



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 2: Review of APANPIRG/23 Meeting and DGCA Conference

**ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL
GROUP OUTCOMES**

(Presented by the Secretariat)

SUMMARY

This paper presents information relevant to the ATM/AIS/SAR Sub-group from the Twenty Second Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/23, Bangkok, Thailand, 10 to 14 September 2012).

This paper relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Global Plan Initiatives:

- GPI-1 Flexible use of airspace
- GPI-2 Reduced vertical separation minima
- GPI-3 Harmonization of level systems
- GPI-4 Alignment of upper airspace classifications
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness
- GPI-10 Terminal area design and management
- GPI-11 RNP and RNAV SIDs and STARs
- GPI-12 Functional integration of ground systems with airborne systems
- GPI-13 Aerodrome design and management
- GPI-14 Runway operations
- GPI-15 Match IMC and VMC operating capacity
- GPI-16 Decision support systems and alerting systems
- GPI-17 Data link applications
- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems
- GPI-20 WGS-84
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure
- GPI-23 Aeronautical radio spectrum

1. INTRODUCTION

1.1 The Twenty Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/23) was held in Bangkok, Thailand from 10 to 14 September 2012.

1.2 The meeting was attended by 118 participants from 26 Member States, 2 Special Administrative Regions of China and 5 International Organizations (CANSO, IATA, ICCAIA, IFALPA and IFATCA). APANPIRG/23 agreed to 41 Conclusions and 7 Decisions.

2. DISCUSSION

Performance Metrics

2.1 Regarding APANPIRG Conclusion 20/4, APANPIRG/23 noted that only one of the four Asia/Pacific Performance Metrics were within the scope of the ATM Sub-Group (Metric 1-RASMAG, Metric 2 and 3 – PBN/TF):

APAC Metric 4 - Average delays for departures at State's primary international airports for the busiest hour on a weekly basis.

2.2 In this connection, APANPIRG was invited to provide direction and comment on whether APAC Metric 4 was still appropriate, given the difficulty of receiving data of this nature, considering the workload, different operating parameters and potential sensitivity of data. APANPIRG agreed that it was appropriate for the new AOP/WG, which reported to the new ATM Sub-Group, to discuss how to manage this metric in the future.

South-East Asia Route Review Task Force Outcomes

2.3 The outcomes of the Sixth Meeting of the South-East Asia Route Review Task Force (SEA-RR/TF/6, Bangkok, 30 April 2012) were discussed. APANPIRG agreed to the following Decision:

Decision 23/ 3 – Dissolution of the Southeast Asia Route Review Task Force

That, the South East Asia Route Review Task Force (SEARR/TF), be dissolved and any on-going tasks be delegated to existing bi-lateral or multilateral groups as identified in the South East Asia Implementation Plan.

Bay of Bengal Reduced Horizontal Separation Task Force Outcomes

2.4 The Bay of Bengal Reduced Horizontal Separation Task Force (BOB-RHS/TF/7), Bangkok, 21 May 2012) report was presented to APANPIRG. APANPIRG agreed to the following Decision:

Decision 23/4 – Dissolution of the BOB-RHS/TF

That, the Bay of Bengal Reduced Horizontal Separation Task Force (BOB-RHS/TF) be dissolved and any outstanding tasks be delegated to South Asia/Indian Ocean ATM Coordination Group (SAIOACG).

South Asia/Indian Ocean ATM Coordination Group Outcomes

2.5 The Second Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/2, Bangkok, 22 to 25 May 2012) noted there had been difficulty in completing safety data sharing LOA, as many States had administrative issues signing agreements with foreign entities. The meeting noted that MAAR had advised that the Bay of Bengal airspace RVSM risks were below TLS, however, since 1 July 2010, there had been no LLD or LLE report for the Bay of Bengal area. India suggested that air traffic controllers needed to be trained and directed to understand the importance of reporting correctly.

2.6 The SAIOACG/2 meeting agreed that the SEACG Draft Conclusion should include reference to ADS-C and CPDLC, and therefore needed some additional text and the removal of reference to safety nets. APANPIRG agreed to the following Conclusion:

Conclusion 23/5 – Asia/Pacific Air Navigation Concept of Operations Mandates

That, States intending to implement Performance-Based Navigation and Safety Nets may, after appropriate consultation with airspace users, designate portions of airspace within their area of responsibility:

- a) as providing priority for access to such airspace for aircraft with prescribed Performance-Based Navigation (PBN) specifications and supporting data-link equipage (ADS-C/CPDLC); and/or
- b) mandating the carriage and use of an operable Automatic Dependent Surveillance-Contract/ Controller Pilot Data-link Communications Systems (ADS-C/CPDLC) system, and mode A/C and/or mode S transponder.

