



International Civil Aviation Organization

**Thirteenth Meeting of the APANPIRG ATS/AIS/SAR Sub-Group
(ATS/AIS/SAR/SG/13)**

Bangkok, Thailand, 23 – 27 June 2003

- Agenda Item 2: Review the APANPIRG/13 Report and subsequent ANC/Council Actions with respect to ATS/AIS/SAR issues**

APANPIRG/13 REPORT AND ANC/COUNCIL ACTIONS

(Presented by the Secretariat)

SUMMARY

This paper presents the Conclusions and Decisions with respect to ATS/AIS/SAR matters agreed to at the APANPIRG/13 Meeting and, where appropriate, actions taken by the Air Navigation Commission (ANC) and the ICAO Council.

1. INTRODUCTION

1.1 APANPIRG/13, held in Bangkok, Thailand, 9 – 13 September 2002, reviewed the ATS/AIS/SAR/SG/12 report and adopted the draft decisions and draft conclusions developed by the Sub-Group. The Air Navigation Commission and the ICAO Council reviewed the APANPIRG/13 report.

2. DISCUSSION

2.1 Following each APANPIRG meeting, the report of the APANPIRG is reviewed by ICAO's Air Navigation Commission (ANC) and subsequently by the ICAO Council. During these reviews, the ANC and Council note the report, make comments thereon and provide guidance to the APANPIRG as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained in the report, since the follow-up to some conclusions may require approval by the ANC or Council.

2.2 Follow-up actions by the ICAO Secretariat on APANPIRG conclusions and decisions are then guided by the outcome of the ANC and Council actions described above. Such action will be discussed under other Agenda Item.

2.3 The ANC referred the APANPIRG/13 Report to its Working Group on Regional Plans (WG/RPL) for detailed review. The WG/RPL reviewed the APANPIRG/13 Report on 27 November 2002, and submitted its views thereon to the ANC for consideration on 30 January 2003. The ANC noted the APANPIRG/13 Report and took specific action on certain conclusions therein, as shown in the Appendix to this paper. The following are the highlights of the ANC's review:

Matters related to ATS/AIS/SAR matters (Agenda Item 2.1)

- a) RVSM – The Commission appreciated the preparatory work in hand, such as the assessment of mountain wave activity, publication of the Aeronautical Information Circular (AIC) by States before 27 November 2002, operator readiness and safety evaluation, etc. In relation to RVSM phraseologies (Conclusion 13/1), the Commission noted that the Secretariat had already commenced the work on an amendment to the PANS-ATM to incorporate applicable RVSM phraseologies to support RVSM implementation worldwide.
- b) NOTAM and NOTAM checks (Conclusion 13/2), the Commission was apprised of the fact that Amendment 32 to Annex 15 –*Aeronautical Information Services*, presently being processed, already contains a proposal that is addressing NOTAM check list and that, following the adoption of Amendment 32, the Secretariat would publish a new edition of the *Aeronautical Information Service Manual* (Doc 8126) with the guidance material covering the subject.
- c) AIS - Development of guidance material for operating procedures for AIS dynamic data and use of Internet (Conclusion 13/3), the Commission noted the intent of the Secretariat to develop guidelines for the operational use of the Internet by States to access and /or disseminate various categories of aeronautical information (such as WAFS products, OPMET data, AIS information).
- d) EMARSSH - The Commission was pleased to note that the Europe, Middle East, Asia Route Structure South of Himalayas (EMARSSH) project, which entailed restructuring of international ATS routes taking into account RNP/RNAV and RVSM implementation, was commissioned effective 28 November 2002.
- e) Protected frequency (Conclusion 13/7) - The Commission noted that a regional agreement did not exist concerning a protected frequency for in-flight broadcasting in the Asia/Pacific Region and called upon the Secretary General to take appropriate action.
- f) Contingency Plans – (Conclusion 13/8) - The Commission will submit to the Council, during its 168th Session amendments to Annex 11 — *Air Traffic Services* and Annex 15 with an applicability date of 27 November 2003 concerning the development and promulgation of contingency plans.
- g) AIDC (Decision 13/9) - The Commission noted that the Operational Data Link Panel (OPLINKP) had already initiated the development of a comprehensive amendment to the PANS-ATM and the *Manual of Air traffic Services Data Link Applications* (Doc 9694) concerning ATS interfacility data communications (AIDC).

