



INTERNATIONAL CIVIL AVIATION ORGANIZATION  
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
TWENTIETH MEETING (APIRG/20)  
(Yamoussoukro, Cote d'Ivoire, 30 November - 2 December 2015)

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**Agenda Item 2: Performance Framework for Regional Air Navigation Planning and Implementation**

**PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG)  
ACTIVITIES IN OTHER REGIONS**

*(Presented by the Secretariat)*

**SUMMARY**

This information paper provides an update on the activities of the planning and implementation regional groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG's meeting reports by the Air Navigation Commission.

Strategic Objective(s)	This Information Paper is related to Strategic Objectives <b>A, B and E</b>
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**1. INTRODUCTION**

1.1 Meetings of Planning and Implementation Regional Groups (PIRGs) were held in several ICAO Regions during 2014 and 2015. The corresponding reports were/will be reviewed by the Air Navigation Commission (ANC) during their 2015/2016 Sessions.

**2. DISCUSSION**

1.2 The Secretariat prepared a summary of PIRG activities up to October 2015 (Summary No. 7), which is attached as an **Appendix** to this information paper.

**3. ACTION BY THE MEETING**

1.3 The APIRG is invited to note the summary of PIRG activities contained in this information paper.

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## APPENDIX

### PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) ACTIVITIES IN OTHER REGIONS - SUMMARY NO. 7

1. This summary provides an update on the activities of the Planning and Implementation Regional Groups (PIRGs) in other regions and a summary of the review of the corresponding PIRG meeting reports by the Air Navigation Commission (ANC) up to October 2015.

*References:* PIRG meeting documentation and procedural handbooks

- **EANPG/56 Paris, 24-27 November 2014**  
ICAO Secure Portal <http://portal.icao.int/>  
*Note:* To access EANPG/56, Paris, 24-27 November 2014, request access for European Air Navigation Planning Group (EANPG)
- **MIDANPIRG/15, Bahrain, 8-11 June 2015**  
<http://www.icao.int/MID/MIDANPIRG/Pages/default.aspx>
- **NATSPG/51 Paris, 23-26 June 2015**  
ICAO Secure Portal <http://portal.icao.int/>  
*Note:* To access NATSPG/51, Paris 23-26 June 2015, request access for NATSPG group
- **GREPECAS PPRC/3, Mexico City, Mexico, 21-23 July 2015**  
<http://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2015-CRPP3>
- **APANPIRG/26, Bangkok (Thailand), 7-10 September 2015**  
<http://www.icao.int/APAC/Meetings/Pages/2015-APANPIRG26.aspx>

2. In 2014 and 2015, PIRG meetings were held in the European, Middle East, North Atlantic, Caribbean and South America, and the Asia and Pacific regions. The reports of EANPG/56 and MIDANPIRG/15 meetings were reviewed by the Air Navigation Commission (ANC) during sessions in April and September 2015 respectively. Reports of the NATSPG/51, GREPECAS PPRC/3 and APANPIRG/26 meetings will be reviewed by the ANC in November 2015 and January 2016 respectively.

#### 2.1 European Air Navigation Planning Group (EANPG)

- a) Executive summary of last meeting
  - i) The EANPG/56 meeting was attended by ninety-two (92) representatives of thirty-five (35) Member and non-Member States and by observers from eight (8) international organizations. The report contains thirty-six (36) Conclusions and eight (8) Decisions. The Conclusions were concerning the Secretariat and States.
  - ii) EANPG reviewed occurrences involving civil and military aircraft over high seas, especially over Baltic Sea.
  - iii) The EANPG followed up on the latest status of PBN implementation in EUR Region.
  - iv) EANPG requested that ICAO Headquarters issue a State letter to urge States to use the ICARD database for five-letter name-code (5LNC) reservations and to release all un-used 5LNCs.

