



International Civil Aviation Organization

**FOURTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/14)
Bangkok, Thailand, 4 to 8 August 2003**

Agenda Item 1: Review of Council and ANC actions on the APANPIRG/13 Report

**REVIEW OF COUNCIL AND ANC ACTIONS
ON THE REPORT OF THE THIRTEENTH MEETING OF THE APANPIRG**

(Presented by the Secretariat)

SUMMARY

This paper presents the actions taken by the Air Navigation Commission and the Council of ICAO on the report of the thirteenth meeting of the APANPIRG.

Action by the APANPIRG is proposed at paragraph 5.

1. INTRODUCTION

1.1 Following each APANPIRG meeting, the report of the APANPIRG is at first reviewed by the working group of the Air Navigation Commission (ANC) followed by the ANC itself and finally by the Council. During these reviews, the ANC and the Council note the report, make comments thereon and provide guidance to APANPIRG as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained in the report, since the follow-up to some conclusions may require approval by the ANC or Council.

1.2 Follow-up actions by the ICAO Secretariat on conclusions and decisions of APANPIRG are then guided by the outcome of the ANC and the Council actions described above.

1.3 This paper informs the APANPIRG of the results of the ANC and the Council actions on the report of the APANPIRG/13 Meeting, which was held in Bangkok from 9 to 13 September 2002.

2. ACTION BY THE ANC ON THE APANPIRG/13 REPORT

2.1 The ANC referred the APANPIRG/13 Report to its Working Group on Regional Plans for detailed review. This detailed review was carried out on 27 November 2002, following which the ANC itself reviewed the APANPIRG/13 Report on 30 January 2003.

2.2 The ANC noted the APANPIRG/13 Report and took specific action on certain conclusions therein, as shown in the Appendix to this paper. The following are the highlights of the ANC's review:

- a) The ANC noted with appreciation that the APANPIRG/13 Report contained important conclusions, arising mainly from the work of APANPIRG contributory bodies which had prepared extensive material aimed at improving the planning and implementation of air navigation facilities, services and procedures in the Asia/Pacific Regions.
- b) Referring to Conclusion 13/1 regarding inclusion of phraseologies related to RVSM operations in the *Regional Supplementary Procedures* (Doc 7030), the Commission recognized the importance of having common RVSM phraseologies for global applications incorporated into the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444). It was noted that the Secretariat had already commenced the work on an amendment to the PANS-ATM to incorporate applicable RVSM phraseologies to support RVSM implementation worldwide.
- c) With regard to Conclusion 13/2 concerning development of procedures relating to multi-part NOTAM and NOTAM checks, the Commission was apprised of the fact that Amendment 32 to Annex 15 — *Aeronautical Information Services*, presently being processed, already contains a proposal that is addressing NOTAM check list and that, following the adoption of Amendment 32, the Secretariat would publish a new edition of the *Aeronautical Information Service Manual* (Doc 8126) with the guidance material covering the subject. Consequently, the Commission requested the Secretary General to take this into account when updating the Doc 8126. In respect of the multi-part NOTAM, once the additional consultation with States is completed, appropriate amendment to Annex 15 will be prepared for adoption in 2004 and Doc 8126 will be updated accordingly.
- d) In relation to Conclusion 13/3 concerning the development of guidance material for operating procedures for AIS dynamic data and use of Internet, the Commission was informed that although regional initiatives are encouraged, the Secretariat must ensure that they do not conflict with global requirements. As far as use of Internet is concerned, the Commission noted the intent of the Secretariat to develop guidelines for the operational use of the Internet by States to access and /or disseminate various categories of aeronautical information (such as WAFS products, OPMET data, AIS information).
- e) The Commission was pleased to note that the Europe, Middle East, Asia Route Structure South of Himalayas (EMARSSH) project, which entailed restructuring of international ATS routes taking into account RNP/RNAV and RVSM implementation, was commissioned effective 28 November 2002.
- f) In relation to Decision 13/9 (AIDC Review Task Force), the Commission noted that the Operational Data Link Panel (OPLINKP) had already initiated the development of a comprehensive amendment to the PANS-ATM and the *Manual of Air traffic Services Data Link Applications* (Doc 9694) concerning ATS interfacility data communications (AIDC). This work includes review of existing guidance contained in Doc 9694 and the regional AIDC interface control documents (ICD), as well as an evaluation of the definition of the AIDC messages, their use and the data fields included within them. This amendment to the PANS-ATM would facilitate the amendment process at the regional ICD level.