Matters related to meteorology (Agenda Item 2.2)

- h) D-VOLMET/SIGMET (Conclusion 13/29) - The Commission agreed that the introduction of VOLMET through a very high frequency (VHF) data link would be the most appropriate way to overcome the capacity problem of the voice VOLMET and thus include the SIGMET information in VOLMET.

**Matters related to the implementation of CNS/ATM systems
(Agenda Item 3)**

- i) FANS Action Team (Conclusion 13/47) - the Commission welcomed the initiative of APANPIRG to reconvene the FANS action team to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis.

Deficiencies in the air navigation field (Agenda Item 4)

- j) Deficiencies (Conclusion 13/46) - The Commission expressed appreciation for the initiative of APANPIRG in setting up a separate task force to develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies.

2.4 Following the ANC action, the Council, on 19 February 2003, considered the APANPIRG/13 Report on the basis of the ANC report, and took specific actions on certain conclusions therein, as shown in the Appendix to this paper. The following are the highlights of the Council's review:

- a) The Council noted the APAPNPIRG/13 Report and the report of the Commission thereon as contained in C-WP/11957;
- b) The Council noted the summary of the situation in the Asia/Pacific Regions as indicated in Appendix A to C-WP/11957;
- c) The Council noted the specific action taken by the Commission, under delegated authority, on conclusions as indicated in Appendix B to C-WP/11957; and
- d) The Council took specific action on the conclusions of the meeting as proposed in Appendix B to C-WP/11957.

2.5 The Council also expressed its appreciation for the leadership of APANPIRG in the development of air navigation infrastructure in the Asia/Pacific regions by citing the regional projects such as EMARSSH and RVSM.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the Conclusions and Decisions of APANPIRG/13 and the specific action taken by the Air Navigation Commission and the Council as shown in the Appendix to this paper.



INTERNATIONAL CIVIL AVIATION ORGANIZATION

C-WP/11957
6/02/03

COUNCIL — 168TH SESSION

2453rd Report to Council by the President of the Air Navigation Commission

Subject No. 14.4: Air navigation meetings

REVIEW OF THE REPORT OF THE THIRTEENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)

(ANC Task No. RAO-9104)

SUMMARY

The Air Navigation Commission hereby presents its review of the report of the APANPIRG/13 Meeting. Appendix A to this paper provides a summary of the current situation in the Asia/Pacific Regions pertaining to the planning and implementation of air navigation facilities and services. Appendix B to this paper contains the Commission's proposals for action by the Council and records action taken by the Commission, under delegated authority, on certain conclusions of the meeting.

Action by the Council is in paragraph 3.

REFERENCES

- *AN-WP/7799
- AN-WP/7779
- *AN Min. 162-5
- *C-WP/11823
- Annex 3 — Meteorological Service for International Air Navigation
- Annex 10 — Aeronautical Telecommunications Volume III
- Annex 11 — Air Traffic Services
- Annex 15 — Aeronautical Information Services
- Procedures for Air Navigation Services — Air Traffic Management (Doc 4444)
- Regional Supplementary Procedures (Doc 7030)
- Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization* (Doc 7475)
- Aeronautical Information Services Manual* (Doc 8126)
- Air Navigation Plan — Asia and Pacific Region* (Doc 9673)
- Manual of Air Traffic Services Data Link Applications* (Doc 9694)
- *APANPIRG/13 Report
- State letter EC 2/50-02/75 dated 26 July 2002

