



*International Civil Aviation Organization*

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

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**Agenda Item 2: Review the APANPIRG/15 Report and subsequent ANC/Council Actions  
with respect to ATM/AIS/SAR issues**

**APANPIRG/15 REPORT AND ANC/COUNCIL ACTIONS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the Conclusions and Decisions with respect to ATM/AIS/SAR matters agreed to at the APANPIRG/15 Meeting and, where appropriate, actions taken by the Air Navigation Commission (ANC) and the ICAO Council.

**1. INTRODUCTION**

1.1 APANPIRG/15 (23 – 27 August 2004 Bangkok, Thailand) reviewed the ATM/AIS/SAR/SG/14 report (28 June – 2 July 2004, Bangkok, Thailand) and adopted the draft decisions and draft conclusions developed by the Sub-Group. The Air Navigation Commission (ANC) and the ICAO Council reviewed the APANPIRG/15 report.

**2. DISCUSSION**

2.1 Following each APANPIRG meeting, the report of the APANPIRG is reviewed by the ANC and subsequently by the Council. During these reviews, the ANC and Council note the report, make comments thereon and provide guidance to the 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.

2.2 Follow-up actions by the ICAO Secretariat on APANPIRG conclusions and decisions are then guided by the outcome of the ANC and Council actions described above. Such action will be discussed under a separate Agenda Item. A summary by the Commission of the APANPIRG/15 Report is attached as **Appendix A**.

2.3 The ANC referred the APANPIRG/15 Report to its Working Group on Regional Plans (WG/RPL) for detailed review. The WG/RPL reviewed the APANPIRG/15 Report on 3 November 2004, and submitted its views thereon to the ANC for consideration on 16 December 2004. The ANC noted the APANPIRG/15 Report and took specific action on certain conclusions therein, as shown in the **Appendix B** to this paper. The following are the highlights of the ANC's review:

**Matters related to air traffic services/aeronautical information service/search and rescue (ATM/AIS/SAR) (Agenda Item 2.1)**

- a) The Commission noted, from paragraph 2.1.22 of the meeting report, that a target date of 9 June 2005 had been set for the reduced vertical separation minima (RVSM) implementation in Naha and Tokyo flight information regions (FIRs), Japan and Incheon FIR, Republic of Korea.
- b) Appreciating the initiative of APANPIRG in taking up the initiative of APANPIRG in taking up the task of reviewing the Asia/Pacific air traffic services (ATS) route network (Conclusion 15/3 refers), the Commission called upon the Secretary General, as reflected in Appendix B, to monitor its progress.
- c) The Commission noted that the Secretariat had recently distributed State letter AN 13/11.6-04/85, containing the revised guidelines on the use of strategic lateral offsets as approved by the Commission, and that a proposal for amendment to the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) to include these procedures was under development for applicability in November 2005. Furthermore, the Commission endorsed Conclusion 15/8 calling upon States to adopt a unified approach to implement the 2 NM lateral offset procedures simultaneously and that the Regional Office would coordinate an implementation date as soon as practicable. The Commission specifically included this conclusion in Appendix B hereto for action by the Secretary General.
- d) When reviewing Conclusion 15/9 calling for ICAO to review the airspace classification provisions in Annex 11 — *Air Traffic Services* so as to specify the class of airspace appropriate for RVSM and required navigation performance (RNP) operations, the Commission noted that the conclusion was made, particularly, on the basis that visual flight rules (VFR) flights should be excluded from RVSM and RNP airspace. In this respect, it was recalled that in accordance with Annex 2 — *Rules of the Air*, VFR flight was already prohibited from operating in RVSM airspace, and that as the use of RNP expanded to lower airspaces, it was likely that States would want to establish RNP airspace wherein VFR flight would be allowed. Therefore, it would not be appropriate to amend the classification of airspaces in Annex 11 to exclude VFR flight from RNP airspace. However, it was agreed that further guidance on how to classify and designate airspace wherein RVSM and RNP was implemented, would be useful to States. Therefore, the Commission noted Conclusion 15/9 and requested the Secretary General, as reflected in Appendix B, to examine the *Manual on Required Navigation Performance (RNP)* (Doc 9613) with a view to providing guidance on the application of airspace classifications in airspace where RVSM and RNP was implemented.