- g) The Commission, appreciating the efforts of APANPIRG in establishing a multidisciplinary task force to conduct a study for the selection of ADS-B link for use in the Asia/Pacific regions (Conclusion 13/19 refers), invited the Secretary General to monitor task force developments and encourage States to participate in studies to select an ADS-B link, taking into account cost/benefit analyses.
- h) The Commission noted that APANPIRG reviewed the statement of Basic Operational Requirements and Planning Criteria (BORPC) in relation to the meteorological (MET) part so as to reflect the changes as a result of the closure of the Regional Area Forecast Centres (RAFCs) and new provisions in regard to the exchange of operational meteorological (OPMET) data included in Amendment 72 of Annex 3 — *Meteorological Service for International Air Navigation* that became applicable on 1 November 2001 (Conclusion 13/35 refers). Recognizing that the last revision of BORPC was conducted on 17 June 1999 in connection with CAR/SAM/3 RAN Meeting and that the ATM operational concept would be considered during the Eleventh Air Navigation Conference (AN Conf/11), the Commission called upon the Secretariat to initiate the task of revising the BORPC immediately after the completion of the AN Conf/11 in October 2003.

3. ACTION BY THE COUNCIL ON THE APANPIRG/13 REPORT

3.1 Following the ANC action, the Council, on 19 February 2003, noted the APANPIRG/13 Report on the basis of the ANC report, and took specific actions on certain conclusions therein, as shown in the Appendix to this paper. The following are the highlights of the Council's review:

- a) The Council noted that APANPIRG had expressed difficulties in understanding requirements for filing differences due to various factors such as a lack of clear understanding of the ICAO provision in relation to the national practice due to the language problem and complexity of ICAO provisions. In this regard, the Council supported Conclusion 13/23 (Process of review and notification of difference) and invited the Secretary General to encourage States to establish effective procedures for implementation of SARPs and notification of differences to Annexes in a timely and comprehensive manner. Furthermore, the regional office could assist States in terms of explaining the content and implication of ICAO provisions. .
- b) Sharing the concern expressed by APANPIRG, the Council supported the proposal to hold a joint seminar between ICAO and the World Meteorological Organization (WMO) to provide training on the quality assurance in the provision of meteorological services to aviation in the ASIA/PAC Region during 2003 (Conclusion 13/32 refers). Since, in accordance with the *Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization* (WMO) (Doc 7475), WMO is the Organization responsible for the qualifications of meteorological personnel engaged in the provision of meteorological service for international air navigation, the Council agreed that this conclusion should be addressed to WMO.
- c) The Council noted that APANPIRG had analysed and updated the Asia/Pacific regional table of deficiencies. The Council expressed disappointment that many deficiencies continued to persist for a number of years, particularly in the field of

aerodrome operations. In this connection , the Council agreed with the view of APANPIRG on the need for the Asia/Pacific Regions to develop a safety analysis that would result in allocation of appropriate priority in addressing deficiencies, taking into account associated risk factors (paragraph 4.7 of the meeting report refers). In this regard the Council appreciated the initiative of APANPIRG in setting up a separate task force to develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology (Conclusion 13/46 refers).

4. FOLLOW-UP ACTION BY THE SECRETARIAT ON THE APANPIRG/13 REPORT

4.1 The Secretariat's report on follow-up actions on the APANPIRG/13 Report will be presented to APANPIRG/14 in separate working paper(s).

5. ACTION BY THE APANPIRG

5.1 The APANPIRG is invited to

- a) note the ANC's and Council's actions on the APANPIRG/13 Report as outlined in this paper and its appendix; and
- b) include the follow-up actions in the work programme of APANPIRG.