*Principal references

1. INTRODUCTION

1.1 The thirteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/13) was held in Bangkok, Thailand from 9 to 13 September 2002. It was attended by eighty participants from twenty-four States and four international organizations. The Air Navigation Commission referred the APANPIRG/13 Report and the associated air navigation working paper to its Working Group on Regional Plans (WG/RPL) for review. The WG/RPL reviewed the report on 27 November 2002 and submitted its views thereon to the Commission in AN- WP/7799, which was reviewed by the Commission (162-5) on 30 January 2003. A summary of the current situation in the Asia/Pacific Regions pertaining to the planning and implementation of air navigation facilities and services is in Appendix A. The Commission's comments and proposals for action by the Council on the conclusions of the meeting, as well as action taken by the Commission under delegated authority, are outlined in Appendix B to this working paper. With regard to the conclusions and decisions of the meeting which are not reflected in Appendix B hereto, follow-up action will be taken by the Secretary General in accordance with established practice.

1.2 In order to facilitate discussions, reference was made to C-WP/11823 pertaining to the report on global and regional developments in the modernization of air navigation systems. Mr. Wong Woon Liong, DGCA, Singapore was elected as Chairman of APANPIRG.

2. DISCUSSION

2.1 In reviewing the report of the meeting, the Commission noted that APANPIRG, with the assistance of its contributory bodies, had examined the air navigation matters of the Asia/Pacific Regions with the aim of improving the planning for air navigation facilities, services and procedures in the region, as well as fostering their implementation.

2.2 Matters related to ATS/AIS/SAR matters (Agenda Item 2.1)

2.2.1 In relation to implementation of reduced vertical separation minimum (RVSM) in the Bay of Bengal and beyond (paragraph 2.1.19 of the report refers) effective from 27 November 2003, the Commission appreciated the preparatory work in hand such as the assessment of mountain wave activity, publication of the Aeronautical Information Circular (AIC) by States before 27 November 2002, operator readiness and safety evaluation, etc. The Commission noted that, as a part of interregional harmonization, RVSM in the Bay of Bengal and beyond is planned to be implemented in conjunction with the planned implementation in the Middle East Region on 27 November 2003. This would not only improve the availability of efficient cruising levels and reduce ground delays for flights from Asia to Europe south of the Himalayas, but would also provide an end-to-end Asia/Europe RVSM environment through the Middle East, without transition areas.

2.2.2 Continuing the discussion on RVSM and referring to Conclusion 13/1 regarding inclusion of phraseologies related to RVSM operations in the *Regional Supplementary Procedures* (Doc 7030), the Commission recognized the importance of having common RVSM phraseologies for global applications incorporated into the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444). It was noted that the Secretariat had already commenced the work on an amendment to the PANS-ATM to incorporate applicable RVSM phraseologies to support RVSM implementation worldwide. The Commission specifically included Conclusion 13/1 in Appendix B hereto.

2.2.3 With regard to Conclusion 13/2 concerning development of procedures relating to multi-part NOTAM and NOTAM checks, the Commission was apprised of the fact that Amendment 32 to Annex 15 - *Aeronautical Information Services*, presently being processed, already contains a proposal that is addressing NOTAM check list and that, following the adoption of Amendment 32, the Secretariat would publish a new edition of the *Aeronautical Information Service Manual* (Doc 8126) with the guidance material covering the subject. Consequently, the Commission requested the Secretary General as shown in Appendix B, to take this into account when updating the Doc 8126. In respect of the multi-part NOTAM, once the additional consultation with States is completed, appropriate amendment to Annex 15 will be prepared for adoption in 2004 and Doc 8126 will be updated accordingly.

2.2.4 In relation to Conclusion 13/3 concerning the development of guidance material for operating procedures for AIS dynamic data and use of Internet, the Commission was informed that although regional initiatives are encouraged, the Secretariat must ensure that they do not conflict with global requirements. As far as use of Internet is concerned, the Commission noted the intent of the Secretariat to develop guidelines for the operational use of the Internet by States to access and /or disseminate various categories of aeronautical information (such as WAFS products, OPMET data, AIS information). The Commission specifically included Conclusion 13/3 in Appendix B hereto.

2.2.5 The Commission was pleased to note that the Europe, Middle East, Asia Route Structure South of Himalayas (EMARSSH) project, which entailed restructuring of international ATS routes taking into account RNP/RNAV and RVSM implementation, was commissioned effective 28 November 2002. The new route structure would gain benefits in terms of safety, efficiency and capacity enhancements.

