



International Civil Aviation Organization

**The Twelfth Meeting of the South East Asia ATS Coordination Group
(SEACG/12)**

Bangkok, Thailand, 3 – 6 May 2005

Agenda Item 5: Implementation of the new CNS/ATM systems in the region

APPROVAL OF AMENDMENT 4 TO THE PANS ATM

(Presented by the Secretariat)

SUMMARY

This paper notifies the recent approval of Amendment 4 to the *Procedures for Air Navigation Services - Air Traffic Management* (PANS-ATM, Doc 4444), with applicability from 24 November 2005.

1 INTRODUCTION

1.1 During February 2005, the ICAO Air Navigation Commission (ANC) reviewed proposed Amendment 4 to the *Procedures of Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) in light of comments from States and international organizations. The ANC approved the amendment for applicability on 24 November 2005. Subsequently, on 31 March 2005, the amendment was approved by the President of the Council on behalf of the Council in accordance with established procedures.

2 DISCUSSION

2.1 A State Letter (ref AN 13/2.1-05/51) notifying the approval of Amendment 4 of the PANS-ATM was issued on 29 April 2005, and is included as an **Attachment** to this paper. The State Letter describes the nature and scope of the amendments to the PANS-ATM.

2.2 States are invited by the Council to implement the amended provisions of the PANS-ATM on 24 November 2005. Attention is also drawn to the requirement for States to publish in AIP a list of any significant differences that will exist on 24 November 2005 between the amended provisions of PANS-ATM and State regulations and practices.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the nature and scope of PANS-ATM Amendment 4 for implementation on 24 November 2005; as described in the **Attachment** to this paper, and
- b) publish an up to date list in State AIP of significant differences that will exist from 24 November 2005 between the amended provisions of the PANS-ATM and State regulations and practices .

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Ref.: AN 13/2.1-05/51

29 April 2005

DRAFT

Subject: Approval of Amendment 4 to the PANS-ATM

Action required: Implementation of the amendment on 24 November 2005; b) Publication of any differences as of 24 November 2005

Sir/Madam,

1. I have the honour to inform you that the Air Navigation Commission, acting under delegated authority, at the sixth meeting of its 168th Session, on 15 February 2005, approved Amendment 4 to the *Procedures for Air Navigation Services — Air Traffic Management*, Fourteenth Edition (PANS-ATM, Doc 4444) for applicability on 24 November 2005. The amendment was approved on 31 March 2005 by the President of the Council on behalf of the Council in accordance with established procedure.
2. Amendment 4 stems from studies by the Secretariat with a view to updating current provisions to reflect technical advancements and evolving practices in States. The subjects are given in the amendment to the Foreword of the PANS-ATM, a copy of which is in the Attachment.
3. The nature and scope of the amendment to PANS-ATM are as follows:
 - a) an amendment has been made that allows for the use of vertical speed control between aircraft entering or established in the same holding pattern. This change was made to resolve an ambiguity between two paragraphs in the PANS-ATM;
 - b) flight crews are required to use true Mach number in airspace where the Mach number technique (MNT) is applied in the provision of longitudinal separation between aircraft. In some older aircraft and business jets, a correction needs to be applied to the displayed (indicated) Mach number. A change has been made in Chapter 5 to ensure that the true Mach number is used;
 - c) an amendment has been made to ensure that adequate obstacle clearance will exist when clearance is given by a radar controller to aircraft for a direct routing;

- d) the provisions regarding distress and urgency messages have been aligned with Annex 10 — *Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status*;
- e) in order to avoid duplication in Annex 3 — *Meteorological Service for International Air Navigation* and the PANS-ATM, as well as any future risk of misalignment of provisions in these documents, provisions were deleted from the PANS-ATM. Only the basic requirements for meteorological information that air traffic services should provide to aircraft are now retained;
- f) as part of a comprehensive effort to improve runway safety, the phraseology “TAXI TO HOLDING POSITION” has been changed to “TAXI TO HOLDING POINT” in the PANS-ATM, in order to avoid confusion with the non-ICAO phraseology “TAXI INTO POSITION AND HOLD” which continues to be used by some States and many pilots worldwide. As the “holding point” referred to in the revised phraseology is synonymous with “runway holding position” as used in Annex 14 — *Aerodromes*, a note has been added to the definition of “runway holding position” in Annex 2 — *Rules of the Air*, Annex 14 and the PANS-ATM to highlight the fact that, when used in radiotelephony phraseology, “runway holding point” refers to “runway holding position”;
- g) provisions for read-back of clearances and other safety-related information have been harmonized with those in Annex 11 — *Air Traffic Services*;
- h) to be consistent with the provisions concerning the use of conditional clearances, applicable phraseologies have been aligned and additional editorial amendments have been made for clarity and consistency in Chapter 12;
- i) editorial and/or consequential changes have been made throughout the document to harmonize the meteorological terminology to that used in Annex 3;
- j) an amendment has been made to unify global and regional communications failure and in-flight contingency procedures, taking advantage of new technologies and current knowledge in the application of these procedures. Simplifying the procedures and securing the highest practical degree of harmonization will facilitate operations and improve the safety of air navigation;
- k) in order to enhance the efficiency and safety of runway operations, an amendment has been made which specifies specific procedures for implementation of reduced runway separation minima and the circumstances under which such minima can be applied for global applicability;
- l) an amendment has been made to include procedures for the use of strategic lateral offsets in oceanic and remote continental airspace, as a safety measure to reduce the risk of collision in the event of loss of vertical separation. These procedures were designed to include offsets to mitigate the effects of wake turbulence of preceding aircraft. Strategic lateral offset procedures should be implemented on a regional basis after coordination among all States involved; and

m) the opportunity was also taken to clarify precisely when the pilot of an arriving or taxiing aircraft shall report that the runway has been vacated.

4. Copies of the interim edition of the amendment are being sent to you under separate cover. The interim edition contains the text as it was approved by the Council and is being sent to you pending the issue of the replacement pages for the PANS-ATM in which the amendment will be incorporated. The replacement pages are expected to be forwarded to you in August 2005. (new change 8.4.05)

5. In accordance with the decision of the 26th Session of the Assembly, I would like to bring to your attention the Organization's long-standing practice of providing documentation to States upon request. Accordingly, the relevant working papers on Amendment 4 to the PANS-ATM and corresponding minutes of the Air Navigation Commission proceedings can be made available. In light of the costs involved, however, only one copy of such documents will normally be provided.

6. Your Government is invited by the Council to implement the provisions of PANS-ATM as amended. In this connection, I draw your attention to the decision taken by the Council, on 1 October 1973, to discontinue the publication of differences in Supplements to the PANS documents and, instead, to request States to publish up-to-date lists of significant differences from PANS documents in their Aeronautical Information Publications.

7. May I, therefore, invite your Government to publish in your Aeronautical Information Publication a list of any significant differences which will exist on 24 November 2005 between the amended provisions of PANS-ATM and your national regulations and practices.

Accept, Sir/Madam, the assurances of my highest consideration.

Taïeb Chérif
Secretary General

Enclosure:

Amendment to the Foreword of the PANS-ATM

Under separate cover:

Interim edition of Amendment 4 to the PANS-ATM

AMENDMENT TO THE FOREWORD OF THE PANS-ATM, FOURTEENTH EDITION

Add the following at the end of Table A:

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject</i>	<i>Approved Applicable</i>
4	Secretariat	Definitions; meteorological information; special procedures for in-flight contingencies in oceanic airspace; reduced runway separation minima; air-ground communications failure procedures; phraseologies for use on and in the vicinity of the aerodrome.	31 March 2005 24 November 2005

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