- v) A revised Volcanic Ash Contingency Plan – EUR Region was prepared by EANPG and a task force was created to align EUR and NAT volcanic ash contingency plans.
  - vi) EANPG noted that RVSM operations in the ICAO Region met all four safety objectives for the year 2013, according to EUR RMA and RMA EURASIA.
  - vii) EANPG reviewed the list of air navigation deficiencies.
  - viii) EANPG reviewed the search and rescue capabilities (SAR) in EUR Region in accordance with Annex 12 – *Search and Rescue* requirements and discussed ways and means to address this situation.
- b) Coordination between PIRGs and RASGs
- i) The ANC noted the concern of the lack of resources for some parts of the RASG work programme (R-REP and IE-REST (EUR Regional expert safety team) activities).
  - ii) The EANPG invited its members to contribute to the activities of the RASG-EUR, in particular those of the R-REP and IE-RAST related to runway safety, and to the occurrence reporting and analysis.
- c) Actions by the ANC on the report of the EANPG/56
- i) The ANC discussed the consequences of the use of aerodrome control tower (TWR) frequencies by ground vehicles involved in runway operations – reference in Conclusion 56/4. Some hazards related to ground vehicles using frequencies intended for communication between the tower and the aircraft were emphasized. General support for this Conclusion to assist in the reduction of runway incursions globally and further work was needed to enhance Doc 9870 – *Manual on the Prevention of Runway Incursions*. Some reservations regarding possible safety hazards are reflected in the note of this Conclusion.
  - ii) The ANC noted the States having a difficulty to access some ICAO documents and suggested to bring forward this issue to the Council in the discussion of digital rights management.

## 2.2 Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG)

- a) Executive summary of last meeting
- i) The MIDANPIRG/15 meeting was attended by eighty (80) participants from thirteen (13) States and seven (7) international organizations/agencies. The report contains twenty-nine Conclusions and six Decisions.
  - ii) MIDANPIRG reviewed MID RVSM Safety Monitoring Report (SMR) for 2014, where it was indicated that the key safety objectives set out by MIDANPIRG Conclusion 12/16 were met.
  - iii) MIDANPIRG endorsed a revised MID Region Air Navigation Strategy as the framework identifying regional air navigation priorities, performance indicators and targets. States were requested to develop their National Air Navigation Performance Framework ensuring the alignment with and support to the MID Region Air Navigation Strategy.

- iv) The meeting reviewed and endorsed the MID eANP (Volumes I, II and III), consolidated by the Secretariat, based on the Council-approved template and inputs received from the different MIDANPIRG contributory bodies. It is expected that ICAO MID Regional Office will process the necessary proposal for amendment in accordance with the procedure for amendment approved by the Council for approval by the end of 2015.
  - v) MIDANPIRG reviewed and updated the status of implementation of the different priority 1 ASBU Block 0 Modules.
  - vi) PBN implementation in the MID Region was addressed by the meeting, noting its status of implementation. It identified the main challenges facing the implementation of PBN in MID Region and recommended measures that would overcome them. The meeting also emphasized that the establishment of the MID flight procedure programme (MID FPP) would foster the PBN implementation in the region.
  - vii) MIDANPIRG urged States to take necessary measures to implement provisions of the Resolution A38-12, and MIDANPIRG/14 Conclusions 14/12 and 14/13 to foster the implementation of civil/military cooperation and to implement Flexible Use of Airspace (FUA) concepts. The meeting reviewed and endorsed the objective and working arrangements of MID civil/military support team to expedite the implementation of the FUA concept in the MID Region.
  - viii) MIDANPIRG addressed subjects such as air traffic flow management (ATFM) and airport collaborative decision-making (A-CDM)
  - ix) The meeting addressed the following subjects on Aeronautical information management (AIM), MID Region AIM Implementation Roadmap, and formal arrangements between AIS/AIM and the data originators.
  - x) MET implementation in the MID Region, including subjects on implementation of the WAFS and SADIs in the region, international airways volcano watch, and SIGMET, were also reviewed by the meeting.
  - xi) Specific Air Navigation issues such as the MID Region ATS route network, contingency planning, secondary surveillance radar code plan, search and rescue, ATM enhancement programme, AIM database, aeronautical frequency spectrum, aeronautical fixed services, use of flight plan “converters”, integrated flight plan processing system, IP network, surveillance and ADS-B implementation, regional OPMET centre, and environmental protection were reviewed and dealt by the meeting with appropriate Conclusions.
  - xii) Review of deficiencies in the air navigation fields was conducted by the meeting, urging States to submit specific corrective action plan (CAP) for each deficiency and providing the MID Regional Office with mitigation measures implemented.
- b) Coordination between PIRGs and RASGs
- i) The meeting noted that RASG-MID and MIDANPIRG have been coordinating some safety-related issues such as mitigation measures for CFIT (unstabilized approaches), as well as call sign confusion and similarity.
  - ii) Other subjects of interest for both groups have been identified, in particular those related to ATM safety such as SMS implementation for ANS/ATM, language proficiency for air traffic controllers, RVSM monitoring, etc.
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- iii) The outcome of the Second PIRG-RAG Global Coordination meeting was appraised by the meeting to further improve the coordination mechanism between MIDANPIRG and RASG-MID.
- c) Actions by the ANC on the report of the MIDANPIRG/15
  - i) The ANC congratulated MIDANPIRG on producing a very thorough report that contained a lot of information on the region.
  - ii) In reference to call sign similarity and confusion, the ANC considered the need to develop global provisions and/or guidance material to reduce the risk associated, including possible amendment to the ICAO FPL format.