2.2.6 The Commission noted that a regional agreement did not exist concerning a protected frequency for in-flight broadcasting in the Asia/Pacific Region. Recent events have shown the need for every region to be ready with a protected frequency for contingency use. Recognizing the advantages of using the same frequency for both Traffic Information Broadcasts by Aircraft (TIBA), as well as In-flight Broadcast Procedure (IFBP) in any contingency, the Commission supported Conclusion 13/7 (adoption of a regionally protected frequency for TIBA) and called upon the Secretary General, as reflected in Appendix B, to take appropriate action.

2.2.7 With reference to Conclusion 13/8 which invited States to develop contingency plans, the Commission will submit to the Council, during its 168th Session amendments to Annex 11 — *Air Traffic Services* and Annex 15 with an applicability date of 27 November 2003 concerning the development and promulgation of contingency plans. The Commission specifically included Conclusion 13/8 in Appendix B hereto.

2.2.8 In relation to Decision 13/9 (AIDC Review Task Force), the Commission noted that the Operational Data Link Panel (OPLINKP) had already initiated the development of a comprehensive amendment to the PANS-ATM and the *Manual of Air traffic Services Data Link Applications* (Doc 9694) concerning ATS interfacility data communications (AIDC). This work includes review of existing guidance contained in Doc 9694 and the regional AIDC interface control documents (ICD), as well as an evaluation of the definition of the AIDC messages, their use and the data fields included within them. This amendment to the PANS-ATM would facilitate the amendment process at the regional ICD level. The Commission specifically included Decision 13/9 in Appendix B hereto.

2.3 Matters related to communications/navigation/surveillance (Agenda Item 2.2)

2.3.1 The Commission noted that the technical and planning documents had been developed by APANPIRG so as to provide guidance to States on the implementation of the aeronautical telecommunication network (ATN) with initial focus on the ground-ground element such as the ATS message handling systems (AMHS) (Conclusions 13/14, 13/15 and 13/16 refer).

2.3.2 With regard to Conclusion 13/18, relating to the revision of a regional strategy for the provision of precision approach landing guidance systems and GNSS capability in the ASIA/PAC Regions, the Commission, while recognizing that the strategy was a living document, noted that APANPIRG had updated and aligned its strategy in response to recent developments.

2.3.3 The Commission, appreciating the efforts of APANPIRG in establishing a multidisciplinary task force to conduct a study for the selection of ADS-B link for use in the Asia/Pacific regions (Conclusion 13/19 refers), agreed as indicated in Appendix B, to invite the Secretary General to monitor task force developments and encourage States to participate in studies to select an ADS-B link, taking into account cost/benefit analyses.

2.3.4 With reference to adherence of 24-bit aircraft address allocation procedures, the Commission endorsed Conclusion 13/20 and requested, as shown in Appendix B, the Secretary General to remind States of the requirements to maintain aircraft address allocation in accordance with ICAO provisions in Annex 10 — *Aeronautical Telecommunications, Volume III*.

2.3.5 On the subject of protection of the aeronautical frequency spectrum, the Commission noted the efforts of the region in addressing this issue in a number of fora, such as meetings of Directors General of Civil Aviation and Asia-Pacific Telecommunity (APT) regional preparatory meetings. However, as the frequency bands allocated to aviation use were highly attractive to commercial users, the Commission reiterated the need for the civil aviation community to continue to remain vigilant in safeguarding the aeronautical interest. In this connection, the Commission recommended, as shown in Appendix B, that the Council note Conclusion 13/21, concerning preparations for the forthcoming International Telecommunication Union (ITU) World Radiocommunication Conference 2003 (WRC-2003) and urge States to participate at various levels in different fora to provide support for the ICAO position.

