

ATTACHMENT 1 to the APANPIRG/32 Report



ICAO

International Civil Aviation Organization

Thirty-Second Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32)

Video Teleconference, 1 – 3 December 2021

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7]

LIST OF PARTICIPANTS

Number of States / Administrations	28 / 2 (222)
International Organizations	7 (24)
ICAO	1 (31)
Total no. of Participants	277
Observer	3
Grand Total	280

AUSTRALIA	2	PAKISTAN	7
BANGLADESH	8	PAPUA NEW GUINEA	2
BHUTAN	5	PHILIPPINES	7
BRUNEI DARUSSALAM	2	REPUBLIC OF KOREA	25
CAMBODIA	7	SINGAPORE	8
CHINA	14	SRI LANKA	13
- HONG KONG CHINA	10	THAILAND	11
- MACAO CHINA	3	TIMOR LESTE	3
FIJI	1	USA	6
INDIA	10	VIET NAM	6
INDONESIA	24		
JAPAN	6	AAPA	1
KIRIBATI	1	ACI	1
LAO PDR	2	CANSO	1
MALAYSIA	9	IATA	8
MALDIVES	3	IFALPA	7
MONGOLOA	6	IFATCA	4
MYANMAR	14	PASO	2
NEPAL	5	ICAO	31
NEW ZEALAND	2	OBSERVER	3

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ICAO

International Civil Aviation Organization

**Thirty-Second Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/32)**

Video Teleconference, 1 – 3 December 2021

Schedule: 10:00 – 13:15 Bangkok Time [UTC+7]

**THIRTY SECOND MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING
AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/32)**

OPENING REMARKS BY

MR. TAO MA

REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE

1 DECEMBER 2021

- **Chairman of APANPIRG**
- **Directors General & Heads of Delegations**
- **Chairpersons of contributory bodies of APANPIRG**
- **Distinguished members of the States' Delegations**
- **Members of International Organizations, Participants, Colleagues**
- **Ladies and Gentlemen**

1. Good Morning and welcome to the 32nd Meeting of APANPIRG. We are very happy to note that we have about 253 participants from 29 States and 7 International Organisations. I would like to introduce **Mr. Herman Pretorius, Mr. Martin Maurino, Mr. Herve Forestier** and **Ms. Chrystelle Damar** from Air Navigation Bureau, who are supporting this meeting from Montreal. While the large number of participants are always welcomed by the Regional Office I must apologize in advance for any inconvenience faced by the participants due to possible interruption of the internet and its bandwidth issues in this virtual meeting format.

2. 2020 & 2021 have proven to be the most challenging years in the history of Civil Aviation due to COVID-19. COVID-19 has now infected over **258 million** people globally, and led to over **5.1 million** fatalities. However, there is a positive news that approximately **7.4 billion** vaccine doses have been administered globally according to WHO.

3. The COVID-19 has impacted all industries, all sectors and all aspects of our lives with devastating economic and financial losses and significant uncertainties. For the air transport and tourism sectors, COVID-19's impacts have been especially significant.

4. Given the extraordinary situation, and severe challenges facing global aviation and international air mobility due to the pandemic, ICAO's has recently-concluded High-level Conference on COVID-19. The Conference was attended by 1,786 members and observers from 129 Member States and 38 International Organisations from 12 to 22 October 2021, discussed ten agenda items under two technical streams: the Safety Stream and the Facilitation Stream. 56 Ministers and Deputy Ministers, and 24 heads of international organizations attended the Ministerial Plenary sessions of the Conference. At the Ministerial Plenary (Closing) on 22 October 2021, ministers and deputy ministers reviewed and adopted the Ministerial Declaration on "One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic". While the Declaration is not a legally binding document, it demonstrates solidarity and determination, and conveys a strong political message to international communities and world economies.

5. In HLCC, the Safety Stream noted the interest for the Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) to include the management of COVID-19 impact in PIRG's and RASG's agenda and work programmes, to support a safe recovery.

6. Outcomes of the High-level Conference on COVID-19 (HLCC 2021) – Safety Stream will be presented by HQ Colleague later under Agenda Item 1C.