**Matters related to communications/navigation/surveillance (Agenda Item 2.2)**

- a) With respect to Conclusion 15/14 on the regional agreement concerning the use of ATS message handling system (AMHS) over transmission control protocol/Internet protocol (TCP/IP) on a bilateral basis in the Asia/Pacific Regions, the Commission requested Aeronautical Communications Panel (ACP), as reflected in Appendix B hereto, to take relevant regional

implementation activities into account in its current work on the subject, the outcome of which is expected by the middle of 2005.

- b) The Commission noted that the regional operational procedure document had been developed by APANPIRG so as to provide guidance to States on the implementation of the aeronautical telecommunication network (ATN) ground infrastructure (Conclusions 15/15 refer).
- c) The Commission noted that APANPIRG had established a task to conduct appropriate consultations, to identify factual information and to develop a regional strategy for implementation of air-ground data link in the Asia/Pacific Regions with a target date of July 2005 (paragraph 2.2.47 of the meeting report refers). The Commission specifically noted this paragraph in Appendix B hereto for action by the Secretariat.
- d) With regard to Conclusion 15/23, relating to the revision of a regional strategy for the provision of precision approach landing guidance systems and global navigation satellite system (GNSS) capability in the Asia/Pacific Regions, the Commission, while recognizing that the strategy was a living document, noted that APANPIRG had updated and aligned its strategy in response to recent developments.
- e) On the subject of protection of the aeronautical frequency spectrum, the Commission recognized the contribution of the Asia/Pacific Regions in addressing this issue in a number of fora, such as meetings of Directors General of Civil Aviation (DGCAs) and Asia-Pacific Telecommunity (APT) regional preparatory meetings. Noting that the second APT preparatory meeting for WRC-2007 was scheduled for early February 2005 (paragraph 2.2.87 of the meeting report refers), the Commission recommended, as shown in Appendix B, that the Council note this paragraph, concerning preparations for the forthcoming International Telecommunication Union (ITU) World Radiocommunication Conference 2007 (WRC-2007), and urge States to continue to participate at various levels in different fora to provide support for the ICAO position.

#### **Matters related to meteorology (Agenda Item 2.2)**

- a) In relation to satellite distribution system for information relating to air navigation (SADIS), the Commission noted that APANPIRG had encouraged the implementation of the SADIS Internet-based FTP Service, used hitherto as a back-up, as a primary component of the SADIS service. The Commission noted that the primary use of the Internet will constitute an important change to the SADIS Programme; however, the intent of this conclusion is in full accordance with the guidelines developed by the Secretariat with the assistance of an air navigation study group. The Commission specifically included Conclusion 15/28 in Appendix B hereto.
- b) Sharing the concern expressed by APANPIRG, the Commission supported Conclusion 15/33 inviting States' action for the migration to the operational use of GRIB and BUFR coded world area forecast system (WAFS) products and noted that State letter AN 10/3.1-04/87 had been sent out to all Contracting States, providing them with information on software vendors which meet high-level criteria concerning the depiction of meteorological and

other features on WAFS charts derived from BUFR and GRIB coded WAFS forecasts.

- c) The Commission congratulated APANPIRG for developing a fully revised 12th edition of the ROBEX Handbook as well as a new (third) edition of the ASIA/PAC Interface Control Document (ICD) for access to the operational meteorological information (OPMET) databanks (Conclusion 15/36 refers).
- d) The Commission agreed with APANPIRG that, with the increased use of automated data banks/bases, it was essential that a distinction be made between routine and special air-reports and that WMO considers assigning a specific data-type designator to the bulletins containing special air-reports. The Commission included Conclusion 15/38 in Appendix B hereto for action by the Council. Furthermore, the Commission concurred that, with the increasing operational flight times (i.e. 18 hours or even more), the current 18-hour or 24-hour aerodrome forecasts (in meteorological code) (TAF) were not sufficient for the flight planning purpose. Considering that the new requirements need to be developed for the provisions in Annex 3 — *Meteorological Service for International Air Navigation*, the Commission recommended that the Council note the related Conclusion 15/39 in Appendix B attached hereto and call upon the Secretary General, to study, in coordination with the World Meteorological Organization (WMO), the feasibility of developing provisions for Annex 3 for the introduction of a TAF with a 30-hour period of validity in view of the new requirements for very long haul flights.