2.7 The meeting noted that the Regional Office sometimes received Basic Air Navigation Plan amendment proposals from States without accurate data and appropriate supporting information. Additionally, there was often no information on whether the route had been coordinated with other affected FIRs. All these issues led to unnecessary delays while the Regional Office sought clarification, and increased workload. APANPIRG/23 agreed to the following Conclusion:

Conclusion 23/6 – Basic Air Navigation Plan Amendment Procedure Template

That, for ease of reference and reduction of submission errors, the ICAO Regional Office should provide the Doc 9673 Amendment Procedure appended as **Appendix E** to the Report on Agenda Item 3.2 on the Asia/Pacific website, including requirements to provide detailed and accurate information, an appropriate chart in the case of ATS route amendments, and information on prior consultation with any affected States.

Asia/Pacific Region ATS Route Catalogue

2.8 The Asia/Pacific Region ATS Route Catalogue was reviewed by the meeting. It was noted that a number of States needed to update ICAO on Basic ANP amendments that either had not been implemented, or had not been implemented as approved, or were not formally approved. APANPIRG/23 agreed to the following Conclusion:

Conclusion 23/7 – Asia/Pacific Region ATS Route Catalogue Update

That, ICAO should update the Asia/Pacific Region ATS Route Catalogue as Version 11 by:

- a) amending the administrative details as required;
- b) incorporating any ANS Deficiency changes approved by APANPIRG;
- c) incorporating new airspace user proposals presented at the ATM/AIS/SAR/SG/22 meeting;

- d) undertaking a review of existing routes within the Route Catalogue, in collaboration with affected States and administrations in order to update this information; and
- e) developing a new document structure organised by geographical reference that allows easy review.

AIS-AIM Implementation Task Force Outcomes

2.9 The Seventh Meeting of the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/7) and the International Codes and Routes Designators (ICARD) Seminar were held at Hanoi, Viet Nam from 13 to 16 March 2012.

2.10 The ICARD Seminar was conducted in order to assist States to manage aeronautical data associated with Five Letter Name Codes (5LNC) and ATS Routes.

2.11 Regarding short-notice changes in aeronautical data, the APANPIRG/22 Chairman had noted that a small aeronautical data change could have a global effect on other systems, and urged States to comply with aeronautical promulgation standards. IATA reflected on several recent regional examples of non-adherence to ICAO standards and recommended procedures and/or quality and accuracy of information in respect of location indicator and ATS routes, noting the adverse effect this had on aviation systems. The AAITF/7 meeting discussed the possible reasons for the systemic issues and noted that project planning that took into account AIM issues should be an automatic part of a State's responsibilities under their Safety Management System (SMS) requirements. The main reasons for the failure of some administrations to adhere to Annex 15 lead times appeared to be:

- Poor planning and coordination between change originators such as Air Traffic Management (ATM), resulting in AIS units receiving information for promulgation less than the required time before its effective date; and
- AIS units not being empowered to decline to promulgate information which did not comply with Annex 15 requirements.

2.12 APANPIRG/23 agreed to the following Conclusion:

Conclusion 23/8 – Annex 15 Promulgation Requirements Compliance

That, States should be urged to recognise the importance of Annex 15 compliance in respect of aeronautical data affected by major projects, by:

- a) establishing formal coordination between change originators and Aeronautical Information Service (AIS) units to ensure appropriate planning and that promulgation requirements were taken into account; and
- b) creating a mechanism to allow AIS personnel to decline requests that did not comply with Annex 15, except for urgent corrections, emergencies, and matters of national security.

2.13 Given the slow progress of AIM implementation in many States thus far, it was suggested that the Task Force place a much greater emphasis on individual State planning to achieve AIM transition as soon as practicable. The meeting noted that the State Letter could include guidance on what information was required, and a template for the plan. APANPIRG agreed to the following Conclusion:

Conclusion 23/9 – AIS-AIM Transition State Plans

That, States should develop a basic plan that identified the target completion dates of Transitional elements in the AIS-AIM Roadmap and submit these plans to the Asia/Pacific Regional Office by 1 January 2013.

2.14 The matter of data integrity quality assurance was discussed. It was clarified that the specific metrics had been removed from Annex 15, although it was emphasised that there was still a continuing need to ensure data integrity to an acceptable level. Of serious concern in terms of AIM implementation progress was the number of States that had not completed the Quality Assurance element of Phase 1 (P-17).

2.15 After the AAITF/7 meeting, further discussion between States indicated a worldwide need for more guidance on this subject, so an AIM Quality Assurance Seminar for Asia/Pacific States was considered just prior to the next AAITF meeting. APANPIRG agreed to the following Conclusion:

Conclusion 23/10 – AIM Quality Assurance Seminar

That, ICAO should conduct an AIM Quality Assurance Seminar in conjunction with the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF)

2.16 There was considerable discussion regarding duplicated 5LNCs and amendment procedures, which clarified that Annex 11 required that each code had to be unique. Notwithstanding this, the United States advised that there were many duplicated codes within their system and worldwide, so logic checks were written into their software to ensure there were no safety issues and to bring the pilot into the decision-making process. The Seminar noted that there was worldwide pressure on the number of waypoint codes available, especially with the implementation of PBN.