7. From the onset of the crisis, both APAC Regional Office and Regional Sub Office adapted various new ways to interact with our accredited States in the APAC region. We facilitated States in the implementation of the CART (ICAO Council's Aviation Recovery Task Force) Recommendations and Take-off Guidance through ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) and its Sub-groups. ACCRPG has also served as a useful platform for sharing of COVID-19 related experiences and information.

8. APAC RO has actively reached out to individual States to encourage and assist in updating COVID-19 Response and Recovery Implementation Centre (CRRIC) information providing the required implementation progress on the CART recommendations. However, maintaining engagement in the process of sharing up-to-date information in the CRRIC continues to be a significant challenge for States. Seizing this as an opportunity, APAC RO also organized several technical webinars to reaffirm all the regional roadmap targets and exchange knowledge on technical matters. This new way of working has also enabled us to reach out States who usually could not attend the APANPIRG and sub group meetings in the past.

9. APAC Region has full potential to leverage Public Health Corridors (PHCs) as recommended by CART establishing the enhanced collaboration necessary between civil aviation and public health authorities, which can help accelerate the restoration of public confidence in air travel.

10. It is anticipated that once the COVID-19 situation will be under control, and States eases the quarantine requirements and border controls, international air transport will gradually resume normal operations to support the aviation ecosystem. In this regard, ICAO has developed i-Packs to facilitate States to cope with the various challenges of restarting operations following a partial or full closure of their operations, due to the COVID-19. For example: ICAO has already deployed the following iPacks in Asia and Pacific Regions:

- Aviation Safety Risk Management related to COVID-19 for CAAs (Nepal);
- Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation (Lao PDR);
- Aerodrome Restart (Fiji and Timor-Leste)

11. Process for the deployment of iPack on *Establishing a Public health Corridor* in some of the APAC States is ongoing (Fiji, Maldives, Malaysia and Vanuatu).

12. In my opening remarks today, I would not to go into the details of the excellent work done by the various subgroups supported by staff of Regional Office even in this constrained environment, as these reports will be presented during the course of the meeting by the respective sub-groups. Nevertheless, I would request APAC States attention to the following outstanding issues;

- Beijing declaration commitments, in particular, certification of aerodromes used for international operations - the target date for meeting this commitment was set end of 2020;
- Implementation of CRV - all APAC States, in particular, the BBIS hosts, are urged to implement CRV as soon as possible to bound the overall transition time and optimize the cost benefits of all stakeholders.
- Action on APANPIRG air navigation deficiencies.

13. This year while we have lesser number of WPs and IPs but their quality is of very high standard for which we are thankful to the contributors and I am confident that these Papers would stimulate constructive and useful discussions for our benefit.

14. I would like to thank our Chair of APANPIRG, Mr. Kevin Shum for his commitment to this important meeting. I would also extend my appreciation to Chairs and Members of the various subsidiary bodies working under the APANPIRG for their significant contributions. The hard work put in by the staff of the Regional Office and the Regional Sub-Office to organize the various meetings and facilitate implementation of the decisions of the APANPIRG also needs to acknowledge.

15. In conclusion, whether we are talking about aviation safety or security, seamless skies, or any other aspect of international civil aviation, consistent and timely progress requires total and unfettered cooperation and collaboration. Always, the result is to provide users with the safest and most efficient mode of transportation possible.

16. This year, we have **Indra** participating by virtually sponsoring our programme. Our sincere thanks to **Indra**.

We have a very tight schedule for the next three days. I would wish all of us a very successful APANPIRG meeting in this virtual format.

Thank you.