### 2.3 North Atlantic System Planning Group (NATSPG)

- a) Executive summary of last meeting
  - i) The NATSPG/51 meeting was attended by twenty five (25) participants from nine (9) States and three (3) international organizations. The report contains twenty-four Conclusions.
  - ii) NATSPG reviewed Cost effectiveness key performance indicators (KPIs) common to NAT IMG and NAT EFG, i.e. “Cost per 100 kms flown” and “Cost per oceanic flight hour”.
  - iii) NATSPG also reviewed the latest progress on the 25 nautical miles reduced lateral separation minimum (RLatSM) in the ICAO NAT Region with trial implementation planned to commence its phase 1 on 12 November 2015.
  - iv) The meeting noted the information on business case analysis (BCA) from NAT EFG for RLatSM phases 1 and 2. The estimated combined net saving in fuel for RLatSM Phases 1 and 2 of amounted to CAD 9.6 million and 52 000 metric tonnes in avoided greenhouse gas emissions (GHG) emissions. IATA supported this methodology.
  - v) NATSPG was provided with information on the planned implementation of ATS surveillance enabled services using space-based ADS-B in the North Atlantic OCAs. Air navigation services providers (ANSPs) in the Gander and Shanwick oceanic control areas (OCAs) had been coordinating a common strategy for ATS surveillance based in space based ADS-B. The current focus of the collaboration effort was on the implementation of a longitudinal application of 15 nautical mile (NM) ATS surveillance separation on 1 February 2018.
  - vi) NATSPG endorsed the NAT 2014 annual safety report (ASR), safety priorities and target summary. Additional targets were added to the list of safety key performance indicators for the ICAO NAT.
  - vii) NATSPG was informed of the development of the draft Volumes I, II, III of NAT eANP. The group established a NAT eANP project team to finalize the work populating these volumes of NAT eANP for endorsement by NATSPG prior to the final processing of the proposals for amendments (PfAs).
  - viii) NATSPG also endorsed several PfAs to be presented for NAT SUPPs (Doc 7030): Flight planned routes north of 80o N, provisions of the ICAO aircraft address, lateral separation

minima in Santa Maria OCA, longitudinal separation minima in Santa Maria OCA, NAT Region policy for equipage and operation of ACAS II.

