



International Civil Aviation Organization

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

Bangkok, Thailand, 20 – 24 May 2013

Agenda Item 3: Regional Performance Framework and Metrics

REGIONAL AND NATIONAL PERFORMANCE FRAMEWORK

(Presented by the Secretariat)

SUMMARY

This paper presents information on Performance Frameworks, and relates to –

Strategic Objectives:

- A: *Safety – Enhance global civil aviation safety*
- B: *Security – Enhance global civil aviation security*
- 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*

1. INTRODUCTION

Global Guidance

1.1 The Eleventh Air Navigation Conference (September 2003), urged ICAO to develop a performance framework for Air Navigation Systems. The 35th Session of the ICAO Assembly, held in September 2004, adopted Resolution A35-15, Appendix B and urged ICAO to ensure that the future global ATM system was performance based and that the performance objectives and targets for the future system were developed in a timely manner.

1.2 The planning objective to achieve a performance based global air traffic management system through the implementation of air navigation systems and procedures in a progressive, cost-effective and cooperative manner is recognized from the Global Air Navigation Plan (Doc 9750) through the Global Plan Initiatives (GPIs) and the Operational Concept Components from the Global Air Traffic Management Operational Concept (Doc 9854). Appendix D of Doc 9854 sets out 11 Key Performance Area (KPA) expectations as follows:

- KPA 01 Access and Equity;
- KPA 02 Capacity;
- KPA 03 Cost Effectiveness;
- KPA 04 Efficiency;
- KPA 05 Environment;
- KPA 06 Flexibility;
- KPA 07 Global Interoperability;

- KPA 08 Participation by the ATM community;
- KPA 09 Predictability;
- KPA 10 Safety; and
- KPA 11 Security.

2. DISCUSSION

Regional Performance Objectives and Metrics

2.1 APANPIRG/19 (September 2008, Bangkok) adopted *Conclusion 19/1 - Regional Performance Framework on the development of regional performance objectives with measurable outcomes and metrics*.

2.2 APANPIRG/20 adopted the Asia Pacific Regional Performance Objectives and the associated Performance Framework Forms (PFFs) under Conclusion 20/2, and agreed that wherever possible, States should use the regional performance objectives as the basis for development of their national performance objectives. APANPIRG/20 also adopted Conclusion 20/3 – *Align Regional & National Performance Objectives* to encourage States to use the template format from the regional objectives as the basis for their national objectives. The following Regional Performance Objectives in the ATM, AIS and SAR fields were developed:

- APAC Objective 1– Airspace Safety Monitoring to achieve regional TLS;
- APAC Objective 2– Optimise Traffic Flow;
- APAC Objective 3– Optimise Route Structure in En-route Airspace;
- APAC Objective 4– Optimise Route Structure in Terminal Airspace;
- APAC Objective 5– Implementation of New ICAO Flight Plan Provisions;
- APAC Objective 6– Enhanced Provision of AIS/AIM; and
- APAC Objective 7– Enhanced Search and Rescue Capability.

2.3 Regarding APAC Objective 1, the 18th Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/18) meeting reported that there had been significant improvement overall, particularly with a reduction of LHDs in the West Pacific/South China Sea (WPAC/SCS), although the 94 occurrences in WPAC/SCS still constituted 28% of all Asia/Pacific LHDs within a dense traffic area (WP04 refers).

	2011	2012	2013
RMA 'sub-regions'	67%	78%	89%
FIRs	73%	73%	90%

Table 1: Comparison of Sub-Regional and Regional RVSM TLS Achievement

2.4 Regarding APAC Objective 2, 3 and 4, there were no currently available statistics on overall regional optimization of traffic flows. In the future with the implementation of sub-regional or regional Air Traffic Flow Management (ATFM), this facility may yield traffic flow efficiency data. However the optimisation of route structures will always be a State or inter-State prerogative, and thus it will always be difficult to obtain meaningful data on overall regional progress in this area.

2.5 Regarding APAC Objective 5, this has been completed. However there are a number of post-implementation actions that need to be completed by States (WP07 refers).

2.6 Regarding APAC Objective 6, based on current scheduling reported by the 16 respondent States, when Annex 15 Amendment 37 comes into effect on 14 November 2013, Asia/Pacific was well behind the expectation that AIM Phases 1 and 2 will be completed (WP15 refers):

- Phase 1 AIM Transition will be 86% completed;
- Phase 2 AIM Transition will be 63% completed
- Phases 1 & 2 Transition will be 56% completed.