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International Civil Aviation Organization

Thirty-Second Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/32)

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LIST OF WORKING PAPERS

Paper No.	Agenda Item	Title	Presented by
WORKING PAPERS			
WP/01 Revision 1	-	Adoption of the Provisional Agenda	Secretariat
WP/02 Revision 1	1A	Where does APAC Stand with the Beijing Declaration Commitments?	Secretariat
WP/03	1B.1	Review of the Action Taken by the ANC and the Council on the Report of APANPIRG/31 and RASG-APAC/10 Meetings	Secretariat
WP/04	1B.2	Status of implementation of APANPIRG/31 Conclusions and Decisions	Secretariat
WP/05 Revision 1	1B.3	Status of implementation of APANPIRG outstanding Conclusions and Decisions	Secretariat
WP/06	1C	Progress Report of the APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG)	Secretariat
WP/07	1C	Economics during COVID Recovery	IATA
WP/08	1D	Updates on RASG-APAC/10 & RASG-APAC/11 Meeting Outcomes	Secretariat
WP/09	3.1	Report on the Fifth Meeting of AOP Sub Group	Chairperson of AOP/SG
WP/10	3.2	ATM/SG/9 Outcomes	Chairperson of ATM/SG
WP/11	3.3	RASMAG/26 Outcomes	Chairperson of RASMAG
WP/12 Revision 1	3.4	Report of the Twenty Fifth Meeting of CNS Sub-Group	Secretariat
WP/13	3.5	Meteorology Sub-Group (MET SG) Report	Chairperson of MET SG

Paper No.	Agenda Item	Title	Presented by
WP/14	4	Status of Air Navigation Deficiencies in the Asia/PAC Region	Secretariat
WP/15 Revision 1	5	APANPIRG Work Programme 2021-2022	Secretariat
WP/16 Revision 1	1C	Outcomes of the High-Level Conference on COVID-19 (HLCC 2021) – Safety Stream	Secretariat
WP/17	3.2	Implementation of Enhanced Wake Turbulence Separation at Hong Kong International Airport	Hong Kong, China
WP/18	6	Update on Innovation	Secretariat

LIST OF INFORMATION PAPERS

Paper No.	Agenda Item	Title	Presented by
INFORMATION PAPERS			
IP/01	—	List of Papers	Secretariat
IP/02 Revision 1	3.2	Multi-Regional TBO Demonstration	Japan, Singapore, Thailand, and USA
IP/03	3.4	ADS-B Implementation	Mongolia
IP/04	3.2	Improvement in the Regulatory System and Emergency Mechanism of Search and Rescue Civil Aircraft	China
IP/05	4	Updates on Efforts by China to Eliminate Its ANS Deficiency of Airspace Classification	China

LIST OF PRESENTATIONS

Paper No.	Agenda Item	Title	Presented by
PRESENTATIONS			
PPT/01	-	The mirTWR Project – how to remotely control a national hub	Indra

APPENDIX 2**TERMS OF REFERENCE OF ASIA PACIFIC AIR NAVIGATION
PLANNING AND IMPLEMENTATION REGIONAL GROUPS (APANPIRG)**

[Approved by the President of the ICAO Council on 20 April 2020]

1. MEMBERSHIP

1.1 All ICAO Contracting States, and Territories recognized by ICAO, within the area of accreditation of the ICAO Asia Pacific Regional Office and States of service providers in this air navigation region and part of this region's Air Navigation Plan, shall be members of the planning and implementation regional group (PIRG) established for Asia Pacific Region.

2. PARTICIPATION

2.1 In addition to States, the importance of a collaborative and proactive role by airspace users, international and regional organizations, and industry should be recognized due to their involvement in the rapid pace of technological development, expertise and other opportunities for sharing of resources.

2.2 PIRG meetings are open to all members. Each State/Territory member should be represented by a senior-level delegate nominated by the State/Territory, preferably from the civil aviation authority (CAA) in order to support related policy-making within the State. A delegate may be supported by an alternate delegate and/or advisers with the requisite technical knowledge in the subject matters under consideration.

2.3 The CAAs should be supported by service providers (such as air navigation services providers, airport, operators, meteorological service providers, etc.) as advisers.

2.4 States located outside the area of accreditation of the ICAO Regional Offices concerned can be invited on a case-by-case basis and in accordance with the *Regional Office Manual* to attend as observers.

2.5 International organizations recognized by the ICAO Council to participate in ICAO meetings should participate, as observers, in the PIRG meetings, and be encouraged to do so. Other stakeholders may be invited as observers, when required, to contribute to the work of the PIRG.

2.6 The participation of industry stakeholders should take into account relevant capabilities such as an involvement in the rapid pace of technological development, specific knowledge and expertise, and other opportunities including sharing of resources.