- ix) The meeting noted the status of the volcanic ash contingency plan (VACP)-North Atlantic Region which was still under development. This plan, when available, will be harmonized with EUR VACP. It is expected that the final plan EUR/NAT VACP would be approved by the end of 2015.
  - x) Several amendments to documentation for NAT Operations and the Airspace Manual were approved by the meeting, including consistency with globally applicable provisions.
  - xi) NAT SPG re-elected its Chairman, Mr. Asgeir Palsson (Iceland) for next four years.
- b) Coordination between PIRGs and RASGs
- i) There is no RASG for North Atlantic region. In the NAT SPG structure, the NAT Safety Oversight Group, reporting to the NAT SPG has the designated safety related responsibilities, including monitoring the implementation of the ICAO Global Aviation Safety Plan (GASP) and the production of the NAT Region safety report.
- c) Actions by the ANC on the report of the NATSPG/51:
- i) The ANC will review the NATSPG/51 report on November 2015.

#### 2.4 **CAR/SAM Planning and Implementation Regional Group (GREPECAS)- Third programmes and projects review committee meeting (PPRC/3)**

a) **Executive summary of the meeting**

- i) The PPRC/3 was held at the ICAO NACC Regional Office, in Mexico City, Mexico, from 21 to 23 July 2015 and it was attended by 25 participants from six NAM/CAR States, five SAM States, and three international organizations (CANSO, COCESNA and IATA) as observers. The meeting adopted eight conclusions and two decisions.
  - ii) The meeting participants were informed that the ICAO ANC had taken note of the revision request for the uniform methodology for identification, evaluation and notification of deficiencies in the ICAO navigation, and informed that it is in the 2015 Secretariat activity plan.
  - iii) The meeting took note of the electronic Air Navigation Plan (e-ANP) implementation progress for the CAR/SAM Regions. As a follow-up of eANP preparation targets, the review of the e-ANP will be approved in two phases.
  - iv) The meeting analyzed the inter-regional activities between CAR and SAM Regions in the CNS and ATM fields highlighting in the CNS area; the implementation of the interconnection of the VSAT Regional networks MEVA III and REDDIG II, the advancement and plans for the interregional ATN applications such as AMHS and AIDC and the radar data exchange. In the ATM area, the meeting noted the carry-out seminars, workshops for the performance-based navigation (PBN), air traffic flow management (ATFM) and search and rescue (SAR) areas.
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- v) The meeting analyzed the CAR/SAM activities for a consolidated Interface Control Document (ICD) for AIDC implementation in the CAR/SAM Regions.
- vi) The meeting also took note of the progress made since GREPECAS/17 to the CAR and SAM Region projects in areas of PBN, ATFM, Automation and ATM Situational Awareness, Ground-ground and Air-ground Telecommunications Infrastructure Programme, AGA , AIM and MET programmes and the difficulties encountered in their implementation were also discussed.
- vii) To complete the ATFM implementation in the CAR and SAM Regions, the meeting considered that it is necessary for States to implement ATFM Letters of Agreement and/or update their operational Letters of Agreement between ACCs and adjacent FIR with ATFM procedures.
- viii) When analyzing the implementation of AMHS systems and its interconnection in the CAR and SAM Regions, the meeting observed that the AMHS application has not been exploited in its full potential, and that it presently operates in the same way as AFTN, only with alphanumeric characters instead of using the messages annex delivery which could contain various information such as tables and graphs.
- ix) The meeting convened that States should take advantage of the AMHS, as well as the establishment of greater capacity and speed communication networks, by sending messages with annexes attached, having previous coordination among units where messages are exchanged in order to increase the information required, and achieving a better situational awareness. In this sense, the meeting considered the need of creating a group to start a strategy of development and implementation to obtain an effective AMHS use.
- x) Several States from both regions agreed that e-TOD implementation for Area 2 for 12 November 2015 is difficult to comply considering technical difficulties, training and human resource quantity, as well as the high cost of impact for the implementation. In this regard, the meeting considered consultation through the GREPECAS express mechanism with all States from both regions on their compliance expectations to the Annex 15 indicated date.
- xi) The meeting requested that the Secretariat send a memo to the D/ANB in order to prioritize completion of Doc 9839 - *Manual on the Quality Management System for Aeronautical Information Services* and to have, as soon as practicable, a final version of the Doc 9881 - *Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information* on electronic terrain and obstacle data.
- xii) The meeting analyzed the activities developed by the CAR and SAM Regions in order to foster the measurement, monitoring and reporting of the goals established in the regional plans as well as in the Bogota and Port-of-Spain declarations. Also addressed was the development of national plans aligned with the Global Air Navigation Plan (GANP) (4th edition) and the corresponding Regional Air Navigation Performance-based Plans for both NAM/CAR (RPBANIP) and SAM (SAM PIB) Regions.
- xiii) The meeting urged CAR/SAM Region States, that have not yet done so, to amend and develop, as soon as possible, their national plans aligned with the GANP (4th edition), the RPBANIP and SAM PBIP, as a way of harmonizing the implementation, and to facilitate the inter and intra-regional navigation systems and services interoperability.

