the Secretariat, on how to provide to the Commission visibility of regional ASBU implementation status and forecasts with the objective of facilitating analysis in advance of its review of the GANP 2019.

**20628 Final review of proposed amendments to Annex 15 and new PANS-AIM, and consequential amendments to Annexes 3, 4, 6, 9, 10, 11, 14, PANS-OPS and PANS-Aerodromes arising from the twelfth meeting of the AIS-AIM Study Group (AIS-AIMSG/12)
AN-WP/9157 and DP No. 1**

11. The Commission resumed (206-11) its review of AN-WP/9157 and DP No. 1 at page B-37 of the working paper and item 10 of the discussion paper.

12. Attention was drawn to comments from the United States, on page B-42, regarding Chapter 5. Aeronautical Information Products and Services, which were seen as useful information. In this regard, the Commission agreed to include this information in the *Aeronautical Information Services Manual* (Doc 8126) with the understanding that the wording would be refined to make it suitable for guidance material.

13. In reference to the Proposed Action, on page B-56, regarding paragraph 5.4.1.1 on distribution of aeronautical information products, item 13 in DP No. 1 proposed rewording to refer to “authorized users”. A view put forward was that the new wording raised the question of who or what was

an authorized user. TO/AIM explained this would mean authorized by the State, adding that the new wording was to clarify that aeronautical information products were not for just anyone requesting them. The Commission agreed to the rewording of 5.4.1.1 as presented in DP No. 1.

14. On page B-57, the Action Proposed put forward a change to paragraph 6.2.1 regarding common effective dates. In DP No. 1, rather than removal of the reference to an old AIRAC date, item 15 called for insertion of a more recent AIRAC date so that it would be clear that States could not establish their own AIRAC cycle. In this regard, the Commission agreed to insert 8 November 2018 in 6.2.1.

15. On page B-67, there were several definitions relating to geographic information which were proposed in item 17 of DP No. 1 to be held over for future work. TO/AIM suggested, and it was agreed, that in the meantime the definitions would be included in Doc 8126, clearly distinguishable as not yet included in Annex 15 or the PANS-AIM.

16. With regard to the Action Proposed on page B-85, TO/AIM advised of an editorial correction to paragraph 5.3.1.1 whereby “Recommendation” should be deleted given that the paragraph was a PANS-AIM provision. In terms of identifying specific ISO standards relevant to 5.3.1.1, as requested in item 23 a) of DP No. 1, she informed the Commission that 19103, 19115 and 19131 had been identified. A view expressed, supported by others and agreed, was that reference in 5.3.1.1 should simply be to the 19100 series and title as the individual references could change from year to year.

17. Item 26 of DP No. 1 called for paragraph 3.1.1 of the PANS-AIM (AN-WP/9157, B-111) to be converted to Note 1 given that it provided general information. The Commission agreed to reformat 3.1.1 as a note which would be consistent with the presentation of other explanatory material in the document.

18. All other actions proposed in AN-WP/9157 and DP No. 1, starting at page B-37, and in DP No. 1 starting from Item 10, were agreed.

19. The amendments to the PANS-AIM were closely linked to guidance material, some of which had yet to be published. A suggestion put forward in this regard was that States be informed when changes to Doc 8126 would be made. The Acting Secretary offered to look into this further and inform Commissioners at a later date.

20. Attention was drawn to the twenty-two actions highlighted in AN-WP/9157 for consideration as future work on which the Secretariat should present its plans for follow-up action. C/PCI explained that the Secretariat, aided by the AIS-AIMSG, was currently making an inventory of issues, including the twenty-two actions and issues identified through a recent brainstorming session, analysing each one separately, prioritizing, and identifying possible solutions. The President asked about having this information available in time for the Commission’s review of the draft report to Council on the Annex 15 amendment. The Acting Secretary emphasized the amount of work involved in this process which would require some time. The Commission acknowledged that it was premature to define specific AIM work at this time but looked forward to receiving information in the near future on a general plan on how follow-up actions would be managed.

21. Concluding its consideration of AN-WP/9157 and DP No. 1, the Commission:

- a) *noted* the summary of replies in Appendix A to AN-WP/9157;
- b) *considered* the material in Appendix B to AN-WP/9157 and DP No. 1 and *decided* on the action to be taken on all matters raised therein;
- c) *agreed* that the proposed amendments to Annexes 15, 3, 4, 6, Part I, 9, 10, Volumes I and II, 11, 14, Volumes I and II, PANS-ATM, PANS-OPS Volumes I and II,

PANS-ABC and PANS-Aerodromes as contained in Attachments B, C, D, H, I, J, K, L, M, N, O, P, Q, R, S, T, U and V to State letter AN 2/2.1.1-17/22 and as modified by action taken under b) above, be consolidated with other amendment proposals for inclusion in Amendments 40 to Annex 15, 78 to Annex 3, 60 to Annex 4, 43 to Annex 6, Part I, 26 to Annex 9, 91 to Annex 10 Volume I, 91 to Annex 10, Volume II, 51 to Annex 11, 14 to Annex 14, Volume I, 8 to Annex 14, Volume II, 8 to the PANS-ATM, 8 to PANS-OPS Volume I, 8 to PANS-OPS Volume II, 33 to the PANS-ABC and 2 to the PANS-Aerodromes;

- d) *agreed* that the proposed new PANS-AIM, as contained in Attachments E, F and G to State letter AN 2/2.1.1-17/22 and as modified by action taken under b) above, would constitute the first edition of the PANS-AIM;
- e) *agreed* that the proposed amendments to Annex 15, the first edition of the PANS-AIM, Annexes 3, 4, 6 Part I, 9, 10 Volumes I and II, 14 Volumes I and II, the PANS-ABC, the PANS-ATM and PANS-OPS Volumes I and II should become applicable on 8 November 2018;
- f) *agreed* that the proposed amendment to the SNOWTAM format and associated examples in the PANS-AIM and the consequential amendment to the PANS-Aerodromes should become applicable on 5 November 2020;
- g) *requested* the Secretary to prepare the draft reports to Council for the amendments to Annexes 15, 3, 4, 6 Part I, 9, 10 Volumes I and II, and 14 Volumes I and II;
- h) *requested* the Secretary to prepare the memoranda for the first edition of the PANS-AIM and the amendment of the PANS-ATM, PANS-OPS Volumes I and II and PANS-ABC; and
- i) *requested* the Secretary to provide, in the 207th Session, a general plan on how identified follow-up AIM actions would be managed.

20623 Review of the reports of the sixteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/16) and the sixth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/6) AN-WP/9167

22. The AN-WG/SRP Chairperson introduced AN-WP/9167 which presented the group's review of the reports of the MIDANPIRG/16 and RASG MID/6 Meetings.

23. Paragraph 2.5 spoke of a globally harmonized format for monitoring and reporting on ASBU implementation, the importance of which was emphasized. C/PCI recalled the move underway to harmonize the structure of reports (paragraph 7 above) and the SharePoint tool (paragraph 9 above).

24. In the appendix attention was drawn to RASG-MID/6 Conclusion 6/7 relating to expansion of the ICAO Runway Safety Programme to include the movement area. It was suggested that the issue be referred to the Aerodromes Design and Operations Panel (ADOP) through a job card. C/AOI explained that the multidisciplinary Study Group on the Runway Safety Programme had concluded that the group's efforts should remain focused on the most important safety risks which were runway incursions and excursions. He recalled that in the next session, the Commission would review proposed amendments to the PANS-Aerodromes which would include two separate chapters, one on apron safety and another on runway safety. The Commission agreed to retain the suggested ANC action in the appendix.

25. Concluding its consideration of AN-WP/9167, the Commission:
- a) *noted* the MIDANPIRG/16 and RASG-MID/6 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9167;
 - b) *considered* the suggested responses to conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9167, and
 - c) *noted* that entry visa requirements and complex administrative arrangements were hampering attendance at activities organized by the MID Regional Office and *requested* the Secretary to refer these issues to the appropriate office for consideration.

**20637 Report on the concept of operations brainstorming meetings
Discussion paper No. 1 to AN-WP/9216**

26. The Rapporteur of an editing group established to develop high-level guidance for the writing of air navigation concepts of operations (CONOPS) advised that the work on this issue was not yet complete and asked that DP No. 1 to AN-WP/9216 be considered as an information paper. In this regard, the Commission noted the information provided in DP No. 1 to AN-WP/9216.

**20607 Final review of proposed amendment to Annex 6, Part III, and consequential amendment to Part I, relating to fatigue management arising from the third meeting of the Flight Operations Panel
AN-WP/9151 and Add. No. 1**

27. During the Commission's earlier consideration of AN-WP/9151 and Add. No. 1 (206-1 and 2), a decision on the applicability date of the proposed amendments to Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes* and Part III — *International Operations — Helicopters* had been deferred to allow the Secretariat to review the proposed 2018 date given that eighteen Member States had expressed a preference to postpone the applicability date of the amendment.

28. A/C/OPS recalled that the consultation State letter had invited comments on the proposed applicability date for the full package of proposed amendments and that no State had asked for a change. However, there had been eighteen States asking for a 2021 applicability date for the fatigue risk management component of the package. He emphasized that the fatigue management component was optional and was therefore not subject to an applicability date.

29. A point of view raised, and supported by another, was that the applicability date for the Annex 6, Part III amendment should be postponed to align with the fatigue management amendment in Annex 11 (Amendment 50-B, paragraph 2.28). It was also pointed out that in the impact assessment of the preliminary review of the proposal (AN-WP/9127, page D-7), reference was made to fatigue management requirements in New Zealand and to the 2021 safety management system (SMS) transition timeframe. In response, A/C/OPS explained that the difference between Annex 6, Part III and Annex 11 was that, as there were currently no provisions for air traffic controller fatigue, States needed more time for implementation of what for some would be a completely new concept. In terms of the reference to New Zealand in AN-WP/9127, this had been an informal consultation and A/C/OPS pointed out that in their reply to State letter AN 11/32.1.1-17/16, New Zealand had not commented on the applicability date.

30. Others supported the 2018 applicability date, emphasizing that the fatigue management proposed amendments were optional which meant that States would not have to meet the 2018 date. It was also pointed out that helicopter operators involved in international operations were well equipped to handle the amendment proposals should they so decide.