2.3.6 The Commission noted that APANPIRG had expressed difficulties in understanding requirements for filing differences due to various factors such as a lack of clear understanding of the ICAO provision in relation to the national practice due to the language problem and complexity of ICAO provisions. In this regard, the Commission supported Conclusion 13/23 (Process of review and notification of difference) and recommended, as indicated in Appendix B, that the Council note and invite the Secretary General to encourage States to establish effective procedures for implementation of SARPs and notification of differences to Annexes in a timely and comprehensive manner. Furthermore, the regional office could assist States in terms of explaining the content and implication of ICAO provisions.

2.4 Matters related to meteorology (Agenda Item 2.2)

2.4.1 With regard to Conclusion 13/26, relating to the Asia/Pacific World Area Forecast System (WAWS) transition plan and procedures, the Commission noted that APANPIRG had updated it to reflect new developments including the changes to the timetable for achieving the final phase of WAWS.

2.4.2 The Commission agreed that the introduction of VOLMET through a very high frequency

(VHF) data link would be the most appropriate way to overcome the capacity problem of the voice VOLMET and thus include the SIGMET information in VOLMET. Furthermore, the Commission supporting Conclusion 13/29, requesting States to implement VOLMET data link service (D-VOLMET) to permit suitably equipped aircraft to receive timely SIGMET information amongst other requisite meteorological information, specifically included it in Appendix B hereto for action by the Secretariat.

2.4.3 Sharing the concern expressed by APANPIRG, the Commission supported the proposal to hold a joint seminar between ICAO and the World Meteorological Organization (WMO) to provide training on the quality assurance in the provision of meteorological services to aviation in the ASIA/PAC Region during 2003 (Conclusion 13/32 refers). Since, in accordance with the *Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization* (WMO) (Doc 7475), WMO is the Organization responsible for the qualifications of meteorological personnel engaged in the provision of meteorological service for international air navigation, the Commission agreed that this conclusion should be addressed to WMO. Consequently, the Commission included Conclusion 13/32 in Appendix B for action by the Council.

**2.5 Matters related to other air navigation matters
(Agenda Item 2.4)**

2.5.1 The Commission noted that APANPIRG reviewed the statement of Basic Operational Requirements and Planning Criteria (BORPC) in relation to the meteorological (MET) part so as to reflect the changes as a result of the closure of the Regional Area Forecast Centres (RAFCs) and new provisions in regard to the exchange of operational meteorological (OPMET) data included in Amendment 72 of Annex 3 — *Meteorological Service for International Air Navigation* that became applicable on 1 November 2001 (Conclusion 13/35 refers). Recognizing that the last revision of BORPC was conducted on 17 June 1999 in connection with CAR/SAM/3 RAN Meeting and that the ATM operational concept would be considered during the Eleventh Air Navigation Conference (AN Conf/11), the Commission noting Conclusion 13/35, called upon the Secretariat, as shown in Appendix B hereto, to initiate the task of revising the BORPC immediately after the completion of the AN Conf/11 in October 2003.

2.5.2 The Commission supporting Conclusion 13/36 regarding aerodrome certification requested the Secretary General, as indicated in Appendix B, to remind States to take appropriate steps to establish the necessary legislation and regulatory procedures needed for certification of aerodromes.

2.5.3 The Commission noted that the work of the regional Traffic Forecasting Groups (TFGs) has been expanding continuously over the past several years based on the needs determined by the respective planning and implementation regional groups (PIRGs). It was recalled that the TFGs were created to facilitate the requirements of the PIRGs, but in practice the vast majority of the work in some of the TFGs was being carried out by the Secretariat. While some of the demands have been accommodated, all new requests for data cannot be met without additional resources and expertise provided by States, or additional funding to the Secretariat. The Commission agreeing with the views of APANPIRG on the need for adequate resources for TFGs (Conclusion 13/37 refers) requested the Council, as reflected in Appendix B, to note this Conclusion and urge States of Asia/Pacific regions to provide adequate resources for the TFG, which should include the designation of suitable experts to participate in the development of forecasts and regularly attend TFG meetings along with the provision of data and other information required for the development of forecasts. In this regard, the Commission noted that consequent to Council's decision (C-DEC 166/7), State letter EC 2/50-02/75 dated 26 July 2002 was sent out urging States to provide adequate resources for TFGs.