**b) Coordination between PIRGs and RASGs**

- i) The meeting proceeded to the revision of actions suggested by the Second Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs). The suggested actions for implementation for the CAR/SAM Regions States, the GREPECAS and the follow-up on activities by ICAO were approved.
- ii) The meeting agreed that some RASG-PA safety risk mitigation actions could be part of the projects that are already being developed in GREPECAS scope. Therefore, RASG-PA needs to be informed to avoid any duplication of efforts and GREPECAS projects could be benefited with the safety intelligence information generated by RASG-PA. In so doing, implementation priorities of operational improvement can be established. States, territories and international organizations can be urged to actively participate in RASG-PA meetings.
- iii) In order to increase the necessary coordination between GREPECAS and RASG-PA, the meeting considered it important that the Chairmen and Vice-Chairmen of GREPECAS could be invited to participate in meetings of the RASG-PA and equally, the Chairmen and Vice-Chairmen of the RASG-PA could be invited to participate in GREPECAS and PPRC meetings.

**c) Actions by the ANC on the Third Meeting of the Programmes and Projects Review Committee (PPRC/3)**

- i) The report of PPRC/3 will be reviewed by the ANC in November 2015.

**2.5 Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)****a) Executive summary of last meeting:**

- i) The Twenty-sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/26) was held at the ICAO APAC Office, Bangkok, Thailand from 7 to 10 September 2015. The meeting was attended by 141 participants from 26 States, two special administrative regions in China and five international organizations (CANSO, IATA, IBAC, ICCAIA and IFALPA). APANPIRG/26 adopted sixty two (62) Conclusions and five (5) Decisions.
  - ii) Key technical and operational outcomes of APANPIRG/26:
    - endorsed Volume I and Volume II of the APAC e- Air Navigation Plan (eANP). Volume III was adopted and the Secretariat was invited to process the APAC ANP amendments;
    - developed sample regulations for water aerodromes that could be used by States/administrations as a reference document for developing States regulations;
    - recognized the importance of a long-term development of an airport to cater for growing traffic, urged States/administrations to encourage airport operators to develop a long-term airport master plan to assist in the timely phased airport expansions, thereby increasing capacity and enhancing the safety and regularity of aircraft operations;
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- in order to support regional cross-border ATFM progress and implementation, urged States/administrations to support the multi-nodal ATFM operational trial programme and implement cross-border ATFM in accordance with the performance objectives of the Regional Framework for collaborative ATFM, and urged ICAO to facilitate an ATFM seminar/workshop for Asia/Pacific and trans-regional States to familiarize stakeholders with the Asia/Pacific Regional framework and to assist implementation of ATFM;
- urged ICAO to update the guidance manual for aeronautical information services (AIS) in the Asia/Pacific Region to include an interim AIM transition guidance. In order to familiarize stakeholders with the new and amended ICAO publications and assist States in developing AIM implementation plan, ICAO is urged to facilitate Asia/Pacific AIM transition seminars/workshops in 2016;
- urged States to establish a mechanism to provide regular and timely updates of information during a volcanic eruption and/or ash cloud event to ensure all stakeholders are up to date with current information, situation reports and contingency planning, and to participate in volcanic ash exercises;
- considering the implications for search and rescue standards from recent events, which required initiation of SAR actions, in coordination with the IMO through the ICAO/IMO Joint Working Group on Harmonisation of Aeronautical and Maritime SAR (JWG), ICAO should consider urgently updating global SAR documents from the lessons learnt and to conduct Asia/Pacific SAR planning and implementation seminars/workshops for Asia/Pacific States. As well an Asia/Pacific SAR working group should be established to promote enhancement, improvement of SAR facilities and services within the Asia/Pacific Region and adjacent regions;