31. Based on the discussion, the Commission agreed to retain the proposed 2018 applicability date for the proposed amendments to Annex 6, Parts I and III relating to fatigue management.

Other business

Dangerous Goods Panel (DGP)

32. The Chairperson of the ANC Working Group on Procedural Matters (AN-WG/PM) briefed the Commission on discussions regarding the Dangerous Goods Panel (DGP/ and an earlier review of a proposal to establish a Cargo Safety System Panel (202-8). The Chairperson outlined various issues that had been identified with the DGP: the current technical expertise available in the panel; the need for enhance cooperation with the Flight Operations Panel (FLTOSP) and the Airworthiness Panel (AIRP); the panel's concept of safety which differed from that of the Commission; a lack of focus on the overarching subject of cargo safety management; divisions within the panel; and the panel's culture of voting.

33. The AN-WG/PM Chairperson advised that the group considered that the development of ICAO provisions relating to dangerous goods remained the core task of the DGP but recognized that a multidisciplinary approach was needed to develop performance-based mitigation strategies to address risks related to the transport of dangerous goods by air and to take into account the impact on aircraft safety and operations. In addition, there existed some cultural issues which impeded consensus building in the panel.

34. The Observer of ICCAIA, noting the system established by the Council whereby high-level dangerous goods requirements were placed in Annex 18 — *The Safe Transport of Dangerous Goods by Air* while detailed material was found in the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), suggested that criteria were needed for determining what material should be included in Annex 18 and what should be in Doc 9284.

35. Given the above, the AN-WG/PM recommended, and the Commission agreed, that consideration of the issues relating to the DGP should continue in the AN-WG/PM.

ANC President

36. As his tenure as ANC President was coming to a close, Mr. H. Yoshimura took the opportunity to thank everyone for their support. Mr. A.A. Korsakov, speaking on behalf of the Commission, expressed appreciation for Mr. Yoshimura's hard work, objectivity and transparency.

Farewell to Mr. J. Bollard

37. A fond farewell was bid to Mr. J. Bollard who was returning to Australia to continue his career. Mr. J. Metwalli spoke on behalf of Commissioners, Mr. T. Fudge, the Observer of CANSO, spoke on behalf of the Observers, and the Acting Secretary spoke for the Secretariat.

38. The President presented Mr. Bollard with a diploma attesting to his service with the ANC and commented on his contribution to the work of the Commission.

39. The meeting *adjourned* at 1310 hours.



International Civil Aviation Organization

WORKING PAPER

COUNCIL — 214TH 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 2017 to March 2018. This annual report serves as the main tool for the ANC to evaluate implementation progress in the regions. The paper focuses not only on the outcomes of PIRGs and RASGs meetings, but also on the regional safety and air navigation implementation progress and challenges. A brief summary of PIRG/RASG regional implementation progress is contained in Appendix A and common challenges faced by regions are contained in Appendix B. Appendix C also covers the categories of participation.

Action: The Council is invited to:

- a) note the progress and outcomes of the PIRG and RASG activities listed in Appendices A and B;
- b) note the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP); and
- c) take action, as required, on the items identified in Appendix B.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives.	
<i>Financial implications:</i>	Not applicable.	
<i>References:</i>	C-WP/14704 C-WP/14607 C-DEC 213/3 C-DEC 211/5 C-DEC 190/4 AN-WP/9214 AN-WP/9213 AN-WP/9169 AN-WP/9168	AN-WP/9167 AN-WP/8993 AN Min 206-12 AN Min 206-6 Doc 10004, <i>2017-2019 Global Aviation Safety Plan</i> Doc 9750, <i>Global Air Navigation Plan ICAO Safety Report (2017)</i>

1. INTRODUCTION

1.1 Planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

1.2 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 for conducting safety, efficiency and risk analyses. iSTARS can be accessed through the ICAO secure portal.

1.3 The Commission noted that Programmes Coordination and Implementation Section (PCI), in coordination with the Integrated Aviation Analysis Section (IAA), also developed an application, currently under test, that provides the progress of the Regional implementation status related to the ASBU frame work: (<https://portal.icao.int/space/Pages/ANPage.aspx>).

1.4 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 2017 to March 2018. The information is summarized by regional group and includes matters being coordinated between the PIRGs and RASGs in each region (Appendix A). It complements the information in the *Annual Report to Council on Regional Offices' activities during 2017 and Operating Plans for 2018* (C-WP/14704 refers).

1.5 During the previous Council review of the consolidated annual report on PIRGs and RASGs covering the period from April 2016 to March 2017 (C-WP/14607 refers), the Council noted the progress and outcomes of the PIRG and RASG activities and the progress made in the regional implementation of the GANP and GASP (C-DEC 211/05 refers).

1.6 The Council welcomed the outline of common global challenges faced by regions that was contained in Appendix B and requested that the Secretariat revise the format with a view to specifying timelines for completing actions to address the common challenges, linking 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 and Regional Offices, as well as identifying and recommending particular actions, if any, that would need to be taken by the Council to address particular challenges. The Secretariat took the action and the format of Appendix B was amended to include the additional items identified by the Council.

1.7 With regard to the aviation system block upgrades (ASBUs), the Council emphasized the importance of addressing challenges faced by States in relation to the implementation of elements of the ASBU, particularly in context of the No Country Left Behind (NCLB) initiative, and noted the significance of the role that the ICAO Regional Offices would need to play in supporting States to enhance their capabilities in their implementation efforts.

1.8 The Commission expressed concern that many States still do not understand the ASBU concept, and identified the need to simplify it for States to better understand the actions required. It was highlighted that this may impact the development of national plans which will impact the implementation of the Global Air Navigation Plan. It was noted that industry has a much better understanding of the ASBU framework than some States, and action is required to rectify this.

1.9 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. This procedure will be specifically included in the relevant PIRG/RASG handbooks for future reference.

1.10 Related to the question raised by Council, the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) and Regional Aviation Safety Group – Africa – Indian Ocean Region (RASG AFI) will commence rotation in April 2019.

1.11 For the alternating of the Secretaries of the Caribbean/South American Regional Planning and Implementation Group (GREPECAS) and Regional Aviation Safety Group – Pan American (RASG PA), the RASG-PA had already started the transition since the last ESC/30 Meeting (March 2018 – Baltimore) while the GREPECAS started its transition during the GREPECAS/18 Meeting.

1.12 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 (C-DEC 211/5). The Commission noted that this is ongoing internal work within the EANPG.

1.13 In a related development, ICAO convened the first Global Forum on PIRGs and RASGs (Montréal, 13 December 2017). The Global Forum provided a forum for multilateral discussion between States, international organizations, industry and ICAO to address the strengths and weaknesses of the current PIRG and RASG mechanism.

1.14 The Global Forum concluded, amongst other items and in line with the Council, that “the terms of reference for PIRGs and RASGs be reviewed and updated to keep pace with developments, including the Assembly Resolutions, the ICAO NCLB initiative and the new versions of the GANP and GASP” and that “PIRGs and RASGs have the flexibility to apply the most effective and efficient organization structure and meeting modalities that best suit the characteristics of each region’s implementation work programme, while maintaining the alignment with the Global Plans and the Council mandate”.

1.15 The Commission noted the Secretariat has commenced work and will establish a focus group to review the Terms of Reference of the Regional Groups. The Commission considered that in addition to Regional Offices, the focus group should also include members of the Global Aviation Safety Plan Study Group.

1.16 With regards to Appendix A- Summary of PIRG/RASG Regional Implementation Progress, the Commission noted with interest the importance of the APAC Ministerial Conference on Civil Aviation that took place and agreed that this is an example of an event during which senior government officials could discuss both safety and air navigation issues and build political will to include aviation in the national development plans.

1.17 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.

1.18 The PIRG and RASG reports were reviewed by the Commission as per the procedures established in 2015 (AN-WP/8993 refers) related to remote conferencing for a two-way dialogue with the regions. The reviews by the ANC Working Group of the Whole for Strategic Review and Planning

(AN-WG/SRP) of the RASG-MID/6, RASG-APAC/7 and NAT SPG/53 Reports are contained in AN-WPs/9167, 9168 and 9169, respectively.

2. SUMMARY OF PIRG AND RASG OUTCOMES

2.1 The Commission reviewed five PIRG meeting reports via remote conferencing covering the period from April 2017 to March 2018 (i.e., NAT SPG/53, MIDANPIRG/16, APANPIRG/28, APIRG/21 and EANPG/59) and four RASG meeting reports (i.e., RASG-EUR/6, RASG-APAC/7, RASG MID/6 and RASG-AFI/4).

2.2 It is noted that the GREPECAS/18 was held from 9 to 13 April 2018, but the report had not yet been reviewed by the Commission during the reporting period.

3. SUMMARY OF THE REVIEW OF THE REPORTS OF PLANNING AND IMPLEMENTATION REGIONAL GROUPS (PIRGs) VIA REMOTE VIDEOCONGERENCE

3.1 North Atlantic Systems Planning Group (NAT SPG/53)

3.1.1 The Commission noted that the main challenges for the NAT Region were related to the implementation of performance-based communication and surveillance/performance-based navigation (PBCS/PBN)-based separation minima and that other regions such as Asia Pacific were also experiencing challenges in this area. The main issue was related to the low level of States' and airspace users' readiness with appropriate PBCS authorizations.

3.1.2 The Commission also noted that a change in the methodology and the increased use of automatic reporting largely accounted for the reported increase in large height deviations (LHD) as mentioned in the NAT 2016 Annual Safety Report. The ANC commended NAT SPG for the NAT ASBU Implementation Status Report, commenting that it would be helpful for the ANC to understand the status of ASBU implementation in the regions which will assist in the drafting of the next version of the GANP.

3.2 Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)

3.2.1 The Commission noted some key achievements including the resolution of the region's only significant safety concern (SSC) and improvement of the average level of effective implementation (EI) from 66 per cent to 70.5 per cent. It was noted that some of the key issues for the region are related to the provision of timely and coordinated responses to abnormal situations affecting air traffic.

3.2.2 With regard to GANP/ASBU implementation, the Commission noted that the MID Air Navigation Report-2016 was developed and endorsed by MIDANPIRG/16. With the continuous growth of traffic, the implementation of the recovery plan for the normalization of transit traffic through Baghdad flight information region (FIR), in addition to the continuous optimization of the MID Region ATS route network (including the contingency routes in the Gulf area and further enhancement of the oriented track system within the Tehran FIR), was an important achievement.