2.7 Civil aviation commissions/conferences in particular the Arab Civil Aviation Organization, African Civil Aviation Commission, European Civil Aviation Conference and Latin American Civil Aviation Commission, may be invited to participate in the work of the PIRGs.

2.8 The members and observers will serve as partners in PIRGs, and their joint commitment is fundamental for success in improving implementation and safety worldwide.

2.9 PIRG meetings should be live-streamed, to the extent possible, to enable additional State participants to follow the proceedings.

3. WORKING ARRANGEMENTS

3.1 Structure

3.1.1 PIRGs have the obligation to apply the most effective and efficient organizational structure and meeting modalities that best suit the characteristics of each region's implementation work programme while maintaining to the extent possible, alignment with these Terms of Reference, the regional work programme and the Global Air Navigation Plan (GANP).

3.1.2 The ICAO Regional Director(s) will serve as the Secretary of the PIRG. Wherever two Regional Directors are involved, they will periodically rotate between serving as Secretary of the PIRG and regional aviation safety group (RASG) to balance the Secretariat responsibilities between these two regional groups. The Secretary of the PIRG, in coordination with the Secretary of the RASG, will establish the date, methodology and the procedure to be applied for the rotation.

3.1.3 The organization of the PIRG should address global and region-specific air navigation-related matters, and meetings should be closely coordinated between the PIRG and RASG chairpersons and the Secretariat. PIRG and RASG meetings should be held back-to-back or combined to facilitate coordination and to ensure the efficient use of resources.

3.1.4 The PIRG shall be administered by a chairperson and one or two vice-chairpersons elected from the State-nominated delegates present. The PIRG will establish the cycle of elections.

3.1.5 The PIRG will build on the work already done by States, ICAO Regional Offices and existing regional and sub-regional organizations to support the development, maintenance and implementation of an air navigation plan for the region(s).

3.1.6 PIRG contributory bodies may be created by the PIRG to discharge the PIRG work programme by working on defined subjects requiring detailed technical expertise. A contributory body shall only be formed when it has been clearly established that it is able to make a substantial contribution to the required work. A contributory body will be dissolved by the PIRG when it has completed its assigned tasks or if the tasks cannot be usefully continued.

3.1.7 Invitations to PIRG meetings must be issued at least three months in advance of the meeting to assist States to plan participation.

3.1.8 The Secretariat will review and update the PIRG Handbook periodically, and as required, to ensure a result-oriented approach.

3.1.9 Where the meeting is held in more than one ICAO working language, interpretation services shall be made available to facilitate participation in the deliberations and adoption of the report by all participants.

3.1.10 States, international organizations and industry are invited to submit working papers, research works, etc. in order to enhance the work of the PIRG and its contributory bodies. To ensure proper time for consideration and good decision-making, the Secretary should ensure that all working papers are available at least fourteen days prior to the start of the meeting for consideration.

3.2 Venue

3.2.1 PIRG meetings will be convened in the Regional Offices, to the extent possible, to facilitate proper access by States. Approval to host PIRG meetings outside of the Regional Office must be obtained from the President of the Council.

3.2.2 The Secretary General will ensure the allocation of the necessary financial resources to host PIRG meetings.

3.2.3 PIRG contributory bodies may be convened at a different location, if required, to be determined by the Secretary and Chairperson of the PIRG, and contributory body. Venues shall be chosen with the primary aim of facilitating maximum State attendance.

3.3 State role

3.3.1 State CAAs, supported by service providers as necessary, should participate in the work of the PIRG and its contributory bodies to:

- a) ensure the continuous and coherent development and implementation of regional air navigation plans and report back on the key performance indicators (KPIs);
- b) support the regional work programme with participation from the decision-making authority with the technical expertise necessary for the planning and implementation mechanism, thus supporting policy decisions at the State level;
- c) enable coordination, at the national level, between the CAA, service providers and all other concerned stakeholders, and harmonization of the national plans with the regional and global plans;
- d) facilitate the implementation of GANP goals and targets;
- e) report on the status of implementation, within the State, on a regular basis;
- f) plan for basic services to be provided for international civil aviation in accordance with ICAO Standards, within State national plans;
- g) facilitate the development and establishment of Letters of Agreement and bilateral or multilateral agreements;
- h) mitigate deficiencies identified under the uniform methodology for the identification, assessment and reporting of air navigation deficiencies in a timely manner;
- i) embrace a performance-based approach for implementation as highlighted in the Global Plans; and
- j) ensure the inclusion of the regional priorities in the States' national implementation plans to the extent possible.