2.17 The meeting noted that some FMS had logic which enabled identification of duplicated codes, but this was not universal. In addition, the meeting noted that the strict requirement to change a code even if, for example, the amendment was only a very minor nature en-route was not how many States interpreted this requirement. It was agreed that when an ATS route designation was amended, this should not affect the 5LNCs unless the route was amended in terms of its geographical disposition. APANPIRG agreed to the following Conclusion:

Conclusion 23/11 – Duplication and Amendment of 5LNC

Recognising that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1; ICAO is requested to consider:

- a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and
- b) standards for Flight Management Systems (FMS) that ensure logic checks on duplicated waypoint entries are highlighted to pilots.

Search and Rescue Capability

2.18 APANPIRG/22 had no specific discussion in relation to SAR matters apart from a Secretariat update. As a measure towards addressing the lack of discussion in relation to SAR matters and lack of conclusions related to SAR, Australia had proposed the establishment of an Asia/Pacific Regional SAR Workgroup (APSAR/WG) reporting to the ATM/AIS/SAR/SG.

2.19 There was considerable discussion of this proposal, including the workload involved in monitoring the outcomes of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG), the effectiveness of the APSAR/WG in assisting the region in aligning the States' SAR capabilities, bilateral and sub-Regional SAR agreements, and the capacity of States to conduct SAR exercises.

2.20 APANPIRG/23 also had considerable discussion on this matter, with concerns being raised regarding the possible tenure of the proposed workgroup, perceptions of cross-over with the JWG, and whether existing ATM coordination groups or the JWG itself could conduct regional SAR implementation activity. The ATM/AIS/SAR/SG Chairperson stated that these matters had been discussed at the SG meeting and agreed. The Secretariat noted that ATM coordination groups did not necessarily have SAR experts from RCCs present, and the JWG was not tasked to deal with regional SAR issues. APANPIRG concurred to the establishment of a short-term Task Force to deliver a plan within two years of establishment for enhancement of SAR capability within the Asia/Pacific Region, including enhancement of SAR services with neighboring States, and agreed to the following Decision:

Decision 23/12 – Establishment of APSAR Task Force

That, an Asia/Pacific Regional SAR Task Force (APSAR/TF) be established, reporting to the ATM Sub-Group of APANPIRG, in accordance with the Terms of Reference as shown in **Appendix I** to the Report on Agenda Item 3.2.

Election of ATM Sub-Group Chairperson and Vice-Chairperson

2.21 Mr. Colman Ng, Chairman of the ATM/AIS/SAR/SG, had announced that he would step down from the Chair of the Sub-Group at the end of the SG meeting. The meeting acknowledged the long and significant contribution of Mr. Ng. IATA stated that the users were very grateful for the manner in which Mr. Ng had guided the Sub-Group through many difficult areas in order to make progress.

2.22 Hong Kong, China nominated Mr. Kuah Kong Beng, Director of Air Traffic Services, Civil Aviation Authority of Singapore, to chair the ATM Sub-Group. Thailand seconded the nomination. No other nominations were made, and Mr. Kuah Kong Beng was duly elected as Chairperson of the ATM Sub-Group.

2.23 Thailand nominated Mr. Mukesh Chand Dangi, General Manager (ATM), Airports Authority of India, as Vice-Chairperson. Sri Lanka seconded the nomination. No other nominations were made, and Mr. M.C. Dangi was duly elected as Vice-Chairperson of the ATM Sub-Group.

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to:
- a) note the information contained in this paper; and
 - b) discuss any relevant matters as appropriate.

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ATTACHMENT 3 to the APANPIRG/23 Report
 APANPIRG/23 Conclusions/Decisions – Action Plan