**2.6 Matters related to the implementation of CNS/ATM systems
(Agenda Item 3)**

2.6.1 The Commission noted that APANPIRG reviewed a plan that was developed to establish a Regional Airspace Safety Monitoring Agency (RASMA) and its funding mechanism. With regard to the new provisions in Annex 11 and the PANS-ATM which calls for establishment of safety management programmes by the States, the Commission shared the view that many States may have difficulty in meeting this requirement. The Commission noted that APANPIRG had held a lengthy discussion on the role of an agency such as RASMA in providing safety monitoring services vis-à-vis a State's responsibility for the airspace under its authority. The Commission, concurring with APANPIRG's decision to continue its work in developing RASMA (Conclusion 13/45 refers), requested the Secretary General, as shown in Appendix B, to monitor the regional developments and formulate a uniform approach for global harmonization for establishing regional safety monitoring arrangements through consultative meetings with regional bodies.

2.6.2 With reference to Conclusion 13/47, the Commission welcomed the initiative of APANPIRG to reconvene the FANS action team to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis. The Commission agreed to include this Conclusion in Appendix B hereto.

2.7 Deficiencies in the air navigation field (Agenda Item 4)

2.7.1 The Commission noted that APANPIRG had analysed and updated the Asia/Pacific regional table of deficiencies. The Commission expressed disappointment that many deficiencies continued to persist for a number of years, particularly in the field of aerodrome operations. In this connection, the Commission agreed with the view of APANPIRG on the need for the Asia/Pacific Regions to develop a safety analysis that would result in allocation of appropriate priority in addressing deficiencies, taking into account associated risk factors (paragraph 4.7 of the meeting report refers). Furthermore, the Commission noted that the approach adopted by APANPIRG in fact reflects ANC main objective 4.3 for 2003. In this regard the Commission appreciated the initiative of APANPIRG in setting up a separate task force to develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology (Conclusion 13/46 refers). The Commission specifically included this conclusion in Appendix B for action by the Secretariat.

3. ACTION BY THE COUNCIL

3.1 The Council is invited to:

- a) note the APANPIRG/13 Report and the report of the Commission thereon as contained in this paper;
- b) note the summary of the situation in the Asia/Pacific Regions as indicated in Appendix A;

- c) note the specific action taken by the Commission, under delegated authority, on conclusions as indicated in Appendix B; and
- d) take specific action on the conclusions of the meeting as proposed in Appendix B hereto.

Daniel Galibert
President
Air Navigation Commission

APPENDIX A

SUMMARY OF THE CURRENT SITUATION IN THE ASIA/PACIFIC REGIONS PERTAINING TO PLANNING AND IMPLEMENTATION OF AIR NAVIGATION FACILITIES AND SERVICES

With a view to facilitating the review of the report of the thirteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group, the major developments in the field of Air Navigation in the Asia/Pacific Regions are summarized as follows:

- 1) As a part of RVSM introduction in Western Pacific/South China Sea, on 21 February 2002, Phase I was implemented in the airspace of Phnom Penh, Kuala Lumpur, Kota Kinabalu, Manila, Singapore, Bangkok, Ho Chi Minh FIRs; and on N892 (within the oceanic airspace of the Sanya AOR). The implementation of Phase 2 in the following airspace of Hong Kong, Bali, Jakarta, Ujung Pandang, Vientiane, Ha Noi FIRs and in the rest of the oceanic airspace of the Sanya AOR was completed on 31 October 2002.
- 2) The final phase of preparatory work is in progress for the implementation of RVSM in the Bay of Bengal and beyond in conjunction with planned implementation in the Middle East Region (in order to realize the end-to-end seamless RVSM operation between Asia/Middle East/Europe/South of Himalayas) with a target date of 27 November 2003.
- 3) The amendment to the ICAO Asia/Pacific Air Navigation Plan (Doc 9673) concerning realignment of the common Nadi/Auckland Oceanic FIR boundary, which was approved by the Council, was implemented on 8 August 2002.
- 4) To gain benefits in terms of safety, efficiency and capacity enhancements, the EMARSSH (Europe, Middle East, Asia Route Structure South of Himalayas) project, which entails restructuring of international ATS routes, taking into account RNP/RNAV and RVSM implementation, was established in 2000. The project involved intensive consultations with 32 States and International organizations as well as the Middle East and European Regions. Essential to the successful conclusion of the project was effective civil/military coordination carried out by many of the States. This revised ATS route structure was commissioned effective 28 November 2002.
- 5) On the subject of protection of the aeronautical frequency spectrum, the region is addressing this issue in a number of fora, such as meetings of Directors General of Civil Aviation and Asia Pacific Telecommunity (APT) regional preparatory meetings.
- 6) Support was provided as a part of the ICAO technical cooperation project to Afghanistan for normalization and restructuring of civil aviation operations in the country.