3.4 International organization and industry role

3.4.1 Industry, in particular airspace users, professional associations and organizations (such as Airports Council International, Civil Air Navigation Services Organisation, International Federation of Air Line Pilots' Associations, International Federation of Air Traffic Controllers' Associations, International Air Transport Association, etc.) should participate in the work of the PIRG and its contributory bodies, in order to support air navigation implementation and collaborative decision-making processes, taking into consideration the safety aspects of air navigation services.

3.4.2 Their focus should be on identifying regional requirements and ensuring that their available resources are adequately allocated.

3.5 Reporting

3.5.1 The PIRG reports outcomes to the ICAO Council through the Air Navigation Commission (ANC) as facilitated by the ICAO Secretariat.

3.5.2 PIRG meeting reports should be provided in a standardized format to the governing bodies of ICAO to identify regional and emerging challenges, and shall include as a minimum:

- a) a brief history of the meeting (duration and agenda);
- b) a list of meeting participants, affiliation and number of attendees;
- c) a list of conclusions and decisions with a description of their rationale (what, when, why and how);
- d) common implementation challenges identified amongst PIRG members and possible solutions, assistance required and estimated timelines to resolve, if applicable, by sub-region;
- e) identification of and recommendations on particular actions or enhancements that would require consideration by the ANC and Council to address particular challenges, including the need for amendment proposals to global provisions and guidance materials submitted by States;
- f) a list of issues cross-referenced to actions to be taken by ICAO Headquarters and/or Regional Offices;
- g) based on the GANP, and associated KPIs and tools, report to the extent possible on the status of implementation of air navigation goals, targets and indicators, including the priorities set by the region in their regional air navigation plans exploring the use of regional dashboards to facilitate monitoring regional progress being made;
- h) a list of items for coordination with the RASG and a concise summary of the outcome of related discussions;
- i) air navigation deficiencies identified and timelines for mitigation thereof; and
- j) the work programme and future actions to be taken by the PIRG.

3.5.3 A technical officer from Headquarters (Air Navigation Bureau) will participate and provide support to the meeting and subsequently arrange for the presentation of reports, in coordination with the Regional Office(s) and chairpersons of the PIRG, to the ANC and Council for review and harmonization.

3.5.4 The final PIRG report will be approved at the end of the meeting. Where the report requires translation, it will be made available within fifteen working days of the meeting closure.

3.5.5 Headquarters will provide feedback to the PIRGs highlighting the actions taken by the ANC and Council related to their previous meeting outcomes.

3.5.6 When a PIRG does not meet during the annual reporting cycle of the consolidated report on PIRGs and RASGs to the Council, the Secretary of the regional group must nevertheless report implementation progress, as well as difficulties experienced, for inclusion in the report.

4. GLOBAL PLANS

4.1 In regard to Global Plans, the PIRG shall:

- a) support implementation by States of the *Global Air Navigation Plan* (GANP, Doc 9750) taking into account aspects of the *Global Aviation Safety Plan* (GASP, Doc 10004) and Global Aviation Security Plan (GASeP) by ensuring effective coordination and cooperation between all States and stakeholders;
- b) monitor and report the progress on the implementation by States of the GANP, and the regional objectives and priorities;
- c) ensure continuous and coherent development of the regional air navigation plan, *Regional Supplementary Procedures* (Doc 7030) and other relevant regional documentation, and propose amendments to reflect the changes in operational requirements in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practises (SARPs), Procedures for Air Navigation Services (PANS) and the GANP;
- d) provide feedback on the GANP implementation and propose amendments to the Global Plans as necessary to keep pace with the latest developments and ensure harmonization with regional and national plans;
- e) in line with the GANP and regional priorities, identify specific deficiencies in the air navigation field, and propose mitigating actions and timelines to resolve deficiencies; and
- f) verify the provision of air navigation facilities and services in accordance with global and regional requirements.