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APPENDIX

**APANPIRG CONCLUSIONS/DECISIONS CONSIDERED
FOR SPECIFIC ACTION BY THE AIR NAVIGATION COMMISSION
AND/OR COUNCIL**

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/1	2.1-7	ANC	<p>Inclusion of phraseologies related to RVSM operations in the <i>ICAO Regional Supplementary Procedures</i> (Doc 7030) for the Asia and Pacific Regions</p> <p>Noted the conclusion and that the Secretariat had already commenced the work on an amendment to the PANS-ATM to incorporate applicable RVSM phraseologies to support RVSM implementation worldwide.</p>
13/2	2.1-12	ANC	<p>Development of procedures relating to multi-part NOTAM and NOTAM checks by NOTAM</p> <p>Noted the conclusion and requested the Secretary General to take this into account when updating the <i>Aeronautical Information Services Manual</i> (Doc 8126).</p>
13/3	2.1-13	ANC	<p>Guidance Materials concerning the operating procedures for AIS dynamic data (OPADD) and the use of the Internet for information transfer as Chapters 3 and 4 respectively of the Guidance Manual for AIS in the Asia/Pacific Region</p> <p>Noted the conclusion and that the Secretariat was developing a proposal for the development of guidelines for the operational use of the Internet by States to access and/or disseminate various categories of aeronautical information.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/7	2.1-31	ANC	<p>Adoption of a regionally protected frequency for Traffic Information Broadcasts by Aircraft (TIBA)</p> <p>Noted the conclusion and requested the Secretary General to take appropriate action.</p>
13/8	2.1-34	ANC	<p>Contingency Planning</p> <p>Noted the conclusion and that the Commission will submit to the Council, during its 168th Session, amendments to Annexes 11 and 15 with an applicability date of 27 November 2003 concerning the development and promulgation of contingency plans.</p>
13/9	2.1-35	ANC	<p>ATS interfacility data communications (AIDC) Review Task Force</p> <p>Noted the decision and that the OPLINKP had already initiated the development of a comprehensive amendment to the PANS-ATM and the <i>Manual of Air traffic Services Data Link Applications</i> (Doc 9694) concerning AIDC which would facilitate the amendment at the regional interface control document (ICD) level.</p>
13/19	2.2-12	ANC	<p>ADS-B study and implementation task force</p> <p>Noted the conclusion and requested the Secretary General to monitor task force developments and encourage States to participate in studies to select an ADS-B link, taking into account cost/benefit analyses.</p>
13/20	2.2-12	ANC	<p>24-bit aircraft address</p> <p>Noted the conclusion and requested the Secretary General to remind States of the requirements to maintain aircraft address allocation in accordance with ICAO provisions in Annex 10 — <i>Aeronautical Telecommunications, Volume 111</i></p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/21	2.2-13	C	<p>Preparation for World Radiocommunication Conference – 2003 (WRC 2003)</p> <p>Noted the conclusion and requested the Secretary General to continue encouraging the States to participate at various levels in different fora to provide support for the ICAO position at the forthcoming WRC-2003 so as to protect aeronautical frequency spectrum.</p>
13/23	2.2-16	C	<p>Process of review and notification of difference</p> <p>Noted the conclusion and invited the Secretary General to encourage States to establish procedures for implementation of SARPs and notification of differences to Annexes in a timely and comprehensive manner.</p>
13/29	2.2-21	ANC	<p>Inclusion of SIGMET in VOLMET</p> <p>Noted the conclusion and requested the Secretary General to encourage States to implement VOLMET data link service (D-VOLMET) to permit suitably equipped aircraft to receive timely SIGMET information amongst other requisite meteorological information.</p>
13/32	2.2-23	C	<p>Quality Assurance (QA) Meteorological (MET) seminar for ASIA/PAC Region</p> <p>Noted the conclusion and recognizing that in accordance with the <i>Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization</i> (WMO) (Doc 7475) this conclusion should be addressed to WMO, requested the Secretary General to invite WMO to arrange, in coordination with ICAO, training on quality assurance for provision of meteorological services to aviation in the ASIA/PAC Region.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/35	2.4-1	ANC	<p>Amendment to the Statement of Basic Operational Requirements and Planning Criteria (BORPC)</p> <p>Noted the conclusion and recognizing that the last revision of BORPC was conducted on 17 June 1999 in connection with the CAR/SAM/3 RAN Meeting and that the air traffic management (ATM) operational concept would be considered during the Eleventh Air Navigation Conference (AN Conf/11), requested the Secretary General to initiate the task of revising the BORPC immediately after the completion of AN Conf/11 in October 2003.</p>
13/36	2.4-2	ANC	<p>Aerodrome Certification</p> <p>Noted the conclusion and requested the Secretary General to remind States to take appropriate steps to establish the necessary legislation and regulatory procedures needed for certification of aerodromes.</p>
13/37	2.4-2	C	<p>Need for Adequate Resources for Traffic Forecasting Groups (TFGs)</p> <p>Noted the conclusion and requested the Secretary General to encourage States to provide adequate resources for the TFGs and urge States to provide data and other information required for the development of forecasts.</p>
13/45	3-19	ANC	<p>Continuation of the work of the Asia Pacific Airspace Safety Monitoring (APASM) Task Force to develop a Regional Airspace Safety Monitoring Agency (RASMA) for the Asia/Pacific Region</p> <p>Noted the conclusion and requested the Secretary General to monitor the regional developments and formulate an uniform approach for global harmonization of regional safety monitoring arrangements through consultative meetings with regional bodies.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec. No.	Page		
13/46	4-2	ANC	<p>Establishment of a Task Force on Deficiencies in the Air Navigation Field</p> <p>Noted the decision and requested the Secretary General to extend this approach to other regions so as to develop detailed regional procedures for identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology.</p>
13/47	Corrigendum No. 1	ANC	<p>Key priorities for CNS/ATM implementation</p> <p>Noted the conclusion and that the FANS action team has been reconvened to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis.</p>

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