



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]

Agenda Item 1B: Follow-up on the outcome of APANPIRG/31 Meeting

**1B.1: Review of the action taken by the ANC/Council on the Report of
APANPIRG/31**

**REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL ON
THE REPORT OF APANPIRG/31 AND RASG-APAC/10 MEETINGS**

(Presented by the Secretariat)

SUMMARY

The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) that covered the period from April 2020 to March 2021 including APANPIRG/31 and RASG-APAC/10.

The action by the Meeting is in **paragraph 3**.

Strategic Objectives:

*A: **Safety** – Enhance global civil aviation safety*

*B: **Air Navigation Capacity and Efficiency** — Increase the capacity and improve the efficiency of the global aviation system*

1. INTRODUCTION

1.1 Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) have established regional priorities, implementation indicators and targets in aviation safety and air navigation for the regional implementation of the Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP). They also address regional safety and air navigation concerns. This is reflected in the work programmes of PIRGs and RASGs.

2. DISCUSSION

Review of the Report of the Thirty-first Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) and the Report of the Tenth Meeting of the Regional Aviation Safety Group Asia and Pacific (RASG-APAC/10) (AN-WP/9487)

2.1 The Commission noted that there is a slight decrease in APAC Effective Implementation (EI) score (63.9 per cent) with respect to last year RASG-APAC review and that it is still below the global average of 68.6 per cent. It was explained that the improvement of the EI score of Pacific Small Islands Developing States (PSIDS) is significantly challenging. Addressing the needs of PSIDS and the execution of the Pacific Islands Aviation Plan (PIAP) Road Map were not possible. It was noted that their participation was still low in PIRG and RASG activities. The Commission was informed that given the size and level of aviation activity in these States, it may be time to consider developing audit principles and simpler Protocol Questions that will fit the size and aviation scope of these small island States.

2.2 Additionally, it was noted that the competency and recovery of training for the industry and Civil Aviation Authority (CAA) staff will be difficult. Furthermore, physical surveillance or inspections related to compliance and certification, as well as accident investigation activities amongst others, are affected. States are also faced with the challenges of State audit preparations, which will directly impact the regional USOAP EI score.

2.3 The Commission noted that State Safety Programme (SSP) implementation is limited and only four States completed it fully. The Commission was informed that numerous States are still struggling with the basics. The Commission recalled that SSP implementation was already identified as a common challenge during the consideration of the consolidated annual report to Council in 2020.

2.4 The Commission noted that the development of National Aviation Safety Plans (NASPs) is slow. Concern was expressed by the Commission that only 40 per cent of States have established independent Accident Investigation Authorities. Even though there are many benefits to consider a Regional Accident and Incident Authority, the Commission was informed that there is low interest in the region to establish such body.

2.5 The Commission noted with satisfaction that the first Asia/Pacific Ministerial Conference on Civil Aviation was held in China from 31 January to 1 February 2018. The key outcome of this ministerial conference was the Beijing Declaration. The Commission was informed that the frequency of ministerial meetings is two years and they address commitments related to aviation safety, air navigation services (ANS), accident and incident investigation (AIG), and human resources (HR) development. Commitments related to aviation safety, AIG & HR development and air navigation services are included in each agenda developed for annual RASG-APAC and APANPIRG meetings.

2.6 The Commission noted with concern that two APAC States now have significant safety concerns (SSCs), namely Bhutan and Pakistan. The Commission was informed that the SSC in Bhutan is an ANS political issue, it has not been solved in the timeframe given last year and slow progress has been made. The Commission was informed that APAC States are facing difficulties in certifying military aerodromes that are also used for international air operations.

2.7 Another key issue in the aerodromes domain is the implementation of the enhanced Global Reporting Format (GRF) for assessing and reporting runway surface condition. The Commission was informed that not all States and aerodrome operators will be ready for the transition to the new reporting format by the new applicability date of 4 November 2021.

2.8 The Commission was informed that certain military aerodromes in States are undertaking limited civil international operations and the certification of such aerodromes by civil aviation authorities may prove to be difficult, therefore an alternative safety oversight framework may be appropriate in consideration of the low level of civil international operations at such aerodromes.

2.9 The Commission noted that to further improve support from ICAO, participation from ANC members, and particularly the President and/or the Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) in PIRG/RASG meetings, will be useful.

2.10 AN-WP/9487 is provided in **Attachment A** for easy reference.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) take action, as required; and
- b) note the action taken by the Council related to the APANPIRG/31 and RASG-APAC/10 reports.