5. REGIONAL ACTIVITIES

5.1 In regard to regional activities, the PIRG shall:

- a) serve as a regional cooperative forum that determines regional priorities, develops and maintains the regional air navigation plan and associated work programme based on the GANP and relevant ICAO Provisions;
- b) facilitate the development and implementation by States of air navigation systems and services as identified in the regional air navigation plan and Doc 7030;
- c) monitor and report on the status of implementation by States of the required air navigation facilities, services and procedures in the region, and identify the associated difficulties and deficiencies to be brought to the attention of the Council;

- d) facilitate the development and implementation of corrective action plans by States to resolve identified deficiencies, where necessary;
- e) identify and report on regional and emerging air navigation challenges experienced that affect implementation of ICAO global provisions by States and measures undertaken or recommended to effectively address them;
- f) facilitate the development and implementation of regional and national air navigation plans by States; and
- g) assist Member States with guidance to implement complex aviation systems.

6. PIRG COORDINATION

6.1 In regard to coordination, the PIRG shall:

- a) coordinate safety issues with the respective RASG;
- b) foster cooperation, information exchange, sharing of experiences and best practices among States and stakeholders;
- c) provide a platform for regional coordination and cooperation amongst States and stakeholders for the continuous improvement of air navigation systems in the region with due consideration to harmonization of developments and deployments, intra- and interregional coordination, and interoperability;
- d) ensure that all air navigation activities at the regional and sub-regional level are properly coordinated amongst role players to avoid duplication of efforts;
- e) identify security, environmental and economic issues that may affect the operation of the air navigation system, and inform ICAO Secretariat accordingly for action; and
- f) through the PIRG Secretary, inform the Directors General of Civil Aviation and related civil aviation commission/conferences of PIRG meeting results.

7. INTERREGIONAL COORDINATION

7.1 The PIRG shall:

- a) ensure interregional coordination through formal and informal mechanisms, including the participation in meetings established for the purpose of coordinating PIRG and RASG activities, the GANP, regional air navigation plans and regional supplementary procedures; and
- b) ensure coordination with informal groups, such as the South Atlantic Group, Informal South Pacific ATS Coordination Group and Informal Pacific ATS Coordination Group, to assure harmonized planning and smooth transition through regional interface areas.

7.2 ICAO Headquarters shall arrange a global coordination meeting between all PIRG and RASG chairpersons and secretaries on a biennial basis.

8. EXPANSION OF TERMS OF REFERENCE

8.1 The Terms of Reference above serve for APANPIRG operations and may be further expanded by APANPIRG, as required, to maintain the flexibility and efficiency of APANPIRG work. Additional terms of reference adopted by APANPIRG must be approved by the President of the Council and be included in the APANPIRG Handbooks as a PIRG specific supplement.