3.2.3 It was noted that some of the key issues for the MID Region included, inter alia, difficulties in bringing States facing political instability to the required safety and efficiency/performance level (implementation of Standards and Recommended Practices (SARPs) and priority one ASBU

modules), as well as difficulty in implementing some user-preferred routes, due mainly to military restrictions, which are impeding the implementation of the flexible use of airspace (FUA) concept. Measuring and reporting by States of the environmental benefits accrued from the implementation of operational improvements has been also identified as an important challenge for States.

3.2.4 Although State participation at the PIRG and RASG plenary meetings is sufficient, support for PIRG and RASG working group meetings is very limited. The Commission noted with concern that the complexity of administrative arrangements for the approval of travel, as well as the issuance of entry visas at the regional office, are significantly affecting attendance at meetings and workshops. The Commission proposed that the subject of issuance of visitor's visas to attend meetings at the regional office be brought to the attention of the Council.

3.3 ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/28)

3.3.1 During the review of the APANPIRG/27 Report, the Commission noted some key achievements including the resolution of the region's two SSCs and that five States had improved their EI score to above 60 per cent.

3.3.2 Some key issues for the APAC Region included, inter alia, the rapid growth of air operators and fleets in comparison with regulatory capabilities (in terms of technical and financial resources and training of inspectors), insufficient active participation of States at PIRG and RASG working level meetings to progress agreed-upon actions, the slow pace of aeronautical information service – aeronautical information management (AIS-AIM) transition, PBN and PBCS implementation and lack of civil-military cooperation.

3.3.3 One of the issues discussed as contributing to the lack of progress on civil-military coordination is the lack of military participation/attendance at civil meetings. One solution may be to send relevant State letters to the appropriate ministries dealing with military affairs.

3.3.4 The Commission noted that Japan and the Republic of Korea were in dialogue regarding the Incheon FIR AKARA Corridor and that informal discussions were conducted by ICAO with China.

3.4 The Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/21)

3.4.1 During the review of the APIRG/21 Report, the Commission noted some of the key issues in the region. In particular, it was noted that there is a regular increase of traffic in States with low to medium safety oversight capability, insufficient coordination among States/air navigation service providers (ANSPs), lack of effective regional integration and insufficient political commitment and technical/financial resources.

3.4.2 The Commission noted that since PIRG and RASG meetings were held back to back in Africa, improved levels of participation were achieved.

3.4.3 The Commission expressed concern with the high rate of missing operational messages (flight plans, OPMETs, NOTAMs) encountered in some States and questioned what actions could be pursued to resolved this issue. It was considered that reduced vertical separation minima (RVSM) monitoring should be shared with the RASG AFI.

3.5 European Air Navigation Planning Group (EANPG/59)

3.5.1 During a review of the EANPG/59 Report, the Commission noted as challenges the complex regional and institutional situation, political matters, including conflict and disputed areas, the need to provide support to States related to Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) and also the support to implement performance-based operations. The average EI in the region is 74.9 per cent and one SSC remains open.

3.5.2 The main accomplishments achieved in 2017, amongst others, was the first successful combined EANPG/RASG-EUR meeting, a meeting related to enhanced civil military cooperation (specifically regarding airspace) and the progress of safety enhancement initiatives by RASG EUR contributory bodies. The Commission noted that one of the benefits of the combined EANPG/RASG-EUR meeting was the reduction of duplication and that the agenda itself was split into safety and air navigation matters which enabled participants from both groups to participate.

3.5.3 In relation to the fast-approaching date of PBCS implementation, it was noted that there were compliance issues with certain types of aircraft to be addressed and that steps had been taken to assist in accommodating non-PBCS-authorized aircraft.

3.5.4 With regard to published direct routes (DCTs) over the high seas under the European free route airspace (FRA) concept, it was noted that DCTs were considered not as a formalized air navigation route segment but for flight planning purposes only and that the use of DCTs was an interim step toward free-route airspace. The Commission commended the inclusion of environmental issues in the planning and implementation activities of the EANPG.

3.5.5 With regard to the development of the EUR Region search and rescue (SAR) plan, the Commission considered that the capability matrix, developed for the States to populate their SAR capability, should be shared with other regions.

4. REGIONAL AVIATION SAFETY GROUPS (RASGs)

4.1 Regional Aviation Safety Group — Middle East (RASG-MID/6)

4.1.1 The Commission noted that the MID is the only region which has identified system component failure as a focus area based on the analysis of accident information. Based on the Fifth MID Annual Safety Report, over a rolling five-year period (2011-2015), five accidents had occurred involving failure to power plant and non-power plant systems, making it the second most common accident category after runway safety.

4.1.2 It was noted that the region is also experiencing challenges with respect to the implementation of safety management systems (SMS) and State safety programmes (SSP), considering that ten out of the fifteen States have an EI of greater than 60 per cent. It was worth mentioning that the work to establish an RSOO for Middle East and North African States based in Saudi Arabia is continuing.

4.1.3 The Commission noted the accomplishments achieved in 2017, amongst others, the region's overall average of EI increased from 66.08 per cent in 2016 to 70.5 per cent in 2017, the number of States with EI below 60 per cent decreased from six to three and the percentage of aerodrome certification increased from 53 to 58 per cent.

4.2 Regional Aviation Safety Group — ASIA AND PACIFIC (RASG-APAC/7)

4.2.1 The Commission noted that attendance at the RASG-APAC/7 was lower than the previous RASG-APAC/6. The main concern is a lack of State participation in the working level meetings in order to progress the work. Scarce State resources seems to be the reason for low participation in these meetings.

4.2.2 It was noted with interest the work of Combined Action Teams (CAT), whereby a combination of the Regional Office and State experts work with individual State counterparts to address specific USOAP Protocol Questions (PQs). The CAT Programme has shown tangible results and established links with States that may not be able to attend APANPIRG/RASG Meetings.

4.3 Regional Aviation Safety Group — AFI (RASG-AFI/4)

4.3.1 The Commission noted that the accident rate for the AFI Region was higher than the global rate in 2008-2015 period but lower in 2016, and that focus continued on runway safety, LOC-I and controlled flight into terrain (CFIT) issues. The release of the Third Edition of the RASG-AFI Annual Safety Report was also noted.

4.3.2 The need for certification of more aerodromes was identified as an ongoing challenge, as was the need to address outstanding SSCs in two States and continue the implementation of regional safety targets.

4.3.3 In relation to the GASP, it was noted that guidance on the objectives and content of national aviation safety plans will be included in the next edition of the GASP. Additionally, a model plan is expected to be developed to provide States a template for reference.

4.4 Regional Aviation Safety Group – EUR (RASG-EUR/6)

4.4.1 The Commission noted accomplishments achieved in 2017, amongst others, the first successful combined EANPG/RASG-EUR Meeting, a meeting related to enhanced civil military cooperation (specifically regarding airspace) and the progress of safety enhancement initiatives by RASG EUR contributory bodies.

4.4.2 The Commission also noted that the region's overall average of EI is at 74.9 per cent and only one SSC remains open.

Stephen P. Creamer

Claude Hurley

**APPENDIX A
SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS
APRIL 2017 – MARCH 2018**

TABLE A-1: AFI REGION

REPORT ITEM	PIRG*	RASG
Regional action plan for GANP/GASP implementation AFI Regional Safety and Air Navigation Priorities and Targets.	<ul style="list-style-type: none"> • Assistance to States to implement PBN routes for en-route and terminal airspace through workshops/seminars. • Assistance to States to develop new trajectories through provision of 5LNCs and route designators. • Assistance to States to resolve FIR coordination issues, airspace responsibility issues through ATM coordination meetings. • Assistance to States to improve their SAR organization and service. • Assistance to ESAF States to develop harmonized ATM contingency plans. 	<ul style="list-style-type: none"> • RASG-AFI/4 Meeting held in Nairobi, Kenya, 12-13 October 2017. • Review and endorsement of the revised Abuja Safety Targets and also review of Air Navigation Targets with new timeframes. • 11 conclusions and 11 decisions were adopted by RASG-AFI/4 to address issues related to safety management, significant safety concerns, fundamentals of safety oversight, AIG and emerging safety issues (runway safety, LOC-I, CFIT, AIM).
Key PIRG/RASG activities and achievements in 2017	<ul style="list-style-type: none"> • Approval of the new AFI eANP (Doc 7474) Volume I by the President of the Council. • Completion of Volumes II and III of the AFI eANP, awaiting endorsement under the APIRG mechanism. • 36 AFI States (75%) with ICAO Plans of Action developed and being implemented. • 37 international airports out of 133 in the AFI Region certified. • 21 States (44%) successfully implemented AMHS. • 3 States have fully interconnected with air traffic services message handling services (AMHS) service/system from other AMHS. • 13 FIRs out 30 (43 %) with ADSC-CPDLC capable. • 46 AFI States implementing and operating Secure SADIS FTP. • On-going regional projects on Aerodrome certification, SAR organization, SSP gap analysis and ANS performance. 	<ul style="list-style-type: none"> • Accident rate for RASG-AFI was lower than the global in 2016 but higher in 2008-2015 • Guidance material and tools were developed for the use of the RASG AFI Runway Safety Go-Team. • Publication of the RASG-AFI 3rd Annual Safety Report in May 2017. • 3 more States achieved EI>=60% (Eq. Guinea, Rwanda, Tanzania) • Resolution of the significant safety concerns (SSCs) in Angola and Djibouti. • Third RASG-AFI Steering Committee held in April 2017 • Fourth AFI Aviation Safety Symposium held in Gaborone, Botswana, in May 2017, 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. • APIRG/RASG-AFI Coordination Task Force First Meeting held in October 2017