2.7 Regarding APAC Objective 7, the SAR Status data indicated that only three Asia/Pacific administrations had Annex 12 compliance in all elements. The Regional SAR Compliance Overview indicated particular weaknesses in South Asia and the Southwest Pacific areas (WP16 refers).

2.8 In order to ensure that appropriate data was available to enable the measurement of suitable regional metrics, APANPIRG/20 agreed to the following Conclusions:

Conclusion 20/4 – Asia/Pacific Performance Metrics

That the following metrics be adopted as a part of Asia/Pacific regional performance monitoring and measurement:

APAC Metric 1 *Percentage of RMA sub-regions achieving the regional Target Level of Safety (TLS) for RVSM operations, referenced as of April each year.*

APAC Metric 2 *Percentage of instrument runway ends with an approach procedure with vertical guidance.*

APAC Metric 3 *Percentage of en-route and terminal PBN routes implemented on a sub-regional basis in accordance with the regional PBN plan.*

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

Conclusion 20/5 – Data Collection for Regional Metrics

That States, organizations and stakeholders collect and process data to support the regional metrics adopted by APANPIRG, leveraging to the extent possible all existing data and ongoing efforts, and provide a progress report to APANPIRG/21.

2.9 Regarding the APAC Metric 1, that percentage was determined to be 89%, and is the responsibility of the RASMAG. Regarding APAC Metrics 2 and 3, these were previously the responsibility of the PBN Task Force (PBN/TF) and its parent body the Communications Navigation Surveillance Sub-Group (CNS/SG). APAC Metric 4 could have been the responsibility of the newly formed Aerodrome Operations Working Group (AOP/WG), which reports to the ATM/SG. However obtaining data to support this Metric would be very difficult until such time as a more regional approach to ATFM was in place.

2.10 Notwithstanding all the preceding, it is expected that the Air Navigation Report Form (ANRF) process would supersede the APAC Metrics from now on. This would be a matter for APANPIRG/24 to consider.

Performance Framework Measurement

2.1 Previously, the ATM/AIS/SAR SG and CNS/MET SG reviewed and updated ATM, AIS, SAR CNS and MET related Performance Framework Forms (PFFs) to indicate progress in various areas. For ease of reference, the PFF used in 2012 are attached as **Appendix A**.

2.2 The 37th Session of the ICAO General Assembly held in 2010 directed ICAO to double its efforts to meet the global requirements for airspace interoperability while maintaining its focus on safety. The need was recognized to integrate the air, ground and regulatory parts in the air navigation planning by addressing flight trajectories as a whole, distributing the decision-making process, taking into account safety risks and recognizing changing role of the human element. In response to these developments, ICAO initiated the ASBU methodology as a global framework.

2.3 As ICAO will be migrating to the ASBU framework, consequently, the Performance Framework Form was modified to the ANRF. The overall regional perspective is indicated at **Attachment A**; however data to support many of the metrics were not available and some metrics were unclear. An ANRF template is at **Attachment B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) review and suggest amendments to the Asia Pacific Regional Performance Objectives as required, noting that Objective 5 is complete;
- c) review the Asia/Pacific Performance Metrics, and agree that the AOP/WG should be responsible for Metric 4;
- d) review the ANRF forms; and
- e) discuss any relevant matters as appropriate.

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Appendix A: ATM/AIS/SAR PFFs

**ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)**

(amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 1</u>				
AIRSPACE SAFETY MONITORING TO ACHIEVE REGIONAL TLS				
Benefits				
Safety	<ul style="list-style-type: none"> Improved safety management, Compliance with regional Target Level of Safety (TLS) 			
Strategy				
Short term/medium term (2009-2015)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
AOM <i>(Airspace Organization and Management)</i>	<ul style="list-style-type: none"> Facilitate cooperative arrangements between States to undertake airspace safety assessments Review airspace safety monitoring that supports reduction in vertical and horizontal aircraft separation standards 	2009-2015	RASMAG	In progress
	<ul style="list-style-type: none"> Assist States to achieve established regional Target Levels of Safety (TLS) Provide advice to States to establish aspects of ATS safety management systems that support compliance with the regional TLS 	2009-2015	RASMAG SEA RR/TF BOB RHS/TF ATM/AIS/SAR/SG ATM Coordination Groups FITs PBN/TF	In progress
GPIs	GPI/2 Reduced vertical separation minima, GPI/5 Performance based navigation, GPI/7 Dynamic and Flexible ATS route management			
References	<ul style="list-style-type: none"> <i>Asia/Pacific Guidance Material for ADS/CPDLC/AIDC Ground Systems Procurement and Implementation;</i> <i>Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region</i> <i>Asia/Pacific En-route Monitoring Agency (EMA) Handbook</i> <i>Regional Monitoring Agency (RMA) Manual</i> <i>Global Operational Data Link Document (GOLD).</i> 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL) (amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 2</u>				
OPTIMISE TRAFFIC FLOWS				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • reduction in weather and traffic induced holding • improved and smoother traffic flows • improved predictability • optimized demand and capacity balancing through the efficient exchange of information 			
<i>Strategy</i>				
Short term (2009-2010)				
Medium term (2011–2015)				
ATM OC COMPONENT S	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
DCB (Demand and capacity management)	Bay of Bengal <ul style="list-style-type: none"> • Enhance and facilitate the orderly flow of traffic across the Bay of Bengal and south Asia 	2009-2010	Air Traffic Flow Management Task Force (ATFM/TF) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups	Implemented and reviewed regularly by the Bay of Bengal ATFM/TF ATM/AIS/SAR/SG/19 drafted Conclusion to establish regional ATFM steering group ATFM Concept of Operation completed and incorporated into draft global guidance material
DCB (Demand and capacity management)	South China Sea <ul style="list-style-type: none"> • Enhance and facilitate the orderly flow of traffic in the South China Sea area 	2011-2015	SEACG APSAPG ATM/AIS/SAR/SG ATM Coordination Groups	ATM/AIS/SAR/SG/19 drafted Conclusion to establish regional ATFM steering group
DCB (Demand and capacity management)	Northeast Asia/Southeast Asia <ul style="list-style-type: none"> • Enhance and facilitate the orderly flow between Northeast Asia and Southeast Asia, and between the North and the South Pacific 	2009/2015	IPACG, ISPACG, EATMCG SEA RR/TF (ATS routes) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups	ATM/AIS/SAR/SG/19 drafted Conclusion to establish regional ATFM steering group
GPIs	GPI/6 air traffic flow management, GPI/7 Dynamic and Flexible ATS route management, GPI/8 Collaborative airspace design and development, GPI/16 Decision support and alerting system			
References	<ul style="list-style-type: none"> • Draft Air Traffic Flow Management Communications Handbook for the Asia/Pacific Region APANPIRG Conclusions 20/10, 20/11, 20/12 and 20/13 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)

(amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 3</u>				
OPTIMISE ROUTE STRUCTURE IN ENROUTE AIRSPACE				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • increase airspace capacity • ability of aircraft to conduct flights more closely to preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information 			
Safety	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities on board aircraft 			
<i>Strategy</i>				
Short term (2010)				
Medium term (2011 - 2015)				
ATM OC COMPONENT S	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
AOM (Airspace Organization and Management)	<ul style="list-style-type: none"> • Implement ATS route enhancements in the Asia Pacific Region, in collaboration with stakeholders, based on new technologies and procedures and in accordance with APANPIRG PBN Regional Plan, to improve en-route airspace efficiency. • Identify ATS and aeronautical communications problems in the Asia Pacific Region 	2009 -2015	<u>Bay of Bengal and Arabian Sea</u> BBACG, FIT BOB, Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB RHS/TF) (Informal Arabian Sea/Indian Ocean ATS Coordination Group – ASIOACG) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups	Target for 50 NM longitudinal separation in Bay of Bengal is 2011, 50NM horizontal separation implemented in 2012

	<p>including Indian Ocean and the Arabian Sea, and prepare coordinated plans for actions for their resolution.</p>	<p>2009-2015</p>	<p>Southeast Asia AR9 Flow SEACG, FIT SEA Southeast Asia Route Review Task Force (SEA RR/TF) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups</p>	<p>ATM/AIS/SAR/SG/19 (2009) established the SEA Route Review Task Force (SEA RR/TF)</p>
		<p>2009-2015</p>	<p>Pacific Area No APANPIRG regional working group established (Informal • South Pacific ATS Coordination Group – ISPACG, • Pacific ATS Coordinating Group – IPACG, and • East Asia ATM Coordination Group EATMG) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups</p>	<p>50 NM longitudinal implemented North Pacific in 2008 30/30 NM (RNP4) implemented Honiara, Nauru, Brisbane, Nadi, Auckland Oceanic, Oakland Oceanic, Anchorage Oceanic, Fukuoka FIRs in January 2005 30/30 NM Operational trial Oakland FIR commenced 2007, Fukuoka FIR from August 2008, Anchorage FIR estimated 2011</p>
<p>AOM (Airspace Organization and Management)</p>	<p>Cross-Polar routes</p> <ul style="list-style-type: none"> • Improve alignment and use of cross polar routes at their south (Asian) ends. 	<p>2010-2015</p>	<p>Special ATS coordination meeting – China, Mongolia, Russian Federation, IATA (CMRI) Informal Cross Polar Working Group (CPWG) APSAPG ATM/AIS/SAR/SG ATM Coordination Groups</p>	<p>In progress</p>
<p>GPIs</p>	<p>GPI/5 Performance based navigation, GPI/8 Collaborative airspace design and management</p>			
<p>References</p>	<ul style="list-style-type: none"> • Asia/Pacific Regional Performance Based Navigation Implementation Plan • ICAO Performance Based Navigation Manual (Doc 9613) • Terms of Reference of the ATM Coordination Groups and Task Forces implementing PBN based route structures and reduced horizontal separation minima. 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)