ATTACHMENT 5 to the APANPIRG/32 Report

APANPIRG/32 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
D 32/1 A & B	Dissolution of the APA- CDM/TF	That: a) the Airport Collaborative Decision Making Task Force (APA-CDM/TF), having completed most of the tasks assigned under its Terms of Reference, be dissolved, and any further Asia/Pacific Regional work in the A-CDM field (including Task List in Appendix A to the AOP/SG/5 Report) be undertaken by the Air Traffic Flow Management Steering Group (ATFM/SG); and b) A-CDM Experts nominated by States and International Organisations are encouraged to attend the ATFM/SG Meetings.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Decision.	January 2022
C 32/2 A & B	GRF Implementation Monitoring and Status	That, Asia Pacific States/Administrations are urged to: 1) submit GRF Implementation Action Plan to ICAO APAC Office, if they have yet to do so (Conclusion APANPIRG/31/5 refers); 2) provide to ICAO APAC Office a periodic status update (at least monthly basis, at the end of each month) on actual implementation of GRF Action Items (Milestones) in accordance with GRF Implementation Action Plan developed by States until its full implementation; and	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
		3) support ICAO portal on GRF implementation monitoring and status, including maps and charts, to be made available in ICAO Public Website.			
C 32/3 A & B	Implementation of Efficient ATS Horizontal Separations and Transfer of Control Aircraft Spacing	<p>That, given the global priority to support airlines' recovery from the unprecedented negative economic consequences of the COVID-19 pandemic and the suitable low traffic environment:</p> <p>a) States/Administrations are strongly urged to review and update their National Air Navigation Plans (NANPs) to ensure that Air Navigation Service Providers (ANSPs) fully implement the horizontal separation and aircraft spacing elements in the Asia/Pacific Seamless ANS Plan V3.0; and</p> <p>b) ICAO considers the need for seminars, workshops and other educational material to support this implementation.</p>	<p>ICAO RO</p> <p>APAC States and Administrations</p> <p>ICAO RO</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p> <p>Seminars, workshops and other educational material</p>	<p>January 2022</p> <p>As soon as practicable</p> <p>2022 - 2023</p>
D 32/4 A & B	Revised ATFM/SG Terms of Reference	<p>That, noting the dissolution of the APA-CDM/TF under <i>Decision APANPIRG/32/1</i>, ongoing APAC regional A-CDM work be conducted by ATFM/SG, and the revised ATFM/SG, and the revised Terms of Reference at Appendix A to the Report on Agenda Item 3.2 be adopted.</p>	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Notify to ATFM/SG</p>	<p>January 2022</p> <p>ATFM/SG/12 (July 2022)</p>

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APANPIRG/32 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
D 32/5 A & B	Combining SAIOACG and SEACG Groups to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG)	<p>That, noting the:</p> <ol style="list-style-type: none"> 1. large cross-over in work between the SAIOACG and SEACG, with about 90% of the papers being developed by the Secretariat and virtually the same content; and 2. resource challenges to States/Administrations in terms of participant’s travel and attendance costs attending two separate meetings; <p>the two groups be combined to form the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG), with Terms of Reference as provided in Appendix B to the Report on Agenda Item 3.2.</p>	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>To note and members to continue participating at SAIOSEACG</p>	<p>January 2022</p> <p>SAIOSEACG /1</p>
C 32/6 A & B	RVSM Approvals Data and Filing of RVSM Indicator in Flight Plans of State Aircraft	<p>That, States are urged to:</p> <ol style="list-style-type: none"> 1. liaise with their State aircraft operators to not file ‘W’ in item 10 of the ICAO flight plan of aircraft that are not approved for RVSM; and 2. respond to a survey on RMA and State responsibility on the matter of RVSM approvals of State aircraft. 	<p>ICAO RO</p> <p>APAC States and Administrations</p> <p>MAAR</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p> <p>Develop and circulate survey</p>	<p>January 2022</p> <p>As soon as practicable</p> <p>Q1/Q2 2022</p>

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APANPIRG/32 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
C 32/7 A & B	Implementation of CRV for small Pacific Island and small ANSP in the region using CRV Solution, PCCWG SLA Package D	<p>That, the CRV OG should consider the following to assist small Pacific Islands & small ANSP in APAC in the implementation of CRV:</p> <p>a) Small Pacific Island and small ANSP in the region to consider using CRV SLA package D as the CRV solutions to implement CRV for the exchange of voice & AMHS services</p> <p>b) With target date to implement CRV by the end of 2021 by APANPIRG Conclusion C 31/12, it is recommended that the CRV OG to work closely with the small Pacific Islands, small ANSP in the region and PCCWG on a cost effective CRV solution to implement CRV.</p>	<p>ICAO RO</p> <p>APAC States and Administrations</p> <p>CRV/OG</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p> <p>Action in accordance with the Conclusion.</p>	<p>January 2022</p> <p>As soon as practicable</p>
C 32/8 A & B	Interrogator Code (IC) Planning and Coordination	<p>That,</p> <p>With the need to extend the Use of Surveillance Identifier (SI) in Interrogator Code (IC) on top of Interrogator Identifier (II), the relevant APANPIRG Conclusions were updated as follows:</p> <p><i>Coordination Process for SSR Mode S Interrogator Code (IC) (formerly Conclusion 19/40)</i></p> <p>a) in view of the increasing density of SSR interrogator installations in the region, and that States have varying readiness to extend from Interrogator Identifier (II) to both Interrogator Identifier and</p>	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p>	<p>January 2022</p> <p>As soon as practicable</p>