- 7) The Asia/Pacific regional plan for CNS/ATM systems has been reviewed and updated. It includes new timelines as provided by States and a number of editorial corrections so as to align it with the Global Air Navigation Plan for CNS/ATM systems.
 - 8) Arrangements for establishing an airspace system performance monitoring structure and funding mechanism for the Asia/Pacific Region, so as to assist States to meet ICAO provisions in *Annex 11* and to centralize monitoring activities in the region, has progressed considerably and continues to be an ongoing task of the APANPIRG.
 - 9) The deficiencies of the Asia/Pacific Regions were reviewed and addressed as a part of APANPIRG's work programme. To expedite the process in resolving the deficiencies, a dedicated task force has been established.
 - 10) Environmental issues have been discussed with emphasis on the benefits accrued as a result of CNS/ATM systems implementation. ICAO's efforts in evaluating regional benefits and its plan to conduct a series of regional workshops was supported.
 - 11) The agenda for the upcoming Eleventh Air Navigation Conference was reviewed and it was agreed to develop regional input for the conference.
 - 12) A multidisciplinary task force has been established to conduct a study for the selection of ADS-B link for use in the Asia/Pacific region, taking into account cost/benefit analyses.
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APPENDIX B

APANPIRG CONCLUSIONS/DECISIONS CONSIDERED FOR SPECIFIC ACTION BY THE AIR NAVIGATION COMMISSION AND/OR COUNCIL

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/1	2.1-7	ANC	<p>Inclusion of phraseologies related to RVSM operations in the ICAO Regional Supplementary Procedures (Doc 7030) for the Asia and Pacific Regions</p> <p>Noted the conclusion and that the Secretariat had already commenced the work on an amendment to the PANS-ATM to incorporate applicable RVSM phraseologies to support RVSM implementation worldwide.</p>
13/2	2.1-12	ANC	<p>Development of procedures relating to multi-part NOTAM and NOTAM checks by NOTAM</p> <p>Noted the conclusion and requested the Secretary General to take this into account when updating the <i>Aeronautical Information Services Manual</i> (Doc 8126).</p>
13/3	2.1-13	ANC	<p>Guidance Materials concerning the operating procedures for AIS dynamic data (OPADD) and the use of the Internet for information transfer as Chapters 3 and 4 respectively of the Guidance Manual for AIS in the Asia/Pacific Region</p> <p>Noted the conclusion and that the Secretariat was developing a proposal for the development of guidelines for the operational use of the Internet by States to access and/or disseminate various categories of aeronautical information.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/7	2.1-31	ANC	<p>Adoption of a regionally protected frequency for Traffic Information Broadcasts by Aircraft (TIBA)</p> <p>Noted the conclusion and requested the Secretary General to take appropriate action.</p>
13/8	2.1-34	ANC	<p>Contingency Planning</p> <p>Noted the conclusion and that the Commission will submit to the Council, during its 168th Session, amendments to Annexes 11 and 15 with an applicability date of 27 November 2003 concerning the development and promulgation of contingency plans.</p>
13/9	2.1-35	ANC	<p>ATS interfacility data communications (AIDC) Review Task Force</p> <p>Noted the decision and that the OPLINKP had already initiated the development of a comprehensive amendment to the PANS-ATM and the <i>Manual of Air traffic Services Data Link Applications</i> (Doc 9694) concerning AIDC which would facilitate the amendment at the regional interface control document (ICD) level.</p>
13/19	2.2-12	ANC	<p>ADS-B study and implementation task force</p> <p>Noted the conclusion and requested the Secretary General to monitor task force developments and encourage States to participate in studies to select an ADS-B link, taking into account cost/benefit analyses.</p>