APANPIRG/23 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/1	Transition to NEW FPL Format	That, States are urged to commence operational acceptance and processing of both PRESENT and NEW format FPL and ATS messages as early as possible, and in any event no later than 0000 UTC on 12 November 2012, in order to avoid the risks involved in direct transition from PRESENT to NEW processing.	ICAO APAC office	State Letter	September 2012
C 23/2	FPL Guidance Material Version 5	That, the Asia/Pacific Guidance Material for the Implementation of Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444) is updated as Version 5 in accordance with excerpts contained in Appendix C to the Report on Agenda Item 3.2.	ICAO APAC office	State Letter Updated Guidance Material on ICAO ASIA/PAC Regional Office Website	September 2012
D 23/3	Dissolution of the Southeast Asia Route Review Task Force	That, the South East Asia Route Review Task Force (SEARR/TF), be dissolved and any on-going tasks be delegated to existing bi-lateral or multilateral groups as identified in the South East Asia Implementation Plan.	ICAO APAC Office	Notify concerned States through State Letter	September 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
D 23/4	Dissolution of the BOB-RHS/TF	That, the Bay Of Bengal Reduced Horizontal Separation Task Force (BOB-RHS/TF) be dissolved and any outstanding tasks be delegated to South Asia/Indian Ocean ATM Coordination Group (SAIOACG).	ICAO APAC Office	Notify concerned States through State Letter	September 2012
C 23/5	Asia/Pacific Air Navigation Concept of Operations Mandates	<p>That, States intending to implement Performance-Based Navigation and Safety Nets may, after appropriate consultation with airspace users, designate portions of airspace within their area of responsibility:</p> <p>a) as providing priority for access to such airspace for aircraft with prescribed Performance-Based Navigation (PBN) specifications and supporting data-link equipage (ADS-C/CPDLC); and/or</p> <p>b) mandating the carriage and use of an operable Automatic Dependent Surveillance-Contract/ Controller Pilot Data-link Communications Systems (ADS-C/CPDLC) system, and mode A/C and/or mode S transponder.</p>	ICAO APAC office	State letter	October 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/6	Basic Air Navigation Plan Amendment Procedure Template	That, for ease of reference and reduction of submission errors, the ICAO Regional Office should provide the Doc 9673 Amendment Procedure appended as Appendix E to the Report on Agenda Item 3.2 on the Asia/Pacific website, including requirements to provide detailed and accurate information, an appropriate chart in the case of ATS route amendments, and information on prior consultation with any affected States.	ICAO APAC office	State Letter Posted on APAC Web site	September 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/7	Asia/Pacific Region ATS Route Catalogue Update	<p>That, ICAO should update the Asia/Pacific Region ATS Route Catalogue as Version 11 by:</p> <ul style="list-style-type: none"> a) amending the administrative details as required; b) incorporating any ANS Deficiency changes approved by APANPIRG; c) incorporating new airspace user proposals presented at the ATM/AIS/SAR/SG/22 meeting; d) undertaking a review of existing routes within the Route Catalogue, in collaboration with affected States and administrations in order to update this information; and e) developing a new document structure organized by geographical reference that allows easy review. 	ICAO APAC office	<p>State Letter</p> <p>Update ATS Route Catalogue</p> <p>Upload to the ICAO APAC web site.</p>	October 2012

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 APANPIRG/23 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/8	Annex 15 Promulgation Requirements Compliance	<p>That, States should be urged to recognize the importance of Annex 15 compliance in respect of aeronautical data affected by major projects, by:</p> <p>a) establishing formal coordination between change originators and Aeronautical Information Service (AIS) units to ensure appropriate planning and that promulgation requirements were taken into account; and</p> <p>b) creating a mechanism to allow AIS personnel to decline requests that did not comply with Annex 15, except for urgent corrections, emergencies, and matters of national security.</p>	ICAO APAC office	<p>State letter</p> <p>Include in State Letter a request for States to report their actions to AAITF/8</p>	October 2012
C 23/9	AIS-AIM Transition State Plans	That, States should develop a basic plan that identified the target completion dates of Transition elements in the AIS-AIM Roadmap and submit these plans to the Asia/Pacific Regional Office by 1 January 2013.	ICAO APAC office	<p>State letter</p> <p>Attach to State Letter a Basic Plan template</p>	October 2012
C23/10	AIM Quality Assurance Seminar	That, ICAO should conduct an AIM Quality Assurance Seminar in conjunction with the Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF).	ICAO APAC office	Conducted seminar in conjunction with AAITF/8	May 2013

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/11	Duplication and Amendment of 5LNC	<p>Recognizing that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1; ICAO is requested to consider:</p> <p>a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and</p> <p>b) standards for Flight Management Systems (FMS) that ensure logic checks on duplicated waypoint entries are highlighted to pilots.</p>	ICAO APAC office	IOM to ICAO HQ	September 2012
D 23/12	Establishment of APSAR Task Force	That, an Asia/Pacific Regional SAR Task Force (APSAR/TF) be established, reporting to the ATM Sub-Group of APANPIRG, in accordance with the Terms of Reference as shown in Appendix I to the Report on Agenda Item 3.2.	ICAO APAC office	Conduct APSAR/TF/1 meeting State Letter	July 2013

