



*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

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**Agenda Item 3: Review and progress the tasks assigned to the ATS/AIS/SAR/SG by APANPIRG**

**REVISION OF GUIDANCE MATERIALS ON CNS/ATM**

(Presented by the Secretariat)

**SUMMARY**

This paper presents for review by the meeting the Guidance Material on CNS/ATM Operations in the Asia/Pacific Region and action items for the revision of the Guidance Material by APANPIRG/13 together with ICAOHQ's analysis to the document.

**1. INTRODUCTION**

1.1 The Guidance Material on CNS/ATM Operations in the Asia/Pacific Region was developed by APANPIRG to make available to all States the information which has been accumulated during the initial introduction of CNS/ATM systems in the South Pacific and to facilitate standardization of CNS/ATM operational procedures throughout the region.

1.2 The Guidance Material on CNS/ATM Operations in the Asia/Pacific Region – Issue 1 July 1997 was distributed to States on 22 December 1997.

**2. DISCUSSION**

2.1 The Guidance Material on CNS/ATM Operations in the Asia/Pacific Region is at Appendix A, the Action Items for the Revision by APANPIRG/13 is at Appendix B and the ICAO Headquarters' analysis is at Appendix C.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to review the attachments and actions as appropriate.

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**Agenda Item 3: CNS/ATM Implementation and Related Activities**

**Revision of Guidance Material on CNS/ATM Operations in the Asia/Pacific Region**

3.3 The meeting was advised of the results of a review by ICAO requested by the Air Navigation Commission to ensure that the *Guidance Material on CNS/ATM Operations in the Asia/Pacific Region* was in accordance with the SARPs and PANS, and in particular with the procedures contained in Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management* (Doc 4444, PANS-ATM). The review emphasized the need to identify and highlight material that was included as a result of differences between the FANS-1/A implementation and the progress of ICAO panels in developing the operational and technical requirements for ATS data link applications, e.g. ADS and CPDLC. In this regard, the detailed technical analysis of the *Guidance Material* carried out found a significant number of anomalies in relation to the amendment referred to above, as well as amendments to Annex 10 — *Aeronautical Telecommunications, Volume II — Communication Procedures*.

3.4 In regard to material where differences in procedures may not be able to be aligned or removed for technical reasons (e.g. differences between the displayed text of CPDLC messages as contained in the PANS-ATM and those used as part of the FANS-1 and FANS-A packages), the meeting noted that an explanation should be provided as to why the *Guidance Material* did not specifically duplicate the procedures contained in another ICAO document. Also, the differences should be highlighted to the extent that, should a State agree to accept the guidance, the appropriate authority would be made aware of what the differences entailed. Such action would also support the Annex 15 — *Aeronautical Information Services* requirement for States to include in their AIPs a list of significant differences between the national regulations and practices of the State and the related SARPs and Procedures

3.5 ICAO had expressed some concern that increasing numbers of another level of guidance material, developed by informal ATC coordinating groups, were also being developed and published to advance standardized ATM procedures. These include the South Pacific Operations Manual (SPOM), the Indian Ocean Operations Manual (IOOM) and the North and Central Pacific Operations Manual (NCPOM). The meeting was informed that IPACG and ISPACG, who were responsible for the NCPOM and SPOM respectively, had agreed, due to the similarity of the material, to merge these two documents into a Pacific operations manual. The question was raised as to why this material could not be contained in the *Guidance Material*. The meeting was informed that the *Guidance Material* contained more stable longer term material, whereas the operations manual changed more frequently in light of experience gained in operations. Furthermore, the amendment process for the *Guidance Material* was considered to be too lengthy to meet user requirements for the operations manual.

3.6 The meeting recognized the importance of regional material being compatible with ICAO SARPs and PANS, and agreed that all such documents should be brought up to date to the extent possible and to clearly identify any differences in line with the advice given by ICAO. In regard to revising the *Guidance Material*, this task is on the work programme of the ATS/AIS/AIS Sub-Group. In referring this matter to the Sub-Group, the meeting included the action items suggested by ICAO contained in **Appendix A** to the Report on Agenda Item 3.

**ACTION ITEMS FOR THE REVISION OF THE GUIDANCE MATERIAL ON  
CNS/ATM OPERATIONS IN THE ASIA/PACIFIC REGION  
BY THE ATS/AIS/SAR SUB-GROUP**

- a) the need to amend the Guidance Material to align it with existing ICAO SARPs and procedures, as well as Amendment 1 to the PANS-ATM (applicability date 28 November 2002);
- b) where the guidance has been superseded by sufficient provisions in the Annexes and PANS-ATM and the guidance does not expand on applicable provisions, consider enhancement, expansion or removal of redundant guidance;
- c) differences between information contained in the Guidance Material and procedures contained in the PANS-ATM should be highlighted to the extent that, should a State agree to accept the guidance, the appropriate authority is made aware of what the differences entail. Such action would support the Annex 15 requirement for States to include in their Aeronautical Information Publications a list of significant differences between the national regulations and practices of the State and the related ICAO Standards, Recommended Practices and Procedures;
- d) if necessary, notify ICAO of those issues that should be advanced more appropriately in the form of international Standards, Recommended Practices and/or procedures or, in the event the issues are specifically regional and supplement existing ICAO Procedures, develop proposals for the amendment of the Regional Supplementary Procedures (Doc 7030); and
- e) develop a strategy to ensure that the regional guidance material remains aligned with the Annexes and PANS-ATM and, where global procedures are not available, a degree of transparency between State implementations, across FIR boundaries or even across regions can be observed.

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