- due to lack of implementation of the provisions of Annex 11 paragraph 2.27.5, it has been agreed to include an air navigation deficiency for: non-report of datalink problems to the Central Reporting Agency (CRA), non-report of datalink problem/performance analysis reports to recognized FANS Interoperability/Implementation Team (FIT). The revised Data Link Performance Reporting Template and Guidance was developed;
- adopted the second iteration of the cost-benefit analysis (CBA) for the Common Regional VPN (CRV) project, urged the CRV participating States/administrations to consider the CRV safety specified in the CRV preliminary safety analysis and advised States/administrations to make their own local cost-benefit analysis;
- developed the PBN in-a-page document to summarize relevant PBN-related information from various ICAO documents into one page which will be used as a quick reference material during PBN airspace route design sessions. The PBN procedure pre-implementation safety assessment checklist and record of hazard template to be used to record and analyze the hazards identified as well as the proposed mitigation measures as a supporting material for States in the implementation of PBN;
- adopted the revised navigation strategy for the Asia/Pacific Region to support PBN operation;
- endorsed amendments to the ADS-B Implementation and Operations Guidance Documents (AIGD) with a supporting document for States in the development of ADS-B implementation plan and the implementation in States;

- affirmed that States do not require operational approval for the operational use of ADS-B OUT by ATC and monitor ADS-B transmissions from aircraft and take action to ensure compliance with the MID/ASIA 5.5 Section of the *Regional Supplementary Procedures* (Doc. 7030), and advised States to use the guidelines on Airworthiness Approval for ADS-B OUT avionics equipage. APANPIRG/26 encouraged States to mandate that registered aircraft with a maximum certified take-off mass exceeding 5,700 kg or having a maximum cruising true airspeed capability greater than 250 knots, with a date of manufacture on or after 8 June 2018 (two years after the European forward fitment mandate is effective) be equipped with ADS-B avionics compliant with Version 2 ES (equivalent to RTCA DO260B) or later;
  - recognizing the development of guidance materials for ADS-B planning and implementation and the need for addressing broader surveillance technologies including ADS-B, SSR Mode S and Multilateration applications, established Surveillance Implementation Coordination Group;
  - encouraged States with experience of ADS-C implementation to participate in the inter-regional ADS-C reporting interval task force provided by the NAT Implementation Management Group. The aim is to contribute to the study on investigating existing FANS 1/A data link implementations to determine the technically feasible minimum ADS-C periodic reporting interval;
  - endorsed the SIGMET pamphlets as regional guidance material to facilitate improved format of SIGMET information;
  - invited ICAO to consider updating the Annex 3 provisions related to advisory and SIGMET information for tropical cyclones in order to facilitate clarity and consistency of the messages provided by States/administrations and to consider a new provision on the competency of aeronautical meteorological personnel for inclusion in Annex 3;
  - promoted coordination between ICAO, WMO and relevant States/organizations to facilitate targeted training to improve the quality, reliability and availability of SIGMET information. Subsequently promoted cross-border harmonization of SIGMET information;
  - endorsed updates to regional guidance material, used by States/administrations, for the issuance of OPMET information (i.e., ROBEX handbook, ICD and SIGMET guide);
  - invited ICAO to urge States to continue improving the availability of OPMET data for aerodromes. SADIS user States and SADIS users were also urged to ensure that they are prepared for the cessation of SADIS 2G (in 2016);
  - promoted greater MET-ATM collaboration at national and sub-regional levels, and invited ICAO to survey States on the types of meteorological information provided to support ATM/ATFM operations;
  - invited ICAO to support implementation of digital exchange of aeronautical meteorological information by surveying States on the status of planning and implementation of IWXXM and AMHS, and organizing a capacity-building workshop for the digital exchange of aeronautical meteorological information;
  - adopted the revised APANPIRG structure, terms of reference of sub-groups and agreed to empower the APANPIRG sub-groups to adopt technical Conclusions/Decisions.
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b) Coordination between PIRGs and RASGs