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/13	Data-link Performance Monitoring Seminar	That, recognizing the key role data-link performance had in supporting PBN implementation; ICAO should conduct a Data-Link Performance Monitoring Seminar in conjunction with a Future Air Navigation Systems Interoperability Team-Asia (FIT-Asia) meeting.	ICAO APAC office	Data-Link Performance Monitoring Seminar run in conjunction with FIT-Asia/2 State Letter	March 2013
C 23/14	Asia/Pacific Regional RVSM Monitoring Statement	That, the Asia/Pacific Regional RVSM Monitoring Statement attached as Appendix A to the Report on Agenda Item 3.3 be endorsed.	ICAO APAC office	State Letter Upload to the ICAO APAC website	September 2012
C 23/15	Long-Term Non- RVSM Approved Aircraft	That, States are urged in a timely manner to: a) update Regional Monitoring Agency data on RVSM approved aircraft; and b) respond to, and take action regarding RMA queries on long-term data indicating that aircraft were not approved.	ICAO APAC office	State Letter State Letter to include request that States report progress to RASMAG/18	October 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/16	Safety Monitoring Data Provision	<p>That, recognizing the importance of data collection for safety monitoring purposes, States be urged to:</p> <p>a) provide data as requested by Regional and En-Route Monitoring Agencies (RMA/EMA) in accordance with the RMA Manual (Doc 9937) and EMA Manual (either through a formal agreement or an informal understanding as appropriate); and</p> <p>b) provide available ADS-B data for height-keeping monitoring to RMAs when requested.</p>	ICAO APAC office	<p>State Letter</p> <p>State Letter to include request that States report progress to RASMAG/18</p>	October 2012
C 23/17	Asia/Pacific IP SND CF ICD	That, the Asia/Pacific Internet Protocol (IP) Sub-Network Dependent Convergence Function (SND CF) Interface Control Document (ICD) provided in Appendix A to the Report on agenda item 3.4 be adopted as regional guidance material.	ICAO APAC office	States notified and the GM posted on the APAC website	October. 2012
C 23/18	More Efficient Functioning of AMC	That, ICAO be requested to invite EUROCONTROL AMC to consider the provision of more efficient function to enable States to identify recent changes from the previous AIRAC Cycle and to develop means of automation for providing updated AMHS Address Information.	ICAO APAC office	Eurocontrol AMC requested to take action through ICAO Paris Office	November. 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/19	Sample TMC for ATN/AMHS Interconnection Trials	That, the sample Technical Memorandum of Cooperation (TMC) for ATN/AMHS interconnection trial between States, provided in Appendix B to the Report on agenda item 3.4 be adopted as regional guidance material for reference by States.	ICAO APAC office	TMC for ATN/AMHS posted On APAC website and States notified	October. 2012

ATTACHMENT 3 to the APANPIRG/23 Report
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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/20	Inter-regional APAC/NAT AIDC Task Force	<p>That,</p> <p>a) the Terms of Reference of the inter-regional APAC/NAT AIDC Task Force provided by NAT System Planning Group at Appendix C to the Report on agenda item 3.4 be endorsed;</p> <p>b) States in Asia/Pacific Regions with experience of AIDC implementation be encouraged to participate in the Task Force to contribute for finalization of inter-regional ICD for AIDC;</p> <p>c) the outcome of the task force should be coordinated with APANPIRG through the CNS Sub-group; and</p> <p>d) States be urged to share their AIDC implementation plan with the neighbouring States in order to implement AIDC in a timely manner.</p>	ICAO APAC office	States notified and TF established according to the TOR	November 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/22	Support of AMSS in the new/replacement SATCOM System	<p>That, States, implementing new/replacement SATCOM data-link systems be invited to consider the following in their study for next generation systems in support of AMSS:</p> <p>a) the system to be compatible with one of the existing and/or future AMSS systems such as INMARSAT to support AMSS data link interoperability;</p> <p>b) to establish an operational environment which will enable seamless AMSS operation for AESs, and architecting AMSS systems with appropriate reliability both in space and ground segments; and</p> <p>c) to include function of SATVOICE for ATS services.</p>	ICAO APAC office	States concerned notified	October. 2012
C 23/23	FANS 1/A over Iridium (FOI) for ATS Communication	That, considering that FANS 1/A over Iridium (FOI) is expected to be useable for CPDLC and ADS-C operations using Iridium Next beginning in 2015, FOI be accepted as one of the viable means for conducting ATS data-link communications in the ASIA/PAC Region.	ICAO APAC office	States informed by State letter & Regional Strategy of the Air-Ground Data Link amended to include FOI	November 2012 May 2013
C 23/24	Workshop on RCP and RSP	That, ICAO be invited to organize a workshop on RCP and RSP in the Asia/Pacific Region.	ICAO APAC office	Workshop on RCP and RSP conducted	Nov. 2013