13/20	2.2-12	ANC	<p>24-bit aircraft address</p> <p>Noted the conclusion and requested the Secretary General to remind States of the requirements to maintain aircraft address allocation in accordance with ICAO provisions in Annex 10 — <i>Aeronautical Telecommunications, Volume 111</i></p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/21	2.2-13	C	<p>Preparation for World Radiocommunication Conference – 2003 (WRC 2003)</p> <p>Noted the conclusion and requested the Secretary General to continue encouraging the States to participate at various levels in different fora to provide support for the ICAO position at the forthcoming WRC-2003 so as to protect aeronautical frequency spectrum.</p>
13/23	2.2-16	C	<p>Process of review and notification of difference</p> <p>Noted the conclusion and invited the Secretary General to encourage States to establish procedures for implementation of SARPs and notification of differences to Annexes in a timely and comprehensive manner.</p>
13/29	2.2-21	ANC	<p>Inclusion of SIGMET in VOLMET</p> <p>Noted the conclusion and requested the Secretary General to encourage States to implement VOLMET data link service (D-VOLMET) to permit suitably equipped aircraft to receive timely SIGMET information amongst other requisite meteorological information.</p>
13/32	2.2-23	C	<p>Quality Assurance (QA) Meteorological (MET) seminar for ASIA/PAC Region</p> <p>Noted the conclusion and recognizing that in accordance with the <i>Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization</i> (WMO) (Doc 7475) this conclusion should be addressed to WMO, requested the Secretary General to invite WMO to arrange, in coordination with ICAO, training on quality assurance for provision of meteorological services to aviation in the ASIA/PAC Region.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/35	2.4-1	ANC	<p>Amendment to the Statement of Basic Operational Requirements and Planning Criteria (BORPC)</p> <p>Noted the conclusion and recognizing that the last revision of BORPC was conducted on 17 June 1999 in connection with the CAR/SAM/3 RAN Meeting and that the air traffic management (ATM) operational concept would be considered during the Eleventh Air Navigation Conference (AN Conf/11), requested the Secretary General to initiate the task of revising the BORPC immediately after the completion of AN Conf/11 in October 2003.</p>
13/36	2.4-2	ANC	<p>Aerodrome Certification</p> <p>Noted the conclusion and requested the Secretary General to remind States to take appropriate steps to establish the necessary legislation and regulatory procedures needed for certification of aerodromes.</p>
13/37	2.4-2	C	<p>Need for Adequate Resources for Traffic Forecasting Groups (TFGs)</p> <p>Noted the conclusion and requested the Secretary General to encourage States to provide adequate resources for the TFGs and urge States to provide data and other information required for the development of forecasts.</p>
13/45	3-19	ANC	<p>Continuation of the work of the Asia Pacific Airspace Safety Monitoring (APASM) Task Force to develop a Regional Airspace Safety Monitoring Agency (RASMA) for the Asia/Pacific Region</p> <p>Noted the conclusion and requested the Secretary General to monitor the regional developments and formulate an uniform approach for global harmonization of regional safety monitoring arrangements through consultative meetings with regional bodies.</p>

Report Reference		Action by Council/ANC	Proposed Action
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13/46	4-2	ANC	<p>Establishment of a Task Force on Deficiencies in the Air Navigation Field</p> <p>Noted the decision and requested the Secretary General to extend this approach to other regions so as to develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology.</p>
13/47	Corrigendum No. 1	ANC	<p>Key priorities for CNS/ATM implementation</p> <p>Noted the conclusion and that the FANS action team has been reconvened to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis.</p>

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