



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/14)**

Bangkok, Thailand, 28 June – 2 July 2004

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**Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region**

**RESULTS OF THE ELEVENTH AIR NAVIGATION CONFERENCE (AN-CONF/11) 2003 -  
FOLLOW-UP ACTION TO BE TAKEN BY APANPIRG**

(Presented by the Secretariat)

**SUMMARY**

This working paper reports on the outcome of, and actions taken by, the Council of ICAO on the Eleventh Air Navigation Conference held in Montreal from 22 September to 3 October 2003. The Conference agreed to a number of recommendations which call for further follow-up works by ICAO, States, International organizations, CNS/ATM partners and Planning and Implementation Regional Groups (PIRGs).

**1. INTRODUCTION**

1.1 The Eleventh Air Navigation Conference (AN-Conf/11) was held at ICAO Headquarters in Montreal from 22 September to 3 October 2003 and was attended by 686 participants from 122 Contracting States and 24 observer delegations. The Conference, while focusing its attention on Global ATM systems, developed sixty-one recommendations covering a wide range of issues.

**2. DISCUSSION**

2.1 The Council of ICAO, on 10 March 2004 during the eleventh meeting of its 171<sup>st</sup> Session, approved the Report of AN-Conf/11. The Council, in confirming ICAO's role in the follow-up recommendations, called upon States, PIRGs and all the CNS/ATM partners to initiate necessary action on specific recommendations, as detailed in the attachment to the AN-Conf/11 report.

2.1 AN-Conf/11 made one recommendation to amend Annex 10 — *Aeronautical Telecommunications*, Volume I — *Radio Navigation Aids* and sixty recommendations on other matters related to its agenda.

2.2 In following up the recommendations of the AN-Conf/11, the ANC/Council/Secretariat considered that one of the first coordination efforts required by APANPIRG/15 will be to assign the tasks of developing implementation plans for the relevant recommendations.

2.3 Accordingly, the Future Directions Task Force meeting (FDTF/1, 17-19 May 2004, Bangkok, Thailand) reviewed the AN-Conf/11 recommendations in regard to the respective work areas allocated to the separate APANPIRG sub groups. In considering the allocation of

recommendations, it should be noted that the FDTF had prepared a recommendation to APANPIRG/15 that the CNS/ATM/IC Sub Group be dissolved and the work of this group that was not already covered by the other two sub groups be assigned to these sub groups. (Working paper 24 of the ATM/AIS/SAR/SG/14 meeting refers.). Consequently, the FDTF/1 meeting considered that particular AN-Conf/11 recommendations should be assigned to the respective sub groups and recorded this in terms of the draft decision outlined below:

**FDTF/1 Draft Decision 1/2 - Implementation of AN-Conf/11 Recommendations  
by APANPIRG**

That, the following recommendations of AN-Conf/11 be studied by the concerned Sub-Groups, and action be taken to implement them.

*Recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 4/4, 6/11 and 7/1: ATM/AIS/SAR/SG*

*Recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 6/11, 7/1 and 7/3: CNS/MET/SG*

*Recommendation 4/8: Deficiency Review Task Force (DRTF) (review completed as part of DRTF/2)*

2.4 AN-Conf/11 recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 4/4, 6/11 and 7/1 that pertain to the work of the ATM/AIS/SAR Sub Group are attached as Appendix A.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the outcomes of the AN Conf /11; and
- b) take action on the recommendations as proposed in the Appendix to this working paper.

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**RECOMMENDATIONS OF AN-CONF/11  
FOLLOW-UP ACTIONS BY ICAO/PIRGs/STATES/INTERNATIONAL ORGANIZATIONS (IOs)**

RECOMMENDATION		ACTION	
#	ITEM	BY ICAO/PIRGs/ STATES/IOs	ACTION/TASKS
<b>AGENDA ITEM 1: INTRODUCTION AND ASSESSMENT OF A GLOBAL AIR TRAFFIC MANAGEMENT (ATM) OPERATIONAL CONCEPT</b>			
1	<p><b>1/1 Endorsement of the global ATM operational concept</b></p> <p>That:</p> <p>a) ICAO, States and planning and implementation regional groups (PIRGs), consider the global ATM operational concept as the common global framework to guide planning for implementation of ATM systems and to focus all ATM development work;</p> <p>b) the global ATM operational concept be used as guidance for development of ICAO CNS/ATM related provisions;</p> <p>c) States with the support of the other members of the ATM community undertake work to validate the seven components in the global ATM operational concept;</p> <p>d) ICAO, States and PIRGs develop transition strategies for implementation of ATM systems based on the global ATM operational concept; and</p> <p>e) ICAO align its technical work programme to facilitate future work related to the global ATM operational concept</p>	<p>PIRGs/States/ IOs</p> <p>PIRGs/States/ IOs</p> <p>States/IOs</p> <p>PIRGs/States</p> <p>ICAO</p>	<p>re (a) and (b): Consider the global ATM operational concept as the common global framework and use as guidance for the planning and implementation of CNS/ATM systems.</p> <p>Validate the seven components in the global ATM operational concept.</p> <p>Develop transition strategies based on the global ATM operational concept.</p> <p>Secretary General to align its technical work accordingly.</p>