REPORT ITEM	PIRG*	RASG
<p>Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS</p>	<ul style="list-style-type: none"> • Regular increase of air transport operations with low to medium States aviation safety oversight capability. • Increased airspace and airport operation complexity with the risk to the safety and efficiency of air transport operations. • Insufficient political commitment and technical/financial resources in some States to improve compliance with provisions of ICAO SARPS and corrective action plans implementation. • Low level of effective implementation of the AFI regional ANP through the development and implementation of National Air Navigation Plans focused on the ICAO prioritized ASBU modules (i.e. PBN, CDO, CCO FICE, D-ATM & AMET). • Insufficient coordination amongst States/ANSPs for the implementation of Air Navigation Infrastructure and systems. • Lack of effective Regional or inter State cooperation: integration vs. sovereignty. • Longstanding air navigation-related deficiencies (AGA/ATM/SAR/CNS/MET/AIM). • High rate of missing operational messages (flight plans, OPMETs, NOTAMs) encountered in some States. • Increased operations of Remotely Pilot Aircraft System (RPAS) in non-segregated airspace resulting in ATS incidents occurring in AFI airspace. • Measuring Cyber safety and resilience of air navigation systems. • Conflicts, political instability and travel restrictions in some States. • Insufficient and inefficient feedback from States to SLs. • Inadequate active participation by States in ICAO Regional meetings (including APIRG and RASG-AFI and related programmes /projects; • Slow progress in Civil-Military Cooperation. • Low level of awareness/commitment of States to Environmental issues • Insufficient resources to assist and support States. • Slow pace of aerodromes certification. • Low level of implementation and reporting of ASBU Block 0 modules (B0-AMET, B0-CDO, B0-CCO, B0-FICE, B0-APTA, B0-ACDM, B0-ASURF, B0-DATM, B0 FRTO, B0-ACAS) by stakeholders. 	<ul style="list-style-type: none"> • Low level of commitment by airport operators in hosting Runway Safety Go-Teams to establish Runway Safety Teams (RSTs) at their respective airports. • Inadequate independence/autonomy of civil aviation administration for the effective execution of work programmes/responsibilities. • Civil aviation matters are not part of the priorities in the national policy and national development plans. • Insufficiently qualified and lack of experienced personnel and training programmes for safety oversight. • Low level of commitment from civil aviation administrations in selecting and training the right caliber of personnel. • 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. • Poor implementation of CEs in the areas of AIG, ANS and AGA

REPORT ITEM	PIRG*	RASG
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Two meetings were held in 2017 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. • A consultant was engaged to evaluate the status of ASBU implementation, outstanding APIRG decisions and recommendations and major deficiencies in APIRG processes; the outcome will be considered for improving the APIRG processes and ASBU implementation. • Two workshops for all stakeholders on ASBU and PBN implementation awareness and sensitization convened in 2017 in the WACAF and ESAF Regions. • In coordination with ICAO HQ, successfully convened two RPAS workshops one for WACAF (Abuja, Nigeria 5 to 6 April 2017) and one for ESAF (Kigali, Rwanda 14-16 November 2017). • 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. • The AFI Plan Steering Committee approved: <ul style="list-style-type: none"> - an ANS peer review project to enhance capacity and qualification including the harmonization of processes at ANSPs; and - a SAR project to facilitate the implementation of Annex 12 — <i>Search and Rescue requirements</i> (legislation, agreements). • A project to assess the performance of communication equipment on hand and related deficiencies among others, was approved by APCC. • An evaluation of the gap in ATC personnel proficiency is to be established as part of the APCC approved projects as a priority. • Three projects on major components that enable a transition to Phase 2 of the AIS/AIM roadmap were approved by APCC. • 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 ministerial level and endorsed by the AU Summit of Heads of State and Government. • AFI DGCA/6 identified the following priority implementation actions being coordinated by Champions: <ul style="list-style-type: none"> - States are to develop, update and implement its national plans for PBN and ASBU Block 0 modules; - States are to establish an effective and operational SAR organization by a developing SAR National Plan and conclude SAR 	<ul style="list-style-type: none"> • 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. • The AFI Plan Steering Committee (SC) approved four projects in 2016 and two projects in 2017, dedicated to: <ul style="list-style-type: none"> - aerodrome certification targeting eighteen international aerodromes (on-going); - SSP/SMS (on-going) - Search and Rescue (on-going); - ANSP Peer Review Programme (on-going); - Fundamentals of Safety Oversight (FSO); and - Aircraft accident investigation (AIG). • AGA projects aimed at enhancing the capacity of aerodrome operators, especially in certification processes are ongoing in more than eighteen AFI States. • The AFCAC AFI CIS programme which was expanded to cover AGA and ANS, support assistance activities to States, including capacity building activities.

REPORT ITEM	PIRG*	RASG
	<p>agreements/MOUs; and</p> <ul style="list-style-type: none"> - States are to implement the transition from AIS to AIM by developing a National Action Plan. • 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. 	
<p>Matters being coordinated between PIRG and RASG</p>	<ul style="list-style-type: none"> • RVSM safety monitoring • Quality Management Systems (QMS) • Civil - Military coordination. • Search and Rescue (SAR) • Safety issues directly related to flight operations • Accidents and Incidents Analysis • State Safety Programmes (SSPs) • Remotely Piloted Aircraft Systems (RPAS) • Cyber-Threats and ANS Resilience • Aviation System Block Upgrades (ASBUs) • Regional Safety Oversight Organizations (RSOOs) • SMS implementation • English Language Proficiency (ELP) • Runway Safety • Unsatisfactory Condition Reports (UCRs) • Airspace contingencies 	

TABLE A-2: 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"> ”Assisted States with planning and implementation related to global and regional plans and priorities, including the Global Air Navigation Plan (GANP), Aviation System Block Upgrades (ASBUs) and APANPIRG regional priorities, Asia/Pacific Air Navigation Plan (ANP), Asia/Pacific Seamless ATM Plan, Asia/Pacific Framework for Collaborative ATFM, Regional ATM Contingency Plan and Asia/Pacific Search and Rescue (SAR) Plan. Reviewed States’ progress and proposed actions to achieve the goals”. Establishment of the new structure of the APANPIRG adopted by APANPIRG/26 (Decision 26/66). 	<ul style="list-style-type: none"> In line with the No Country Left Behind (NCLB) initiative, identified, developed and implemented a Combined Action Team (CAT) programme to assist APAC States with an effective implementation (EI) score lower than the global EI average and provided special assistance to improve the safety compliance with the objective of improving their EIs to above the global EI average in few years. CAT Missions to 8 States (i.e. Bangladesh, Cambodia, Fiji, Indonesia, Maldives, Myanmar, PNG and Timor-Leste) were undertaken in 2017. Resolved SSC for 2 States (Nepal and Thailand).
Key PIRG/RASG Activities and Achievements in 2017	<p>GENERAL</p> <ul style="list-style-type: none"> Revamped the format of the APAC DGCA Conference and APANPIRG Meeting to include special workshops/breakout sessions enabling focused discussions on issues of importance, such as: civil/military cooperation, runway safety and resolution of aviation security deficiencies (DGCA Conference); and the status of implementation of previous APANPIRG Conclusions (APANPIRG Meeting). <p>ANP VOLUME III</p> <ul style="list-style-type: none"> Published and circulated the updated ANP Volume III to reflect the updated seamless ATM plan provisions as adopted by APANPIRG/27. <p>AIR TRAFFIC MANAGEMENT & CNS</p> <ul style="list-style-type: none"> Advanced the implementation of the Seamless ATM Plan. Conducted APANPIRG/28 meeting and AFI-APAC-MID ATM Special Coordination Meeting. Conducted a special workshop/breakout session at APANPIRG/28 to review implementation status of APANPIRG Conclusions. As a result, ‘Implementation Guidelines’ are now provided to States to facilitate the implementation of each APANPIRG Conclusion. Developed ATS Inter Facility Data Communications (AIDC) Implementation Guidance Document (AIDC IGD) to facilitate implementation of AIDC between States/Administrations. Conducted workshop on PBN and seminars on surveillance and ADS-B and 	<ul style="list-style-type: none"> Developed the 2017/2018 RASG-APAC Work Programme. Formed an Ad Hoc WG to review and update the APAC safety priorities and targets to achieve greater alignment with the ICAO Global Aviation Safety Plan, taking into account latest industry developments and current and emerging issues. (SEI RE/1) Studied and updated causal factors with pilot decisions to not “go-around”. Further discussion to identify and prioritize recommendations. Organized an ICAO APAC Regional Accident Investigation Workshop that discussed measures that States/Administrations could take to improve their USOAP AIG EI scores. Developed the following Model Advisory Circulars (ACs): <ul style="list-style-type: none"> Flight Crew Proficiency (SEI LOC/2 & LOC/4). Approved and uploaded onto RASG-APAC/APRAST public website; Upset Prevention Recovery Training (SEI LOC/6) review completed and will be submitting to RASG-APAC/8 for endorsement; and Hazard Identification and Risk Management. Following up with RASMAG, conducted an Airspace Safety Survey to gauge the safety reporting culture practices of RASG-APAC Member States/Administrations. Published the 2017 APAC Annual Safety Report and uploaded onto RASG-APAC/APRAST public website. Completed the Standardized Capacity Building Programme to provide

REPORT ITEM	PIRG	RASG
	<p>updated the ADS-B Implementation and Operations Guidance Document (AIGD) to promote its implementation for enhancing flight safety.</p> <ul style="list-style-type: none"> • Jointly conducted inter-regional SWIM workshop and the revised Strategy for implementation of communication systems to support Air Navigation Service was adopted by APANPIRG/28. After a detailed analysis by the PBN Implementation Coordination Meeting of the challenges faced by the APAC States in the PBN implementation, two PBN workshops for Air Traffic Controllers were conducted at RSO in Beijing in June 2017 and at RO Bangkok in Feb 2018 . • Organized two workshops on Civil Military ATM Cooperation (one for China in Beijing and one for the entire region in Bangkok) with a special focus on the airspace management supporting-tool. Some scenarios were played on the EUROCONTROL LARA tool, as per the ICAO EUROCONTROL agreement signed in September 2016. • Developed the APAC Development and Assistance tool (ADAPT). <p>METEOROLOGY</p> <ul style="list-style-type: none"> • Coordinated annual testing and monitoring activities to assist States in resolving deficiencies related to the implementation of Annex 3 SARPs for SIGMET and OPMET information. • Updated regional guidance material to promote the standardization and harmonization of SIGMET information and the procedures for OPMET exchange. • Conducted a volcanic ash exercise to practice and develop inter-agency response to volcanic activity, in order to maintain safety, regularity and efficiency of aviation in the event of a volcanic eruption. <p>AERODROMES AND GROUND AIDS</p> <ul style="list-style-type: none"> • Established a new program for improving airport certification with States and the Airports Council International (ACI). • Established Asia Pacific Airport Collaborative Decision Making (A-CDM) Task Force to monitor and assist States in implementation of A-CDM at high density aerodromes. • Conducted A-CDM Seminars in Kunming, China and Hong Kong, China in conjunction with Asia Pacific A-CDM Task Force Meetings. 	<p>guidance related to training (CE 4) of regulatory inspectors.</p> <ul style="list-style-type: none"> • Supported the USOAP CMA Programme by participating in ICVM missions and audits in three States, Australia, Bangladesh and Mongolia. • Updated items and status of items on the Emerging Issues Registry. • Re-organizing the APRAST structure such that APAC-AIG reports directly to RASG-APAC. • Issued a SL urging States to review the APAC Seamless ATM Plan’s Human Performance Elements for use if suitable and to review applicable national regulations, policies and safety promotion material to ensure a clear commitment to ‘just culture’. • Developing a process to streamline the development of the Annual Safety Report by SRP WG.