**Matters related to communications, navigation, and surveillance/air traffic management (CNS/ATM) implementation and related activities (Agenda Item 3)**

- a) The Commission noted that APANPIRG reviewed the outcome of Eleventh Air Navigation Conference (AN-Conf/11) and took follow-up actions on the basis of the analysis of various recommendations (Decision 15/46 and Conclusions 15/47 and 15/48 refer).
- b) The Commission noted that environmental issues had been discussed by APANPIRG with emphasis on the benefits accrued as a result of CNS/ATM systems implementation. Furthermore, the main focus of the Committee on Aviation Environmental Protection (CAEP) was at the global and regional levels and as such necessary tools were being developed to undertake this task. It was recognized that the level of maturity and complexity of these global/regional tools and their proprietary nature would not allow States to use them in their business case analysis. To respond to specific needs at the national level, APANPIRG noted the advice of CAEP that a more practical tool would be necessary. Acknowledging that operational measures contribute to reducing emissions and, recognizing the consequent need to quantify the benefits at national level, the Commission endorsed Decision 15/53 wherein APANPIRG had agreed to support CAEP's efforts in the development of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level. The Commission specifically included this decision in Appendix B hereto for action by the Council.

Furthermore, the Commission noted that the environmental issues discussed by APANPIRG were also reflected during the consideration of 35th Session

of the ICAO Assembly (Montreal, 28 September to 8 October 2004). The Assembly called for ICAO, through CAEP in cooperation with other relevant bodies such as the planning and implementation regional groups (PIRGs), to develop appropriate tools to assess emissions reductions associated with implementation of ATM measures and consequently adopted the resolution A35-5, that includes a specific clause related with the possible environmental benefits accrued from the implementation of ATM systems.

#### **Deficiencies in the air navigation field (Agenda Item 4)**

- a) Regarding deficiencies, the Commission noted that APANPIRG had reviewed, analysed and prioritized the list of air navigation deficiencies. Furthermore, the Commission noted that, as a follow-up to State letter M 6/1, dated 15 July 2004, APANPIRG called upon States to develop and implement an action plan for each deficiency (paragraph 4.25 of the meeting report refers) as well as to provide information to the Regional Office.
- b) Continuing the discussions on deficiencies, the Commission complimented APANPIRG for developing the Asia/Pacific Supplement to the Uniform Methodology and for providing clear and concise procedures for the identification, assessment, prioritization and verification, validation and action plan, monitoring, rectification and removal from list of deficiencies (Conclusion 15/54 refers). Consequently, the Commission requested the Council to note Conclusion 15/54 and call upon the Secretary General to consider the applicability of this Asia/Pacific Supplement to the remaining regional offices for the resolution of regional air navigation deficiencies.

#### **Other business (Agenda Item 7)**

- a) With regard to increasing the efficiency of PIRGs, the Commission noted that APANPIRG had reviewed its working methods. The Commission commended APANPIRG for taking the initial step towards a paperless meeting (paragraph 7.1 of the meeting report refers).

2.4 Following the ANC action, the Council considered (2<sup>nd</sup> Meeting of its 174<sup>th</sup> Session held on 16 February 2005) the APANPIRG/15 Report on the basis of the ANC report, and took specific actions on certain conclusions therein, as shown in **Appendix B** to this paper. The following are the highlights of the Council's review:

The Council:

- a) noted the APANPIRG/15 Report and the report of the Commission thereon as contained in C-WP/12399 and updated orally;
- b) noted the summary of the most significant issues of the APANPIRG/15 Meeting as indicated in Appendix A to the paper and updated orally;
- c) noted the specific action taken by the Commission, under delegated authority, on the conclusions of the meeting as indicated in Appendix B to the paper; and
- d) took specific action on the conclusions of the meeting as proposed in Appendix B to the paper.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the Conclusions and Decisions of APANPIRG/15 and the specific action taken by the Air Navigation Commission and the Council as shown in Appendix B to this paper.

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**FIFTEENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION  
PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/15)  
(Bangkok, Thailand, 23-27 August 2004)**

**Summary of most significant issues**

- 1) An ATS Route Network Review Task Force was established to undertake a thorough review of current and future Asia/Pacific ATS route network.
- 2) An action plan for the implementation of RVSM in Incheon, Naha and Tokyo FIRs effective 9 June 2005 was finalized.
- 3) 30 NM lateral/30 NM longitudinal separation standards are scheduled to be implemented effective 20 January 2005. The implementation will be in portions of the international oceanic airspace of Brisbane, Auckland, Honiara, Nauru and Fiji FIRs.
- 4) Use of TCP/IP protocol for initial implementation of AMHS on a bilateral basis was agreed to, with the understanding that modification may be required as and when TCP/IP is developed as part of ATN Standards and Recommended Practices (SARPs).
- 5) A regional strategy for the implementation of air-ground data links in the Asia/Pacific Regions is to be developed with a target date of July 2005.
- 6) The strategy for precision approach and landing guidance system has been updated for the implementation of GNSS in the Asia/Pacific Regions.
- 7) Regional assistance will be provided to CAEP in the development of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level.
- 8) States of the Asia/Pacific Regions are preparing for migration to the operational use of GRIB and BUFR coded WAFS products by 1 July 2005.
- 9) The SADIS user States were encouraged to achieve transition from the SADIS 1G to SADIS 2G by 31 December 2008. The SADIS Internet-based FTP Service is expected to be implemented as a primary component of the SADIS service on 1 July 2005.
- 10) Regional procedures for the identification, assessment, reporting and monitoring of the status of air navigation deficiencies as a supplement to the uniform methodology have been developed.