ATTACHMENT 3 to the APANPIRG/23 Report
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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/25	Adoption of 1st Edition of Satellite Voice (SATVOICE) Guidance Material (SVGGM)	That, the 1 st Edition of the Satellite Voice (SATVOICE) Guidance Material (SVGGM) provided in Appendix D to the Report on agenda item 3.4 be adopted.	ICAO APAC office	States notified about the GM and It is posted on the APAC website	December. 2012
C 23/26	Asia/Pacific GLS Seminar	That, ICAO plans an Asia/Pacific GNSS Landing System (GLS) Seminar to provide information on emerging GLS technology, airport and airline GLS planning, and the development of applicable standards.	ICAO APAC office	State concerned coordinated and GLS Seminar conducted	December 2012

ATTACHMENT 3 to the APANPIRG/23 Report
 APANPIRG/23 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
D 23/27	Revised PBN/TF Terms of Reference	<p>That, the following amendments are made to the PBN/TF Terms of Reference:</p> <p>3) Identify other issues/action items arising from the work of ICAO or for consideration by ICAO in order to facilitate regional and global harmonization of existing as well as future applications, and where appropriate, provide responses and support to the ICAO RNPSOR PBNSG.</p> <p>4) Assist States in the preparation and review of their PBN implementation documentation and provide feedback to ensure regional harmonization and for possible inclusion in ICAO-developed model documentation.</p> <p>5) Monitor the progress of State PBN implementation, identify constraints to implementation and capture information on the effectiveness (tangible benefits) of State PBN applications.</p> <p>7) Address other regional PBN implementation issues, including the development of staff resources and skills, as needed by safety management. Coordinate and consult with ICAO FPP, COSCAP, industry partners and volunteering administrations who are providing support to State PBN implementation.</p>	ICAO APAC Office	PBNTF notified about the approval of revised TOR	December. 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/28	Sharing of Ionospheric Data	That, the States which are not participating in the Ionospheric Studies Task Force be urged to share ionospheric data from their national sources with the Task Force to support development of regional ionospheric models for GBAS and SBAS.	ICAO APAC office	States requested to provide the required data for sharing with the Task Force	October. 2012
C 23/29	Navigation Strategy for the Asia/Pacific Region	That, the revised navigation strategy provided in Appendix E to the Report on agenda item 3.4 be adopted for the Asia/Pacific Region.	ICAO APAC office	States notified and revised Navigation strategy posted on the website	November. 2012
D 23/30	Revised Terms of Reference and Subject/Tasks List of ADS-B Study and Implementation Task Force	That, the revised Terms of Reference and updated Subject/Tasks List of ADS-B Study and Implementation Task Force provided in Appendices F and Appendix G to the Report on agenda item 3.4 be adopted.	ICAO APAC office	ADS-B SITF notified about approval of revised TOR and Task List	April 2013

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/31	Guidance Materials on ASTERIX Category 21 Messages & Advice to Military Authorities regarding Sharing of ADS-B Data	<p>That, the following ADS-B implementation guidance materials be adopted:</p> <p>a) generation, processing and sharing of ASTERIX Category 21 ADS-B Messages provided in Appendix H to the Report on agenda item 3.4; and</p> <p>b) advice to military authorities regarding sharing of ADS-B data provided in Appendix I to the Report on agenda item 3.4.</p>	ICAO APAC office	States notified about the adopted regional GMs and the GMs posted on the APAC website	December 2012
C 23/32	Amendment to ADS-B Implementation Guidance Document (AIGD)	That, the AIGD be amended to include a sample template on harmonization framework for ADS-B implementation as provided in Appendix J to the Report on agenda item 3.4.	ICAO APAC office and States	AIGD amended to include the template and posted on APAC Website. Sample used by States	April 2013

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/33	Database of Blacklist Airframe broadcasting misleading ADS-B Data	<p>That,</p> <p>a) Australia be requested to establish and maintain a Database of Blacklist airframe broadcasting misleading ADS-B data for sharing with other Administrations in the Asia/Pacific Region; and</p> <p>b) States implementing ADS-B based surveillance service be encouraged to provide the identified occurrences of airframe broadcasting misleading data to Australia for entry into the ADS-B Blacklist Database.</p>	<p>ICAO APAC office and Australia</p> <p>ICAO APAC office</p>	<p>Database established at request of ICAO RO</p> <p>States requested to provide the required data for sharing</p>	<p>February. 2013</p> <p>March 2013</p>
C 23/34	Sharing of ADS-B data to support ATC operations and safety monitoring	That, States be urged to provide ADS-B data for sharing to support ATC operations and safety monitoring.	ICAO APAC office	States requested to provide Data to regional airspace monitoring agencies	March 2013
C 23/35	Surveillance Strategy for the Asia/Pacific Region	That, the revised surveillance strategy for the Asia/Pacific Region provided in the Appendix K to the Report on agenda item 3.4 be adopted.	ICAO APAC office	States notified and the revised Strategy posted on APAC website	November 2012
C 23/36	Nomination of Contact Focal Point	That, States be urged to nominate/reconfirm Contact Focal Points for WRC-15 and inform ICAO APAC Office about their contact details.	ICAO APAC office and States	Focal Points for WRC-15 nominated or confirmed by States	February. 2013