REPORT ITEM	PIRG	RASG
Specific challenges faced by PIRGs/RASGs and States, for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> • 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. • Slow progress of AIDC implementation to enhance safety, increase capability to minimize air traffic control (ATC) human errors and reduce ATC workload. • 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. • The need to improve ATC human performance (including English 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. • 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. • Many States have deficiencies in their aerodrome certification, documentation (aerodrome manual), safety management systems (SMS), aeronautical studies/risk assessment and aerodrome surveillance systems. • 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. 	<ul style="list-style-type: none"> • Many APAC States have yet to fully implement Annex 13 requirements for accident investigation. • 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. • Insufficient number of qualified and experienced technical staff to oversee safety oversight responsibilities and accident investigation. • Insufficient financial and technical resources at State level to implement the Global Aviation Safety Plan (GASP) objectives and the regional Safety Enhancement Initiatives. • Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations. • Insufficient ability in States to establish runway safety teams at airports, and insufficient number of qualified aerodrome inspectors required for aerodromes certification. • Incomplete transparency by States in reporting ANS problems and safety occurrences and lack of just culture and open reporting environments. • Insufficient attendance and engagement by States (particularly Pacific States) at RASG Meetings.
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • Interregional APAC/EUR/MID workshop on service improvement through integration of AIM, MET (EUROCONTROL Headquarters) and ATM Information Services was conducted from 2-4 October 2017, Brussels, Belgium. • The second meeting of the Advanced Inter-regional Air Traffic Services Route Development Task Force (AIRARD/TF/2) was held in October 2017. • An ICAO Civil-Military ATM Cooperation Workshop was held in Bangkok, Thailand from 1 to 3 November 2017. • APANPIRG/27 established the APAC Unmanned Aircraft Systems Task Force (APUAS/TF) to include in the Asia/Pacific Seamless ATM Plan, a specific UAS element to ensure a more harmonized approach. The first meeting of the APUAS/TF was held from 3 to 5 April 2017 in Bangkok to address the challenges mainly stemming from the multitude of smaller UAS to ATM systems. • A PBN Go-team plan was established in early 2017 to extend assistance on 	<ul style="list-style-type: none"> • A State letter survey was sent to determine the training needs for accident investigation (AIG) investigators to enhance their regulatory responsibility. • 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. • Mentored and provided CAT mission assistance to eleven States in 2016 (Bangladesh, Bhutan, Cambodia, Indonesia, Myanmar, Nepal, Papua New Guinea, Philippines, Solomon Islands, Thailand and Tonga) and 8 States in 2017 (i.e. Bangladesh, Cambodia, Fiji, Indonesia, Maldives, Myanmar, PNG and Timor-Leste). • As part of the NCLB initiative and to provide further support to the Pacific Islands States relating to the USOAP CMA Programme, ICAO APAC initiated a Special Implementation Project workshop to familiarize the Pacific Islands States on the use of the USOAP CMA

REPORT ITEM	PIRG	RASG
	<p>PBN implementation and safety oversight to States in need. PBN Go-teams Stakeholders Meeting was held on 24 January 2017 in Bangkok, Thailand. A PBN Go-team of 4 experts provided onsite technical assistance to Myanmar from 5-9 March 2018.</p> <ul style="list-style-type: none"> • Regarding human performance, a workshop on competency-based training for air traffic control officers ATCOs and air traffic safety electronics personnel (ATSEP) was organized in June 2017. • ACI/ICAO Aerodrome Certification Course for Pacific Island States was conducted in June 2017 in Sydney. • AGA Technical Assistance was provided to Cambodia, Fiji and Timor-Leste under IPAV. • Aerodrome Certification Assistance Missions to Solomon Islands and Tonga were conducted in December 2017 by RO/AGA. 	<p>online framework in Brisbane, Australia from 4 to 8 Dec 2017.</p> <ul style="list-style-type: none"> • Workshop on protection of investigation records and independence of accident investigation authorities, Bangkok, 2-4 May 2017.
<p>Matters being coordinated between PIRG and RASG</p>	<ul style="list-style-type: none"> • Conducted the fourth APANPIRG/RASG-APAC Coordination Meeting on 6 July 2017. • The following subjects have been assigned to APANPIRG as leading group: <ul style="list-style-type: none"> - airspace contingency, natural disaster/crisis, conflict. • AGA and ANS safety areas and English Language Proficiency required coordination between RASG-APAC and APANPIRG. • The APANPIRG/RASG-APAC coordination meeting appreciated APAC Office initiative to realize the objectives of the ICAO NCLB through Combined Action Team (CAT) missions conducted to 11 States in 2016 and planned missions to 7 States for 2017. • 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. • The APANPIRG/RASG-APAC coordination meeting discussed different options for the enhancement of the States participation in RASG and PIRG meetings reviewing PIRG/RASG structures, work methods, and meetings: <ul style="list-style-type: none"> - reducing the frequency of APANPIRG and RASG-APAC meetings; however, the meeting noted that the reduction of the frequency of these meetings from annual to biennial, might not necessarily increase participation; - combining RASG-APAC and APRAST meetings to reduce layers of reporting; however, this would not be in line with the TORs of RASG-APAC. The meeting took a note that it would rather be better to look into empowering APRAST to make some decisions without the need to seek RASG-APAC's endorsement; and - merging of RASG and PIRG: it was decided that the possible merging of RASG and PIRG may be examined after Second Global Air Navigation Industry Symposium (GANIS/2) and First Safety and Air Navigation Implementation Symposium (SANIS/1) as well as Global PIRG/RASG Forum in December 2017 and in consideration of EUR experience. 	

REPORT ITEM	PIRG	RASG
<p>APAC Ministerial Conference on Civil Aviation (31 Jan-1 Feb 2018, Beijing, China)</p>	<ul style="list-style-type: none"> • To expand ICAO’s advocacy efforts and sensitize senior government officials on the importance of including aviation in their national development plans and to build the political will to achieve our shared objectives, the First Asia/Pacific Ministerial Conference on Civil Aviation was held in Beijing, China from 31 January to 1 February 2018. The conference was organized by ICAO and hosted by the Civil Aviation Administration of China (CAAC). The conference was attended by 32 Members States of the Asia/Pacific Region, four Member States (France, Russia, United Kingdom and United States) of other regions and representatives of six international organizations. • The objectives of the Ministerial conference was to discuss and finalize a high-level Declaration to provide clear direction and focus to a safe and sustainable civil aviation in Asia Pacific region and bring attention to the implementation targets formulated by the APANPIRG and RASG in the areas of air navigation and safety. • The main outcome of the conference was the endorsement of the Beijing Declaration on Asia/Pacific Ministerial Conference on Civil Aviation. In accordance with the Declaration, the Ministers committed to the following: • Include aviation safety and air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans. • Aviation Safety: <ul style="list-style-type: none"> ○ Progressively enhance safety oversight capability to achieve a Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) score higher or equal to the global average by 2022; ○ Implement an effective State Safety Programme (SSP) by 2025; and ○ Certify all aerodromes used for international operations by 2020. • Implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonization in the Region, • Accident investigation: commit to either establishing an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or, where appropriate, develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the region, sub-region or State. • Human Resources Development: <ul style="list-style-type: none"> ○ Establish access to quality training; and ○ Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners. 	

TABLE A-3: EUR/NAT REGION

REPORT ITEM	PIRG	RASG
<p>Regional Action Plan for GANP/GASP Implementation</p> <p>EUR/NAT Regional Safety and Air Navigation Priorities and Targets.</p>	<ul style="list-style-type: none"> • The 2016 annual GANP/ASBU implementation monitoring reports for EUR and NAT Regions had been developed and approved for publications by the EANPG and NAT SPG. • The 2017 GANP/ASBU report is being developed for approval during 2018 • The EUR and NAT Air Navigation implementation action plans, priorities and targets are regularly reviewed and agreed through the EUR and NAT eANP, Vol II and Vol III, supported by a number of specific implementation plans and roadmaps. • The NAT 2016 data link and voice communications performance report was approved and published. • The NAT traffic forecast was updated and approved. • Continued implementation of the EUR performance framework and agreed actions to increase the participation and improve the associated reporting mechanisms. • Coordination on environmental protection actions and agreement to update and submit quantified State action plans on CO₂ emissions reduction activities by the end of June 2018. • The NAT 2015 data link performance report was approved and published. 	<ul style="list-style-type: none"> • The 2016 annual EUR and NAT safety reports were developed and approved for publication by the NAT SPG and RASG-EUR. • The 2017 EUR and NAT safety reports are being developed for approval during 2018. • The EUR RVSM safety monitoring report 2016 reviewed and approved, confirming that all 4 RVSM safety objectives are being met. • The Regional Safety action plans, priorities and targets are regularly reviewed and agreed by the RASG-EUR and NAT SPG. • The RASG-EUR has initiated an action to develop an EUR Regional Aviation Safety Plan in cooperation with EASA. <p>RASG-EUR safety targets:</p> <ul style="list-style-type: none"> • By 2019, reduce the commercial air transport regional accident rate in the EUR Region compared with the average regional accident rate for the 2013-2017 period. • By 2019, reduce rolling five-year regional average for absolute number of accidents in the commercial air transport with aircraft with MTOW above 27000kg in the EUR Region compared with the rolling five-year average of accidents for the 2013-2017 period. • Increase, by end of 2019, the regional average EI score for protocol questions (PQs) related to the financial and human resources of the CAA compared to 2017. • Increase, by end of 2019, 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 compared to 2017. • Resolve by 2019 all SSC and ensure that new SSC are being resolved within 2 years timeframe from publication in EB. • All States above 60 % EI to have implemented SSPs by end of 2019. • Improve, by the end of 2019, 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 2017.