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
		<p>Surveillance Identifiers (SI) codes, there will be a period whereby both II and SI will be used.</p> <p>b) while implementing SSR Mode S, States should take into account following issues while assigning IC for these installations:</p> <ul style="list-style-type: none"> • for planning the implementation of SSR Mode S interrogators, administrations should ensure that the interrogators with overlapping coverage are not operating with the same IC. • where, the coverage of the interrogator extends beyond the boundaries of the State, The IC should be worked out in coordination with the ICAO Asia and Pacific Office and the neighbouring States concerned, and • administrations should inform the ICAO Asia and Pacific Office about the assigned IC for these installations. <p><i>Coordination Requirements for SSR Mode S Interrogator Codes (IC) (formerly Conclusion 20/56)</i></p> <p>States be advised to provide the following information on SSR Mode S Interrogator Code to the ICAO Asia/Pacific Office for coordination and registration.</p> <p>a) Name of country/territory and location of facility; b) Antenna Coordinates (Latitude and Longitude); c) Elevation of antenna above the Mean Sea Level</p>			

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
		<p>(MSL) in meters;</p> <p>d) Maximum Coverage of SSR Mode S Interrogator in nautical mile;</p> <p>e) II Code (1 to 15) or SI Code (1 to 63); and</p> <p>f) Remarks (special configuration such as radar clustering, lockout override, II/SI mode capability)</p> <p><i>Planning Criteria for SSR Mode S Interrogator Code (IC) Assignment (formerly Conclusion 20/57)</i></p> <p>The planning criteria for SSR Mode S IC coordination and assignment as provided in Appendix J of Doc 9924 (Third Edition, 2020) be adopted for use in the Asia/Pacific Region.</p>			
C 32/9 A & B	Transition from II code to II and SI mixed code	States with Mode S radar capable of performing II/SI mode operations are encouraged to transit from II code to II and SI mixed code, so as to ease the shortage of II codes. States planning to perform the transition shall coordinate with ICAO APAC Regional Office to obtain the SI codes.	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p>	<p>January 2022</p> <p>As soon as practicable</p>
C 32/10 A & B	The APAC Regional Roadmap for Mode S Implementation	That, the APAC Regional Roadmap for Mode S Implementation provided in Appendix D to the Report on Agenda Item 3.4 be adopted.	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p>	<p>January 2022</p> <p>As soon as practicable</p>

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
C 32/11 A & B	Updating Online Register of IWXXM Exchange Status	That, States/Administrations provide timely updates to the Online Register of IWXXM Exchange Status on the latest status of AMHS capability for IWXXM exchange among ROCs and NOCs, and the availability of IWXXM MET reports.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable
D 32/12 A & B	Meteorological expert contribution to SWIM/TF	That, States consider identifying meteorological experts to contribute to the APAC SWIM/TF to ensure meteorological aspects are fully considered.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable
C 32/13 A & B	Update on the provision of Space Weather Advisory	That, States/Administrations urgently implement or adjust their systems to enable the forwarding of space weather advisories (in TAC and IWXXM form) as appropriate to users.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	January 2022 As soon as practicable
C 32/14 A & B	Update of Information in APANPIRG Air Navigation Deficiencies Reporting Form	That, 1) ICAO to update the APANPIRG Air Navigation Database to reflect the information as presented in Appendices A to D to Report on Agenda Item 4. 2) States/Administrations be urged to:	ICAO RO	State Letter & update the APANPIRG Air Navigation Database	January 2022

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target Date
(1)	(2)	(3)	(4)	(5)	(6)
		<p>a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM and Airspace Safety, AOP, CNS and MET fields as detailed in Appendices A to D to Report on Agenda Item 4; and</p> <p>b) update contact details of a Focal Point to coordinate actions to resolve the Deficiencies (https://portal.icao.int/def/Documents/FocalPoint_ANDef.pdf).</p>	APAC States and Administrations	Action in accordance with the Conclusion.	As soon as practicable

— END —