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/37	Preparations for WRC-15	<p>That,</p> <p>a) States consider national and international requirements for aeronautical services identified in the WRC-15 Agenda and develop national positions in line with ICAO Position to ensure the availability and protection of this spectrum for aviation use;</p> <p>b) States actively participate and support WRC-15 aeronautical spectrum issues through national and international meetings including APT Preparatory Group for WRC-15, ITU-R Working Party 5B and JTG 4-5-6-7; and</p> <p>c) States be encouraged to establish consultative groups of aviation industry participants to assist in the preparations for WRC-15 as appropriate.</p>	<p>ICAO APAC Office</p> <p>States</p>	<p>a) National position for WRC-15 developed in line with ICAO position by States;</p> <p>b)States actively participated various forum for WRC-15;</p> <p>c)ICAO state letter issued urging States to establish industry consultative group</p>	<p>September. 2013</p> <p>December. 2014</p> <p>January. 2013</p>
C 23/38	A SIP Workshop on Radio Spectrum Management	<p>That, a Special Implementation Programme (SIP) Workshop on radio spectrum management including revision to the overall ICAO Spectrum Policy and relevant frequency assignment planning criteria be organized in the Asia/Pacific Region.</p>	<p>ICAO APAC office</p>	<p>SIP Workshop on radio spectrum management conducted</p>	<p>July 2014</p>

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/39	User readiness for transition from GRIB1 to GRIB2 code form WAFS Forecasts	That, ICAO urges States/users of WAFS forecasts in the ASIA/PAC Region to accelerate preparations for transition from WMO GRIB1 to GRIB2 WAFS forecasts if not already done so.	ICAO APAC office	State Letter	September 2012
C 23/40	Update to the ASIA/PAC FASID Table MET 6	That, the ASIA/PAC FASID Table MET 6 be amended to reflect the requirements provided by States for primary Internet-Based service for WAFS Forecasts as provided in Appendix P to the Report on agenda item 3.4.	ICAO APAC office	Amendment to ASIA/PAC FASID Table MET 6	November 2012
C 23/41	VAAC Backup Procedures in the ASIA/PAC Region	That, Australia, Japan and New Zealand considers the further development of: a) VAAC Backup Procedures in the Asia-Pacific Region, as given at Appendix Q to the Report on agenda item 3.4, in order to include Tokyo, Wellington and Darwin VAACs; and b) Procedures for VAAC Backup Tests between Tokyo, Wellington and Darwin VAACs for inclusion in the Asia/Pacific Regional SIGMET Guide.	a) Japan, New Zealand and Australia; b) ICAO APAC Office	a) VAAC Backup Procedures for Tokyo/Wellington/Darwin; and b) Appendix (VAAC Backup Test Procedures) in ASIA/PAC Regional SIGMET Guide	November 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/42	Improvement of OPMET Data Availability	<p>That, the ICAO Secretariat, with the assistance of the OPMET/M TF, be invited to:</p> <p>a) continue the efforts to improve the availability (IATA requires at least 95% for AOP and 90% for non-AOP aerodromes listed in the FASID), timeliness and regularity of OPMET data at the RODBs, SADIS and WIFS, through regular monitoring and testing; and</p> <p>b) remind States concerned to ensure not more than one TAF is valid at an aerodrome at any given time (in accordance with Annex 3 – Meteorological Service for International Air Navigation, 6.2.7), and transmitted internationally as per ICAO provisions for services in support of flight planning.</p>	ICAO APAC office	State Letter	September 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/43	Improvement of Timeliness, Regularity and Availability of OPMET	<p>That, ICAO urges the States in the ASIA/PAC Region to:</p> <p>a) note the proposed Amendment 76 Annex 3 provision (intended applicability in November 2013) that will require an aerodrome forecast in the TAF code form to be issued not earlier than one hour prior to the beginning of its validity period;</p> <p>b) note that IATA expressed its requirement for international exchange of aerodrome forecasts to be completed no later than 30 minutes before the commencement of the period of validity *;</p> <p>c) continue efforts for standardized procedures for the issuance of OPMET data;</p> <p>d) consider the details provided in the IATA monitoring for the ASIA/PAC Region; and</p> <p>e) improve the issuance of OPMET data with respect to timeliness, regularity and availability.</p> <p>* ICAO to consider the requirements expressed by IATA and amends the global provisions as necessary.</p>	ICAO APAC office	State Letter	September 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/44	Improvement of OPMET Data Format	<p>That, ICAO remind the States in the Asia Pacific Region of the:</p> <p>a) Standards and Recommended Practices in Annex 3 – Meteorological Service for International Air Navigation concerning provision of operational meteorological information; and</p> <p>b) Annex 3 provisions concerning the quality management of meteorological information to be supplied to users that includes verification and validation procedures to be applied for the exchange of meteorological information for operational purposes, such as OPMET information.</p>	ICAO APAC office	State Letter	September 2012
C 23/45	Implementation of Quality Management Systems for Meteorological Service Provision	<p>That ICAO, in coordination with the World Meteorological Organization (WMO), considers urgent strategies to foster the implementation of quality management systems for meteorological service amongst States in the Asia/Pacific Region in light of the ICAO Annex 3 – Meteorological Service for International Air Navigation requirement applicable 15 November 2012.</p>	ICAO APAC office	Strategy/plan	October 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
D 23/46	Subjects and Task Lists for CNS and MET Sub-groups	That, the list of Subjects/Tasks for CNS Sub-group provided in the Appendix S and list of Subjects/Tasks for MET Sub-group provided in the Appendix T to the Report on agenda item 3.4 be adopted.	ICAO APAC office	CNS and MET SGs notified of the approved Task List	May 2013
C 23/47	Benefits of using ICAO Procurement Services	That, the States/Administrations in the ASIA/PAC Region be encouraged to consider utilizing ICAO's Civil Aviation Purchasing Service in their procurement of civil aviation equipment and services.	ICAO APAC office	State letter	January 2013
D 23/48	Aspect of Space Weather	That, CNS and MET SGs review the impact of space weather in the CNS and MET area and report to APANPIRG.	ICAO APAC office	Working Papers (reviewed by CNS SG/17 & MET SG/17 and delivered to APANPIRG/24)	16 April 2013, for CNS SG/17 & MET/SG 17 and 7 June 2013, for APANPIRG/24
C 23/49	Asia/Pacific Position Statement on ASBU	That, the Asia/Pacific Position Statement containing the response to the Draft Aviation System Block Upgrade (ASBU) Document appended as Appendix 2 to the Report on Agenda Item 3.5 be adopted for States to use as a reference in formulating their position for the 12th Air Navigation Conference .	ICAO APAC office	States notified by SL	