REPORT ITEM	PIRG	RASG
Key PIRG/RASG Activities and Achievements in 2017	<p>EUR</p> <ul style="list-style-type: none"> • The work of the airspace improvements and ATS Route development groups resulted in the implementation of 244 ATS Route improvements, 9 major airspace changes and 137 European Route Network Improvement Plan (ERNIP) projects during the year 2017. These enhancements combined with the improvements in the interface area between Turkey, Iran and Iraq, have provided the required airspace capacity, reduced delays and decreased the complexity of traffic flows • As a result of dedicated ICAO EUR/NAT workshops for the development of national PBN implementation plans, the number of EUR/NAT States with a PBN implementation plan has reached 55. • The B0-AMET module was successfully implemented, (94%) within the EUR/NAT Regions, and was further supported by conducting two dedicated workshops: one for the Maghreb States (Algeria, Morocco, and Tunisia) and one for States in the Eastern part of the EUR Region. • An inter-regional workshop was conducted to facilitate planning and implementation of the future SWIM environment based on digital aeronautical, meteorological and ATM data in support of appropriate Block 1 modules implementation (October 2017). • An inter-regional EUR/NAT and MID workshop was held to promote the ICAO WRC19 Position and support States in their preparation to the next ITU WRC (September 2017). • A civil military expert group was established under the chairmanship of the Finnish Transport Agency which addressed recommendations to further enhance flight safety over the Baltic Sea and these principles/practices were published as a EUR OPS Bulletin on Civil/Military coordination. • A dedicated Technical assistance project, under NCLB (EUR/NAT 17004) for the Black Sea States on the development and update of the States Action Plan on CO2 emissions reductions was developed and implemented. • Active cooperation and support was provided by ICAO EUR/NAT Office to the ICARD Development Team in ICAO Headquarters enabling the rollout of the new ICARD platform in March 2017 for five-letter name-codes and in November 2017 for ATS route designators. • Development and approval of the EUR Region Search and Rescue Plan (EUR Doc 039) to assist EUR States to implement ICAO Annex 12 provisions and to improve the cooperation between aeronautical and maritime SAR services, within their area of responsibility and in interface 	<p>RASG</p> <ul style="list-style-type: none"> • ICAO Regional Safety Management Symposium was convened in Tallinn, Estonia, from 16 to 18 October 2017, as an outcome of collaboration between ICAO Headquarters and ICAO EUR/NAT Office and was attended by around 250 participants from the Region. • Several workshops were delivered to support implementation of safety enhancement initiatives: <ul style="list-style-type: none"> ○ Regional workshop on safety information protection ○ Workshop on the implementation of mandatory and voluntary safety reporting systems at the level of State ○ Workshop on the State's functions and responsibilities in the area of flight data analysis (FDA) programs implementation ○ Workshop on the Global Aviation Safety Plan (GASP) implementation • Publication of RMA bulletins • Publication of the RASG-EUR Safety Advisory on Measures to Improve the Effectiveness of TAWS/EGPWS • The ICAO EUR/NAT NCLB Regional Technical Assistance Programme (EUR NAT TAP) was established and endorsed by the EUR/NAT-DGCA/2017 meeting. For 2017, the Programme currently consists of 8 Technical Assistance projects, 6 of them being in the implementation phase. • Establishment of the regional NCLB partnerships to enable resources mobilization. Five States (Austria, France, Portugal, Russian Federation and Turkey) as well as six Organizations (IATA, IFALPA, EUROCONTROL, FAA, ACI Europe, CANSO/ Europe) provided in kind contributions to the implementation activities of the NCLB EUR/NAT Technical Assistance Programme. • Successful completion of the ICAO EUR/NAT NCLB Project 16003 for the establishment and development of effective local Runway Safety Teams (RSTs) for 5 beneficiary States: Israel, Kyrgyzstan, Montenegro, Tunisia and Turkey • Successful completion of the ICAO EUR/NAT NCLB Project 16002 Phase 1 and Phase 2 on strengthening the States' safety oversight capabilities in the PANS-OPS and Charts areas. Thirteen beneficiary States: Azerbaijan, Algeria, Belarus, Georgia, Moldova, Morocco, Kazakhstan, Kyrgyzstan, Russian Federation, Tajikistan, Tunisia, Turkmenistan and Uzbekistan.

REPORT ITEM	PIRG	RASG
	<p>areas with other ICAO Regions, where applicable.</p> <ul style="list-style-type: none"> • Two volcanic ash exercises were organized with simulated volcano eruptions in the Azores in Portugal. Recommendations to improve the response of aviation stakeholders to volcanic ash events were developed and considered in the objectives for the next exercises. • A nuclear release exercise was held based on an accident at the Paks Nuclear Power Plant in Hungary. An evaluation of the ICAO objectives was provided which included testing the issuance of SIGMET and NOTAM as well as test notification by VAAC London to ACCs concerned. <p>NAT</p> <ul style="list-style-type: none"> • The ongoing NAT trials of reduced lateral and longitudinal separation minima demonstrated acceptable safety performance, reduction of fuel consumption and CO₂ emission for NAT airspace users. The trials, in conjunction with the NAT preparatory work for the implementation of the performance based separation minima, will allow further safe transition to PBCS/PBN based operations in March 2018. • Phase 2B of the NAT data link plan was successfully implemented, allowing realizing additional safety, capacity, efficiency and environmental benefits for airspace users. • The NAT Cost Benefit assessment and Concept of Operations for Space Based ADS-B implementation were completed. 	
<p>Specific challenges faced by PIRGs/RASGs and States for the regional implementation of SARPs and PANS</p>	<p>EUR</p> <ul style="list-style-type: none"> • Addressing and committing resources to a number of complex legal and political matters, including conflict, post conflict and disputed areas, negatively affecting the flight operations within the EUR/NAT Regions and interface areas. Special attention and resources dedicated to areas over and around the Black and Baltic Seas and in the interface areas between the EUR and MID Regions for traffic flows which are constrained by crisis/conflict zones. • The NAT implementation programmes of reduced performance based separation minima were significantly hindered by the slow pace of PBCS authorization regulations and procedures implementation. • Guidance on the new PANS AIM and Annex 15 amendments is required. • States in the Eastern and Mediterranean area of the EUR need guidance on implementation of the ICAO EUR Region Performance Framework. • Guidance and regional coordination are required for implementation of the new PBN approach chart naming convention. 	<ul style="list-style-type: none"> • Ensuring continuous support to States in resolution of existing SSCs, improving the effective implementation level (EI), implementing State Safety Programme (SSP) and fulfilling their obligations under ICAO USOAP Continuous Monitoring Approach remains a challenge, due to a large number of States in the region and limited office resources. • RVSM safety objectives need to be reviewed for applicability in the post-implementation environment activities.

REPORT ITEM	PIRG	RASG
	<ul style="list-style-type: none"> • Further assistance to States is required to support the planning and implementation of GANP/ASBU. • Further assistance is required in the framework of the EUR/NAT NCLB Programme on preparation and submission of States' action plans on CO₂ and on the ICAO environment tools. • Inclusion of deficiencies related to eTOD Area 1 and 4 implementation approaches 90%. 	
Associated recommendations and actions taken regarding above	<ul style="list-style-type: none"> • An interregional seminar/workshop on the new PANS AIM and Annex 15 amendments in Q3-2018. • Implementation of the ICAO EUR Region Performance Framework to organise dedicated implementation workshops Eastern and Mediterranean area of the EUR and preparation for the regional report in 2018. • A EUR/NAT PBCS Workshop in Feb 2018. • A task to develop a regional transition strategy for implementation of the new PBN approach chart naming convention. • A joint EUR/MID GANP/ASBU Implementation Workshop in Dec 2018. • Provide further assistance in the framework of the EUR/NAT NCLB Programme on preparation and submission of States' action plans on CO₂ and on the ICAO environment tools. 	<ul style="list-style-type: none"> • To foster implementation of safety enhancement initiatives and SSP, several events are planned in 2018 including: <ul style="list-style-type: none"> ○ CBT/EBT Implementation workshop, 26-27 April 2018; ○ Flight Data Analysis Fora Kick-off Meeting combined with workshop for regulators on oversight of FDA programmes, 12-13 June 2018; ○ ICAO integrated Safety Trend Analysis and Reporting System (iSTARS) and Data Analysis Workshop, 5-9 February 2018; and ○ Regional workshop on safety performance indicators, fall of 2018. • To improve States awareness, a USOAP CMA regional workshop is planned on 11-13 September 2018. • Further expansion and prioritization of the EUR/NAT NCLB Technical Assistance Programme to provide assistance to States on resolution of identified issues. • The EUR RMA will further coordinate with the RMAs Coordination Group the draft proposals for the review of RVSM safety objectives in the post-implementation environment.
Matters being coordinated between PIRGs and RASGs	<ul style="list-style-type: none"> • The first (2017) Meeting of the Directors General of Civil Aviation of the ICAO European and North Atlantic Regions (EURNAT-DGCA/2017) was held on 5 May 2017. The meeting was attended by 84 participants from 42 States and 11 international organizations. • The first combined meeting of the EANPG and RASG-EUR was organized from 30 Oct to 3 Nov 2017, moving towards a holistic European Aviation Systems Planning Group (EASPG). • Regional RVSM monitoring and follow up. Amendments to RMAs Terms of Reference to include tasks on sharing of PBCS monitoring information. • Regional air navigation deficiencies and Regional NCLB Technical Assistance Programme to assist States in resolution of identified deficiencies. 	