(amended 11 September 2009)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 4</u>				
OPTIMISE ROUTE STRUCTURE IN TERMINAL AIRSPACE				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption 			
Efficiency	<ul style="list-style-type: none"> • increase airspace capacity • ability of aircraft to conduct flights more closely to preferred trajectories • facilitate utilization of advanced technologies thereby increasing efficiency • optimized demand and capacity balancing through the efficient exchange of information 			
Safety	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities on board aircraft 			
<i>Strategy</i>				
Short term (2010)				
Medium term (2011 - 2015)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
AOM <i>(Airspace Organization and Management)</i> AUO <i>(Airspace Users Operations)</i>	Implement ICAO Performance Based Navigation (PBN) provisions for terminal area operations in collaboration with stakeholders based on the Regional PBN Implementation Plan agreed by APANPIRG, to improve terminal area efficiency by use of advanced navigation specifications for SIDs, STARs and instrument approach procedures.	In accordance with PBN Regional Plan	Performance Based Navigation Task Force (PBN/TF)	PBN/TF prepared Regional PBN Plan adopted by APANPIRG/19
GPIs	GPI/5 Performance based navigation, GPI/8 Collaborative airspace design and management. GPI/10 Terminal area design and management, GPI/11 GPI-11 RNP and RNAV Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs), GPI-12 Flight Management System (FMS) – based arrival procedures			
References	<ul style="list-style-type: none"> • <i>Asia/Pacific Regional Performance Based Navigation Implementation Plan</i> • <i>ICAO Performance Based Navigation Manual (Doc 9613)</i> 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)

(amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 5</u>				
IMPLEMENTATION OF NEW ICAO FLIGHT PLAN PROVISIONS				
Benefits				
Environment	<ul style="list-style-type: none"> • reductions in fuel consumption and gaseous emissions as a result of efficiency gains. 			
Safety	<ul style="list-style-type: none"> • enhance safety by use of modern capabilities onboard aircraft 			
Continuity	<ul style="list-style-type: none"> • maintains continuity of aviation operations across the region 			
Efficiency	<ul style="list-style-type: none"> • ability of air navigation service providers to make maximum use of aircraft capabilities, • ability of aircraft to conduct flights more closely to their preferred trajectories, • facilitate utilization of advanced technologies thereby increasing efficiency, and • optimized demand and capacity balancing through the efficient exchange of information. 			
Strategy				
Short/Medium Term (2009-2012)				
ATM OC COMPONENT S	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
SDM (ATM Service Delivery Management)	<ul style="list-style-type: none"> • Implement the provisions of Amendment 1 to the Fifteenth Edition of the PANS ATM (Doc 4444), comprising amended PANS ATM Chapter 4, Chapter 11, Appendix 2 and Appendix 3 provisions relating to the ICAO Flight Plan and associated ATS Message formats, with applicability date 15 November 2012. 	2009-2012	ICAO Flight Plan and ATS Messages Task Force (FPL&AM/TF)	<p><u>APANPIRG/20 adopted the Interim Strategy for the Implementation of New ICAO Flight Plan Format and supporting ATS Messages 1</u></p> <p>Regional Guidance Material Version 4 – 9 November 2011 is current</p>
GPIs	GPI/5: Performance based navigation, GPI/9: Situational awareness, GPI/11: RNP and RNAV SIDs & STARs, GPI/17: Implementation of data link applications and GPI/18: Aeronautical Information			
References	<ul style="list-style-type: none"> • <i>Amendment 1 to 15th Edition of PANS-ATM (Doc 4444, ICAO State Letter Ref: AN13/2.1-08/50, dated 25 June 2008)</i> • <i>ICAO Guidance Material for Implementation (ICAO State Letter Ref: AN 13/2/1-09/9, dated 6 February 2009)</i> • <i>Asia/Pacific Region – Interim strategy for the implementation of new ICAO flight plan format and supporting ATS messages</i> • <i>APANPIRG Decision 19/6, Conclusions 20/7 and 20/8</i> 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)

(amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 6</u>				
ENHANCED PROVISION OF AIS/AIM				
Benefits				
Efficiency	<ul style="list-style-type: none"> • enhanced collaboration between flight crew and the ATM system, • improved collaborative decision making, • improved predictability, and • reduction of workload for aircrew and ATC. 			
Strategy				
Short to Medium term (2009 – 2012)				
ATM OC COMPONENTS	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
SDM (ATM Service Delivery Management)	<ul style="list-style-type: none"> • Implement the enhanced provisions for AIM becoming available through the work of the Aeronautical Information Services-Aeronautical Information Management Study Group (AIS-AIMSG); • Monitor implementation progress 	2009-2016	AAITF	In progress TF has developed a detailed monitoring framework to track States implementation of AIM (AAITF Task List – Action Item 6 refers)
	Consolidation: (Refer AIM Roadmap) 1. Monitoring of Annex differences 2. AIRAC adherence monitoring 3. Quality 4. WGS-84 implementation	2009 - 2013	AAITF	As above

	<p>Going Digital: (Refer AIM Roadmap)</p> <ol style="list-style-type: none"> 1. Data integrity monitoring 2. Data quality monitoring 3. Aerodrome mapping 4. Electronic AIP 5. Obstacles 6. Terrain 7. Integrated aeronautical information database 8. Unique identifiers 9. Aeronautical information conceptual model 	2009 - 2014	AAITF	As above
	<p>Information Management: (Refer AIM Roadmap)</p> <ol style="list-style-type: none"> 1. Aeronautical data exchange 2. Digital NOTAM 3. Communication networks 4. Aeronautical information briefing 5. Training Interoperability with meteorological products 7. Electronic aeronautical charts 8. Agreements with data originators 	2013 - 2016	AAITF	As above
GPIs	GPI/18: Aeronautical Information			
References	<ul style="list-style-type: none"> • <i>Annex 4 – Aeronautical Charts</i> • <i>Annex 15 – Aeronautical Information Services</i> • <i>AIS Manual (Doc 8126)</i> • <i>Aeronautical Chart Manual (Doc 8697)</i> • <i>EUROCONTROL Operating Procedures for AIS Dynamic Data (OPADD)</i> • <i>APANPIRG Conclusion 20/16</i> 			

ASIA/PACIFIC REGION
PERFORMANCE FRAMEWORK FORM
(REGIONAL)

(amended 15 June 2012)

REGIONAL PERFORMANCE OBJECTIVE: <u>APAC Objective 7</u>				
ENHANCED SEARCH AND RESCUE CAPABILITY				
Benefits				
Safety & Efficiency	<ul style="list-style-type: none"> • cost-efficient use of RCC accommodation and equipment on a shared basis, • development of a pool of experienced SAR mission coordinators skilled across both aviation and maritime domains thus reducing coordination and fragmentation, • proficient services provided near and within States with limited resources, • harmonization of aviation / maritime procedures, and • inter-operability of life-saving equipment 			
<i>Strategy</i>				
Short to Medium term (2009 – 2015)				
ATM OC COMPONENT S	TASKS	TIME FRAME	RESPONSIBILITY	STATUS
IM <i>(Information Management)</i>	Implementation of Annex 12 Standards and Recommended Practices and related APANPIRG Conclusions to ensure appropriate SAR capabilities for the Asia/Pacific regions.			
	<ul style="list-style-type: none"> • Periodic review of SAR facilities, services and procedures in the region; 	2009-2015	States, ATM/AIS/SAR Sub Group	In progress
	<ul style="list-style-type: none"> • Encourage States to delegate or negotiate SAR services in accordance with Annex 12 provisions; 	2009-2015	States, ATM/AIS/SAR Sub Group	In progress
	<ul style="list-style-type: none"> • APANPIRG Asia/Pacific “SAR Capability Matrix” and “Register of SAR Agreements” be kept up to date and distributed to States for information and action; 	2009 - 2015	States, ATM/AIS/SAR Sub Group	In progress
	<ul style="list-style-type: none"> • States designate an agency for registering ELT Beacons, coded with the country code of the State and unique code of that beacon in a database as required by Annex 10. 	2010	States	In progress ATM/AIS/SAR/ SG/WP29 refers
GPIs	None applicable			
References	<ul style="list-style-type: none"> • <i>Annex 12 – Search and Rescue</i> • <i>International Aeronautical and Maritime Search and Rescue Manual (IAMSAR, Doc 9731)</i> • <i>APANPIRG Conclusions 18/19, 18/20, 20/17 and 20/18</i> 			