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C 23/50	States' Action Plan on Environment	<p>The States</p> <p>a) continue to consider environmental issues in the planning and implementation of regional air navigation systems;</p> <p>b) bring to the attention of the ICAO specific areas where additional guidance on environmental benefits would be valuable;</p> <p>c) use of IFSET to estimate the fuel savings and corresponding environmental benefits from the implementation of operational improvements, as part of the development of States' action plans;</p> <p>d) note the availability of further assistance by ICAO in the preparation and submission of States' action plans; and</p> <p>e) attend the Assistance for Action – Aviation and Climate Change Seminar in Montreal from 23 to 24 October 2012.</p>	ICAO APAC office	States notified by SL	December 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/51	ICAO Public Health Emergency related SARPs	<p>That, States/Administrations:</p> <p>a) should develop, update and test aviation public health emergency (PHE) preparedness plan in collaboration with public health authorities, in compliance with related ICAO SARPs and WHO IHR (2005), and prepare for the ICAO USOAP Continuous Monitoring Approach (CMA) audit which, from 2013, will include protocol questions concerning PHE related ICAO Standards and Recommended Practices; and</p> <p>b) consider become participating members of the ICAO CAPSCA Asia Pacific project, if not yet members, and accept PHE Preparedness Assistance Visits by the ICAO CAPSCA Asia Pacific Project, by sending a letter to the ICAO APAC Regional Office.</p>	ICAO APAC office	States notified by SL	December 2012

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date
C 23/52	Transition from five regional deficiency databases to single global database	That States and International organization, a) note the approach to transfer five regional air navigation deficiency databases into a single centralized database on iSTARS platform by December 2012; b) test the centralized database on iSTARS platform using the guidance; c) Update the data as necessary in coordination with ICAO APAC Regional Office; and d) provide feedback to ICAO APAC Regional Office on the use of centralized database available in iSTARS, by 30 November 2012.	ICAO APAC office	State letter	October 2012
C 23/53	Update of ATM/AIS/SAR Deficiency List	That, the ATM/AIS/SAR, AOP, CNS and MET Deficiency List be amended as detailed in Attachment A to D to the Report on Agenda Item 4.	ICAO APAC office	Deficiency list updated	December 2012

* **Note:** ICAO has established the following Strategic Objectives for the period 2005-2010:

A: Safety - Enhance global civil aviation safety; **B: Security** - Enhance global civil aviation security; **C: Environmental Protection** - Minimize the adverse effect of global civil aviation on the environment; **D: Efficiency** - Enhance the efficiency of aviation operations; **E: Continuity** - Maintain the continuity of aviation operations; **F: Rule of Law** - Strengthen law governing international civil aviation.