TABLE A-4: MID REGION

REPORT ITEM	PIRG*	RASG
<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"> • <i>Note: No MIDNAPIRG meeting during the reported period. MIDANPIRG/17 is scheduled for 11-14 November in Shiraz, Iran.</i> • Aviation statistics and traffic forecasts reviewed and taken into consideration in the air navigation planning mechanism for the MID Region. • 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. The strategy is under review by MIDANPIRG subsidiary bodies. The revised version of the strategy will be presented to MIDNPIRG/17 for endorsement. • The MID Air Navigation Report-2016 was developed and endorsed by MIDANPIRG/16. The Second MID Air Navigation Report (2017-2018) is being finalized and will be presented to MIDANPIRG/17 for endorsement. The Report 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. • The revised version of the Regional PBN Implementation Plan reflecting the outcomes of the PBN SG, CNS SG and ATM SG will be presented to MIDANPIRG/17 for endorsement. • A new MID Region Surveillance Plan has been developed and will be further enhanced before presentation to MIDANPIRG/17 for endorsement. 	<ul style="list-style-type: none"> • 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 by the RASG-MID Steering Committee (June 2018) and Fourth MID Region Safety Summit (Oct 2018), taking into consideration the global development and regional specificities. • Based on the analysis of the reactive safety information for the period 2012-2016, the Focus Areas are Runway Safety (RS-mainly RE and ARC during landing), System Component Failure Power Plant (SCF-PP) and Loss of Control In flight (LOC-I). • Emerging risks including mid-air collision (MAC), Controlled Flight Into Terrain (CFIT), remotely piloted aircraft systems (RPAS)/drones, Call Sign Confusion, laser attacks, Fire/Smoke (F-NI), Runway Incursion (RI), SCF-NP, Turbulence Encounter (TURB), BIRD and Wildlife (WILD), are being addressed within the RASG-MID framework. • In line with the MID Region NCLB Strategy which was endorsed by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 Oct 2017), the RASG-MID is supporting the development/implementation of Plans of Actions for prioritized States. • RASG-MID is supporting the implementation of MENA-RSOO in coordination with ACAC and Saudi Arabia (host State). The First Meeting of the Steering Committee (DGs level) is planned to be held on 1 Oct 2018 (Riyadh, Saudi Arabia). Primary objective of MENA RSOO is to assist member States to develop and implement State Safety Programme (SSP). The MENA RSOO would also, on the demand of individual States, provide assistance to improve States' safety oversight capabilities in the areas of PEL, OPS, AIR, ANS and AGA. The MID RO is coordinating the development of a Project Document and MOU for signature by the Steering Committee.
<p>Key PIRG/RASG Activities and Achievements in 2017</p>	<ul style="list-style-type: none"> • 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. • Development of the Second MID Air Navigation Report (2017-2018), which provides an overview on the status of ASBU implementation and plans in the MID Region. 	<ul style="list-style-type: none"> • Regional EI increased from 66.08% in 2016 to 70.5% in 2017. • Number of States with EI below 60% decreased from 6 to 3. • Percentage of Aerodrome Certification increased from 53% to 58%. • Percentage of international aerodromes established Runway Safety Teams increased to 56% • The Sixth MID Region Annual Safety Report is being finalized for

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • Continuous progress on the establishment of the Regional OPMET Centre (ROC) in Jeddah and Bahrain (backup). • Implementation of the MID Region ATM contingency plan (activation of the Contingency Coordination Team (CCT) for Iraq, Libya, Qatar, Syria and Yemen). • Implementation of the recovery plan for the normalization of transit traffic through Baghdad FIR. • Continuous optimization of MID Region ATS route network including the contingency routes in the Gulf area. • Further enhancement of the oriented track system within the Tehran FIR and improvements of the ATS route network between Iran and its adjacent States. • Implementation of the Call Sign Confusion Initiative (de-conflicting of call sign similarities by some airlines), which reduce call sign similarities cases in the Region Establishment of the MID ATFM Task Force that will develop the ATFM Concept of Operations for the implementation of an ATFM Project in the MID Region. • Establishment of the World Cup 2022 Task Force to develop and follow-up the implementation of a collaborative action plan to accommodate the expected high increase in traffic, in a safe and efficient manner, taking into consideration similar experiences. • Improved version of the MID Doc 008 (Guidance on AIM planning and implementation in the MID Region) is being developed. 	<p>endorsement by the RSC/6 meeting (Cairo, Egypt, 25-27 June 2018). In parallel, the Seventh MID Region Annual Safety Report is being developed.</p> <ul style="list-style-type: none"> • Number of published RASG-MID Safety Advisories (RSAs) has increased from 10 to 13 RSAs with the following RSAs issued in 2017 addressing: <ul style="list-style-type: none"> - Safeguarding of Aerodromes; - Laser Attacks Safety Guidelines; and - Wildlife Management and Control Regulatory Framework and Guidance Material. • Endorsement of a revised Strategy for enhancement of cooperation among the Middle East and North African (MENA) States in the provision of AIG functions and development of the associated implementation Roadmap. • Conducted the ICAO Safety Management for Practitioners (SMxP) Course (Cairo, Egypt, 14-18 Jan 2018) under NCLB initiative in the MID Region. • Successfully convened the First ATM Inspectors Course at the ICAO Regional Office from 17 to 21 September 2017 under NCLB initiative in the MID Region with Saudi Arabia contribution. • Successfully convened the NCLB - Aerodrome Certification workshop/training (Cairo, 1-5 October 2017); the seminar/workshop PANS Aerodromes (Cairo, 8-9 Nov 2017) and the Aerodrome Safeguarding Workshop (Cairo, 4-6 Dec 2017). • The Second National Continuous Monitoring Coordinator (NCMC) Meeting was conducted as part of the Fourth meeting of the MID Safety Support Team (SST/4). • ACAC/ICAO AIG Workshop, Jeddah, Saudi Arabia, 25-27 April 2017; • Workshop on protection of investigation records and independence of accident investigation authorities, Cairo, 3-5 July 2017.
Specific challenges faced by PIRG/RASG and States for the regional implementation of SARPs and PANS	<ul style="list-style-type: none"> • Difficulties facing the implementation of regional/sub-regional projects, including the lack of institutional and legal framework, funding mechanisms etc. • 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. • Difficulties to bring States facing political instability to the required safety and efficiency/performance level (implementation of SARPs and priority one ASBU modules) remains. • Continuous monitoring of the situations in Iraq, Libya, Syria and Yemen, and coordination with the concerned parties for the implementation of 	<ul style="list-style-type: none"> • The escalated political/security situation in some MID States affected the achievement of the regional safety targets. • Low level of responses from States to State letters. • Low level of reporting by States (safety data/occurrences, inputs to the MID Safety Report, etc.). • The majority of States are facing an issue with the lack of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities, support the work of RASG-MID and achieve the agreed safety targets. • Difficulty to find voluntary Champions/Coordinators (from States or the industry) to progress the work related to the identified SEIs and DIPs.

REPORT ITEM	PIRG*	RASG
	<p>contingency arrangements that ensure the safety and continuity of air traffic operating across the region.</p> <ul style="list-style-type: none"> • 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. • 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. • Difficulties faced by States in the transition from AIS to AIM. • Political/security unrest in some States. • The lack of financial and human resources in some States, combined with the complexity of administrative arrangements for the approval of duty travel, political sensitivities, etc., are affecting the level of attendance to the activities organized by the ICAO MID Office (including the NCLB workshops and trainings) and to support the activities of MIDANPIRG to achieve the agreed air navigation targets. • Low level of implementation of SAR provisions and requirements, due mainly to legal, institutional and organizational issues. • 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 • Low level of reporting by States (inputs to the MID Air Navigation Report and MID Annual Safety Report, incidents, national plans, success stories, environmental data, replies to State letters, etc.). • Slow progress in the implementation of the priority 1 ASBU Block 0 Modules and achievement of the agreed air navigation targets, including slow progress in the implementation of PBN, QMS for AIM and MET, AIXM-based AIS Database AIDC/OLDI, A-CDM and A-SURF (level 1 and 2) • Development/updating of States' action plans for the reduction of CO₂ emission. • Measuring and reporting by States of the environmental benefits accrued from the implementation of operational improvements. 	<ul style="list-style-type: none"> • Limited support to the RASG-MID Work Programme and its subsidiary bodies (low level of attendance) having an impact on the agreed planned activities • The lack of necessary resources and expertise, combined with the lack of effectiveness of safety occurrence reporting and analysis systems in the majority of States, are impeding the effective implementation of safety management processes (SSP/SMS). • Institutional, legal and financial issues to join regional/sub-regional projects such as the MENA-RSOO remain.
<p>Associated recommendations and actions taken regarding above</p>	<ul style="list-style-type: none"> • Endorsement of the Muscat Declaration and MID Region NCLB Strategy by the DGCA-MID/4 meeting (Muscat, Oman, 17-19 Oct 2017) • Missions had been carried out by the MID office to provide appropriate support to States with their implementation of the regional priorities and requirements. 	<ul style="list-style-type: none"> • Development and implementation of the Plans of Actions in accordance with the MID NCLB strategy. • Development and implementation of NCLB plan of actions for the top priority States (based on the agreed prioritization criteria). • Conduct of NCLB assistance missions, including the NCLB