**APPENDIX A**

		RECOMMENDATION	ACTION	
	#	ITEM	BY ICAO/PIRGs/ STATES/IOs	ACTION/TASKS
10	1/10	<p><b>Status of the <i>Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)</i></b></p> <p>That States and planning and implementation regional groups (PIRGs) consider the <i>Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)</i> as a catalyst for change, providing a global safety and interoperability framework while allowing regional or local adaptation to efficiently meet regional and local needs.</p>	PIRGs/States/ IOs	To note the intent of the recommendation.
13	1/13	<p><b>Harmonization of air navigation systems</b></p> <p>That ICAO and the ATM community explore the possibility of developing a mechanism for implementing the interregional interface applications with a view to facilitating the harmonized implementation of air navigation systems giving rise to a global ATM system in an evolutionary fashion.</p>	PIRGs/States/ IOs	To identify interface issues and address them through appropriate interregional mechanism.

		<b>RECOMMENDATION</b>	<b>ACTION</b>	
	<b>#</b>	<b>ITEM</b>	<b>BY ICAO/PIRGs/ STATES/IOs</b>	<b>ACTION/TASKS</b>
<b>AGENDA ITEM 4: CAPACITY-ENHANCEMENT MEASURES</b>				
29	4/1	<p><b>Harmonization of air navigation systems between regions</b></p> <p>That ICAO:</p> <p>a) maintain, and develop further, a coordination mechanism between regions for planning and implementation of capacity-enhancing measures and ATM performance improvement between regions for a harmonized evolution aimed at enhancing aviation efficiency and safety;</p> <p>b) be systematically involved in any regional initiatives aiming at enhancing ATM capacity and performance; and</p> <p>c) urge States, who have not already done so, to establish national CNS/ATM coordination and implementation committees, with a point of contact to be made known to the respective ICAO Regional Office, so as to facilitate harmonized transition to CNS/ATM systems.</p>	<p>ICAO/PIRGs</p> <p>ICAO</p> <p>States</p>	<p>Develop further, a coordination mechanism between regions for a harmonized evolution aimed at enhancing aviation efficiency and safety.</p> <p>Noted.</p> <p>Establish national CNS/ATM coordination and implementation committees, with a point of contact to be made known to the respective ICAO Regional Office.</p>
30	4/2	<p><b>Investigation of performance-driven planning and implementation methods</b></p> <p>That States study the approach to planning and implementation commonly adopted by European States, with a view to the possible application of its elements in their respective regions.</p>	PIRGs/States	Study the approach to planning and implementation commonly adopted by European States, with a view to the possible application of its elements.
32	4/4	<p><b>Investigation and analysis of the “Single European Sky” approach to global harmonization</b></p> <p>That ICAO follow the progress of the “Single European Sky” project for possible use in other homogeneous regions or at the global level.</p>	ICAO/PIRGs	Follow the progress of the “Single European Sky” project for possible use in other homogeneous regions or at the global level.

**APPENDIX A**

		RECOMMENDATION	ACTION	
	#	ITEM	BY ICAO/PIRGs/ STATES/IOs	ACTION/TASKS
<b>AGENDA ITEM 6: AERONAUTICAL NAVIGATION ISSUES</b>				
51	6/11	<p><b>Amendment to the Global Plan — Navigation</b></p> <p>That:</p> <p>a) the <i>Global Air Navigation Plan for CNS/ATM Systems</i> (Doc 9750) be amended as shown in Appendix C to the report on Agenda Item 6; and</p> <p>b) updated CNS/ATM systems implementation time lines contained in Part II of the Global Plan be reviewed by the Regional Implementation Group and consolidated for incorporation in the next edition of the Global Plan.</p>	<p>ICAO</p> <p>PIRGs</p>	<p>Requested the Secretary General to take appropriate action.</p> <p>Update CNS/ATM systems implementation time lines contained in Part II of the Global Plan.</p>
<b>AGENDA ITEM 7: AERONAUTICAL AIR-GROUND AND AIR-TO-AIR COMMUNICATIONS</b>				
57	7/1	<p><b>Strategy for the near-term introduction of ADS-B</b></p> <p>That States:</p> <p>a) note that a common element in most of the approaches currently adopted for early implementation of ADS-B is the selection of the SSR Mode S extended squitter as the initial data link; and</p> <p>b) take into account this common element to the extent possible in their national and regional implementation choices in order to facilitate global interoperability for the initial introduction of ADS-B.</p>	<p>PIRGs/States</p> <p>PIRGs/States</p>	<p>To note.</p> <p>Take into account this SSR Mode S extended squitter as a common element in their national and regional implementation choices for the initial introduction of ADS-B.</p>