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**SUPPLEMENT No. 1 to APANPIRG/15**

The Council, at the 2<sup>nd</sup> Meeting of its 174<sup>th</sup> Session held on 16 February 2005 and the Air Navigation Commission at the 14<sup>th</sup> Meeting of its 167<sup>th</sup> Session on 16 December 2004 respectively, acting under authority delegated by the Council, took action as indicated hereunder, on the Report of the Fifteen Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/15).

<b>Report Reference</b>		<b>Action by Council/ANC</b>	<b>Proposed Action</b>
<b>Concl./Dec.No.</b>	<b>Page</b>		
15/3	2.1-8	ANC	<b>Review of ATS route requirements</b>  Noted the conclusion and called upon the Secretary General to monitor its progress.
15/8	2.1-13	ANC	<b>Implementation of a 2 NM lateral offset procedures in the ASIA/PAC Regions</b>  Noted the conclusion and called upon the Secretary General to monitor its progress, recalling that revised guidelines on the use of strategic lateral offsets, as approved by the Commission, had recently been circulated to States and that global provisions were under development.
15/9	2.1-20	ANC	<b>Review of Annex 11 airspace classification provisions for RVSM and RNP operations</b>  Noted the conclusion and requested the Secretary General to review the guidance material contained in the Manual on Required Navigation Performance (RNP) (Doc 9613) with a view to providing information on the application of airspace classifications in airspace where RVSM and RNP was implemented.
15/14	2.2-3	ANC	<b>Use of AMHS over TCP/IP in the ASIA/PAC Regions</b>  Noted the conclusion and requested ACP to take relevant regional implementation activities into account in its current work on the subject, the outcome of which is expected by the middle of 2005.

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec.No.	Page		
(para. 2.2.47)	2.2-9	ANC	<p><b>Development of a regional strategy for implementation of air-ground data link in the ASIA/PAC Regions</b></p> <p>Noted the paragraph and that the strategy is expected to be developed by July 2005 and called upon the Secretary General to monitor its progress.</p>
(para. 2.2.87)	2.2-17	C	<p><b>Preparation for World Radiocommunication Conference – 2007 (WRC-2007)</b></p> <p>Noted the paragraph 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-2007 so as to protect aeronautical frequency spectrum.</p>
15/28	2.2-18	ANC	<p><b>SADIS Internet-based FTP Service</b></p> <p>Noted the conclusion and that the planned implementation date of the Internet-based FTP service, as a primary component of SADIS service, is on 1 July 2005.</p>
15/38	2.2-23	C	<p><b>New data-type designators for bulletins containing special air-reports</b></p> <p>Noted the conclusion and called upon the Secretary General, to invite WMO to assign, at their earliest convenience, a new data-type designator to bulletins containing special air-reports in order to ensure their proper exchange.</p>
15/39	2.2-24	C	<p><b>Feasibility of extending the validity of TAF to 30 hours</b></p> <p>Noted the conclusion and called upon the Secretary General, to study, in coordination with the WMO, the feasibility of developing provisions for Annex 3 for the introduction of a TAF with a 30-hour period of validity in view of the new requirements for very long haul flights.</p>

Report Reference		Action by Council/ANC	Proposed Action
Concl./Dec.No.	Page		
15/53	3-7	C	<p><b>Developments of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level</b></p> <p>Noted the decision and requested the Secretary General to:</p> <p>a) include the task of development of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level in CAEP's work programme; and</p> <p>b) inform CAEP that it could enlist the support of APANPIRG in carrying out this task.</p>
15/54	4-1	C	<p><b>Adoption of ASIA/PAC supplement to the uniform methodology</b></p> <p>Noted the conclusion and called upon the Secretary General to consider the applicability of this supplement to the remaining regional offices.</p>

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