REPORT ITEM	PIRG*	RASG
	<ul style="list-style-type: none"> • Establishment of the ATFM Task Force to develop an ATFM concept of operations for the MID Region. • NCLB missions to States, and workshops and training courses in support of the NCLB initiative, were conducted in 2017; other NCLB activities are planned for 2018. • In coordination with GAT, successfully convened the First ATM Inspectors Course at the ICAO Regional Office from 17 to 21 Sep 2017, funded by Saudi Arabia contribution to the MID NCLB initiative. 17 inspectors successfully completed the course. • Successfully convened the MID NCLB AIM workshop at the ICAO MID Office from 11 to 13 Sep 2017. • Jointly with ACAC, successfully convened the ACAC/ICAO GNSS Workshop (Rabat, Morocco, 7-8 Nov 2017) • Successfully convened the ROC implementation workshop and IWXXM implementation workshop (Cairo, 12-13 Nov 2017) • In coordination with ICAO HQ, successfully convened the RPAS workshop (Dubai, UAE, 20-22 Nov 2017) • Meetings with Iraq, Libya and Yemen were held at the MID Office or during other events. 	<p>multi-disciplinary Technical Assistance Team missions.</p> <ul style="list-style-type: none"> • Deliver and conduct NCLB seminars/workshops/trainings, including the GSI courses. • Support the establishment and operations of the MENA RSOO. The First Meeting of the Steering Committee (DGs level) is planned to be held on 1 Oct 2018 (Riyadh, Saudi Arabia). • Conduct Runway Safety Go-Teams. • Further improve cooperation with international and regional organizations to support the RASG-MID work programme and avoid duplication of efforts. • Reach out to States affected by war and remotely build capacities and get them involved in MID Office activities. • Fostering accountability through direct communication with DGs/Ministers for the implementation of the MID NCLB Strategy and Plans of Actions for prioritized States. • NCLB workshop for Yemen will be conducted in the MID Office to develop an action plan to assist Yemen in meeting global and regional requirements, similar to the previous workshop conducted for Syria. • Meetings with Iraq, Libya and Yemen were held in the MID Office or during other events to facilitate Development and implementation of the NCLB Plans of Actions. • Coordination with regional and international organizations in providing assistance to States, such as the coordination with EASA to support two Technical Assistance missions to Iraq Civil Aviation Authority (ICAA), in support of the ICAO NCLB initiative (Amman, Jordan, 1-4 May and 29 May – 1 June 2017).
Matters being coordinated between PIRG and RASG	<ul style="list-style-type: none"> • The Fourth MIDANPIRG/RASG-MID coordination meeting was held on 25 September 2017, concurrently with the RASG-MID/6 meeting. The discussions focused on the working arrangements of MIDANPIRG and RASG-MID. • Continuous coordination by the Secretariat for MIDANPIRG and RASG-MID to avoid duplication and gaps and to ensure the alignment and harmonization of priorities, plans and actions. • Many subjects are being coordinated between MIDANPIRG and RASG-MID, with a clear identification of the Champion Group, in particular: <ul style="list-style-type: none"> - RVSM safety monitoring - safety-related air navigation deficiencies - SMS implementation by ANSPs - English Language Proficiency (ELP) for Air Traffic Controllers. - Accident and Incident Investigation 	

*MIDANPIRG information provided to indicate progress with implementation activities.

APPENDIX B

COMMON CHALLENGES FACED BY REGIONS

Challenge/ Issue	Regions	Action	Timeline for Completion	Link to GANP/GASP	Relevant ICAO HQ/RO Actions	Council Actions
Insufficient progress in Civil/Military coordination	AFI ASIA/PAC MID EUR/NAT CAR/SAM	<p>1- Ensure that CIV/MIL coordination is on the work programme of the Air Traffic Management Operations Panel (ATMOPSP);</p> <p>2- Promote the Manual on Civil/Military Cooperation in Air Traffic Management (Doc 10088)</p> <p>3- Consider the implementation of the guidance in Manual on Civil/Military Cooperation in Air Traffic Management (Doc 10088);</p>	<p>MID 2018 AFI 2019</p> <p>MID TBD AFI TBD (Implemented by States)</p>	<p>Aviation System Block Upgrades:</p> <p>Performance Improvement Area 3:</p> <p>B1-FRTO: Improved operations through enhanced en-route trajectories</p> <p>B1-NOPS: Enhanced flow performance through network operational planning</p>	<p>Done for MID during the Civil/Military Workshop held in Algiers, 26-28 March 2018</p>	<p>External:</p> <p>1- Raise the awareness through your contacts in the States/Regions on the topic of CIV/MIL and the manual that is being developed by ICAO Doc 10088</p> <p>2- Promote ICAO strategies on CIV/MIL including the tools to support States in the enhancement of civil/military coordination and cooperation.</p> <p>3 – Approve more funding to support conducting of CIVMIL State-specific seminar/workshops</p> <p>Internal:</p> <p>3- Support the adoption of proposed actions by the Secretariat and provide feedback for</p>

Challenge/ Issue	Regions	Action	Timeline for Completion	Link to GANP/GASP	Relevant ICAO HQ/RO Actions	Council Actions
						improvement
		<p>4-Conduct CIVMIL State-specific seminar/workshops to sensitize States about Doc 10088 and ensure greater assimilation of global and regional policy across all ranks;</p> <p>5- Conduct follow-up through the PIRGs and RASGs</p> <p>6- Need for the update of the uniform methodology for the identification of deficiencies by PIRGs</p>	<p>2018-2020</p> <p>Continuous</p>		<p>It is part of the MID Office plan, in accordance with MIDANPIRG Conclusion 15/15</p> <p>Continuous</p> <p>Present to ANC and Council</p>	
Deficiency of aviation in State national development plans and lack of political will to achieve our shared objectives.	ASIA/PAC	<ul style="list-style-type: none"> • Need to expand ICAO advocacy efforts and sensitize senior government officials • A cohesive regional body that is able to make political decisions that converge the region's policies towards a common vision should be considered • Organise a Ministerial-level Conference to reinforce and urge States of the need to comply with ICAO SARPs and including aviation in their national development plans 	APAC Ministerial Conference on Civil Aviation was Held 31 Jan to 1 Feb 2018 in Beijing.	the Global Aviation Safety Plan (GASP), along with the Global Air Navigation Plan (GANP), provide the frameworks in which regional, sub-regional and national implementation plans will be developed and implemented, thus ensuring harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency.	To finalize a high-level Declaration to provide clear direction to and focus safe and sustainable civil aviation in Asia Pacific region;	Regular senior level engagement
Lack of resources	ASIA/PAC	<ul style="list-style-type: none"> • Commitment to the Ministerial Conference declaration. • Technical assistance from ICAO Regional Office (depending on budget availability) / States 	On-going			To support and approve proposals as necessary
Insufficient	ASIA/PAC	<ul style="list-style-type: none"> • Commitment to the Ministerial 	On-going			To support and

Challenge/ Issue	Regions	Action	Timeline for Completion	Link to GANP/GASP	Relevant ICAO HQ/RO Actions	Council Actions
number of qualified regulatory personnel		Conference declaration. <ul style="list-style-type: none"> Provision of training by ICAO Regional Office (depending on budget availability) / States 				approve project proposal as necessary
SAR Cooperation and collaboration	AFI APAC	<ul style="list-style-type: none"> Ensure States are committed to formalize collaboration and cooperation through signed LoAs 	Efforts to have States responsible for adjacent SRRs commit to such formalization have been unsuccessful.	-		ICAO ESAF Office to continue to raise awareness with APAC counterpart at every opportunity.
PIRG/RASG Sub Group Participation	AFI APAC MID	<ul style="list-style-type: none"> Improve the participation at the Sub Group Level of PIRGs and RASGs 	On going			To be addressed through the review of the PIRG/RASG TOR
ASBU Implementation	AFI MID APAC	<ul style="list-style-type: none"> Improve the understanding of States related to ASBU modules as this may affect the implementation of the GANP 	On going	Aviation System Block Upgrades	Workshops	Consider actions required to promote ASBU implementation
PBCS Implementation	AFI MID EUR APAC	<ul style="list-style-type: none"> Ensure that States are committed to PBCS Implementation 	On Going	Aviation System Block Upgrades		Promote PBCS Implementation
AIS/AIM Lack of AIS AIM Guidance	AFI MID EUR APAC	<ul style="list-style-type: none"> Ensure transition from AISW to AIM 	November 2018		Complete Guidance material	
GNSS Interference	AFI MID EUR APAC	<ul style="list-style-type: none"> Implementation of the third addition of the GNSS Manual 	On Going		On going workshops	
Complexity of administrative arrangements for the issuance of	MID specific States	<ul style="list-style-type: none"> Verify Headquarters agreement and amend if required 	To be considered			Council to consider ways to improve administrative arrangements with hosts States. This

Challenge/ Issue	Regions	Action	Timeline for Completion	Link to GANP/GASP	Relevant ICAO HQ/RO Actions	Council Actions
entry visas						contributes to low level of attendance.

APPENDIX C

PARTICIPATION IN PIRG AND RASG MEETINGS 2011 – 2017

Table C-1

Year	APANPIRG	RASG-APAC	APIRG	RASG-AFI	EANPG	NAT SPG	RASG-EUR	MIDANPIRG	RASG-MID	RASG-PA
2017	27 (175)	20 (88)	38 (171)	29 (131)	35(119)	8(31)	35(119)	13(80)	11(60)	No meeting
2016	30 (154)	31 (169)	No meeting	No meeting	35(87)	9(29)	28(69)	No meeting	11(59)	22(203)
2015	28 (141)	31 (109)	30 (151)	24 (128)	36 (92)	9 (24)	32 (78)	13 (89)	10 (49)	23 (147)
2014	25 (122)	24 (91)	19 (120)	No meeting	35 (92)	9 (28)	31 (79)	No meeting	7 (69)	22 (110)
2013	26 (122)	24 (100)	38 (222)	26 (118)	29 (74)	9 (28)	33 (80)	14 (85)	No meeting	20 (69)
2012	28 (118)	33 (197)	43 (255)	33 (177)	34 (76)	9 (29)	37 (96)	10 (102)	9 (40)	9 (44)
2011	26 (127)	35 (208)	42 (233)	No meeting	34 (97)	8 (26)	26 (56)	No meeting	9 (37)	16 (75)

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

PIRG/RASG Member States:

RASGs	PIRGs
RASG-AFI: 48	APIRG: 48
RASG-APAC: 39	APANPIRG: 39
RASG-EUR: 56	EANPG: 55
(NATSPG)	NATSPG: 9
RASG-MID: 15	MIDANPIRG: 15

Table C-2:

CATEGORIZATION OF 2017 PARTICIPATION¹

	APANPIRG	RASG - APAC	APIRG	RASG - AFI	EANPG ²	NATSPG ³	RASG - EUR	MIDANPIRG	RASG –MID (Not yet reviewed by ANC)	RASG - PA
State participation from within the region – regulator	25 (99)	20 (47)	38	31	27 (49)	7 (12)	27 (49)	13	30	No meeting
State participation from within the region – service provider (ANSP & aerodrome operators)	13 (32)	4 (26)	10	10	16 (29)	8 (18)	16 (29)	52	16	No meeting
States from outside the region	2 (7)	2 (4)			1 (4)	0	1 (4)	1	2	No meeting
International organizations	6 (24)	8 (14)			10 (19)	4 (6)	10 (19)	14	10	No meeting
Industry	0	1 (1)			3 (3)	1 (1)	3 (3)	0	0	No meeting

No AFI meetings in 2016

— END —

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

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

³ The NAT SPG has nine Member States but only one (Iceland) is geographically located in the NAT Region. The information provided in the table refers to the NAT SPG members. The NAT Region does not have a dedicated RASG, but all safety-related activities assumed by the RASGs are embedded in the work programme of the NAT SPG.