- i) The Second APANPIRG/RASG-APAC Coordination Meeting was held at the APAC Regional Office, Bangkok on 21 May 2015. The meeting was attended by APANPIRG Chair, RASG-APAC Chair, RASG-APAC Vice-Chair, APRAST Co-Chairs and the Secretariat.
- ii) The coordination meeting agreed on the lead regional group for the following activities:
  - Regulatory oversight for the effective implementation of performance-based navigation (PBN) - Recommendation 1/1 of HLSC 2015:
    - RASG-APAC to coordinate and provide more guidance materials to States/administrations regarding any PBN requiring operational approvals and the associated regulatory oversight; and
    - APANPIRG to discuss assistance provided to States/administrations in designing and publishing PBN procedures.
  - Recommendation 1/2 – Global flight tracking:
    - APANPIRG - SAR training exercise;
    - Interaction between Annex 12 – *Search and Rescue* and Annex 13 – *Aircraft Accident and Incident Investigation*: The Accident Investigation Group (AIG) of RASG-APAC to coordinate with the Asia/Pacific SAR Task Force of APANPIRG for the necessary works;
    - APANPIRG – civil/military cooperation;
  - RASG regional priorities and targets – jointly develop the proper structures to sustain the collection and sharing of ATM data;
    - The Asia Pacific Safety Reporting and Programme Working Group (SRPWG) of RASG-APAC to coordinate with the ATM sub-group of APANPIRG to explore the best mechanism/structure to facilitate the collection and sharing of ATM data so that the data could be gainfully used for safety enhancement in the Asia/Pacific Region, for example, safety data on stabilized approaches (deviation from safety profiles). Such data could also be used for the evaluation on the benefit of APV approaches in improving safety.
  - Outcomes of RASG-APAC Meetings – Conclusion 4/4 and 4/23:
    - RASG-APAC to establish the areas of coordination, composition of experts and coordination mechanism for attendance at relevant APANPIRG coordination body meetings. This will include endorsement of the APAC seamless ATM plan by RASG-APAC.
    - RASG-APAC to continue with the lead responsibility for the implementation of TCAS II. APANPIRG to provide results of monitoring collected through the Seamless ATM Online Reporting process to RASG-APAC.
    - RASG-APAC/APRAST to circulate the draft Advisory Circulars developed to improve safety to the relevant APANPIRG sub-groups for review and comments.

c) Actions by the ANC on the APANPIRG/26

i) The report of APANPIRG/26 will be reviewed by the ANC in January 2016.

3. **Items, which ANC considered good examples for sharing and possible application by other PIRGs.**

3.1 The ANC appreciated the EANPG/56 report and its alignment with the Global Air Navigation Plan (GANP), and the related ASBU modules. This allowed the ANC to effectively assess the level of progress in the region regarding the GANP modules, with proposals on how to further develop the ASBU block 1 and 2 modules.

3.2 The ANC noted the work of the EANPG on the search and rescue capability in the EUR Region and agreed on this work being important globally.

3.3 The ANC commended the EANPG on its tracking of air navigation deficiencies in its region and on providing continuous focus on resolving them.

3.4 The ANC noted that in the MIDANPIRG/15 report, the references to performance indicators could feed into the Global Air Navigation Plan (GANP) process by reporting via regional dashboards, prompting discussions on the development of performance metrics in the various regions.

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