International Civil Aviation Organization

WORKING PAPER**AIR NAVIGATION COMMISSION**

**REVIEW OF THE REPORT OF THE THIRTY-FIRST MEETING OF
THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/31) AND
THE TENTH MEETING OF THE REGIONAL AVIATION SAFETY
GROUP – ASIA AND PACIFIC (RASG-APAC/10)**

(Item No. 21620)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY

The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/31 and RASG-APAC/10 meetings.

Action by the Air Navigation Commission is in paragraph 3.

COORDINATION

All related ANB Sections, Asia and Pacific Regional Office, Bangkok

REFERENCES

*APANPIRG/31 Report

(<https://www.icao.int/APAC/Meetings/Pages/2020-APANPIRG31.aspx>)

*RASG-APAC/10 Report

<https://www.icao.int/APAC/Meetings/2020%20RASGAPAC10/RASG-APAC10%20-%20Final%20Report%2017-18%20Dec%202020.pdf>

*Principal references

1. INTRODUCTION

1.1 The thirty-first meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) and the tenth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/10) were held virtually between 14 to 16 December 2020 and 17 to 18 December 2020, respectively. Virtual meeting arrangements, managed by the ICAO Asia and Pacific (APAC) Office, Bangkok, Thailand, were necessitated by the exceptional circumstances related to the COVID-19 pandemic and related restrictions on travel and in-person meetings.

1.2 The WG/SRP reviewed the RASG-APAC/10 Report presented by the Chairperson of RASG-APAC, Capt. Victor Liu, Director General of Civil Aviation, Hong Kong, China and the APANPIRG/31 Report, presented by Mr. Manjit Singh, Acting Regional Director, ICAO APAC Office. The WG/SRP thanked Capt. Liu and Mr. Singh and their teams for their time and effort in the preparation of this detailed presentation to the SRP.

1.3 The WG/SRP was presented with an overview of the RASG-APAC/10 and APANPIRG/31 meetings. It was noted that the RASG-APAC/10 was very well attended with 161 participants, more than double the attendance of RASG-APAC/9, with representation from 20 Member States and nine international organizations. It was also noted that the meeting adopted two Conclusions and eight Decisions.

1.4 For the APANPIRG/31 meeting, it was also very well attended with 193 participants, a 27% increase from the previous one. Participation was from 23 Member States, two Special Administrative Regions of China, and eight international organizations. The WG/SRP noted that 17 Conclusions and three Decisions were taken.

1.5 The WG/SRP noted that the PIRG and RASG combined meeting was postponed until 2022 or later, after the COVID pandemic is resolved, as such a meeting will require a face to face interaction.

2. DISCUSSION

RASG-APAC/10 Report

2.1 The WG/SRP noted and reviewed the APAC key challenges, issues, the Beijing declaration outcomes, and the APAC achievements in 2020. The WG/SRP noted with appreciation, the value of the information provided and the continued coordination between the PIRG and the RASG.

2.2 The WG/SRP noted the key challenges faced by RASG-APAC related to the COVID-19 crisis, including possible impacts on compliance and implementation of ICAO SARPS by the States/Administrations due to prolonged lockdown, repeated waves and work from home arrangements. Additionally, the postponement of USOAP CMA Activities (audits and ICVMs) hampered the monitoring of progress made. Similarly, travel restrictions hampered on-site technical assistance to the two Significant Safety Concern (SSC) States, and no Combined Action Teams (CAT) missions took place. It was noted that some off-site USOAP activities, including a Mandatory Information Request took place.

2.3 The WG/SRP noted that there is a slight decrease in APAC Effective Implementation (EI) score (63.9%) with respect to last year RASG-APAC review and that it is still below Global Average of 68.6%. It was explained that the improvement of the EI score of Pacific Small Islands Developing States (PSIDS) is significantly challenging. Addressing the needs of Pacific Small Islands Developing States and the execution of the Pacific Islands Aviation Plan (PIAP) Road Map was not possible. Their participation was still low in PIRG and RASG activities. The WG/SRP was informed that given the size and aviation activity in these States, it may be time to develop audit principles and simpler Protocol Questions that will fit the size and aviation scope of these small island States.

2.4 The WG/SRP noted the concern expressed that post-COVID sustainability and compliance challenges will increase from the potential risk of a global economic downturn. In addition, there are compliance challenges when restarting the industry after a prolonged operational pause of equipment, aircraft and crew.

2.5 Additionally, it was noted that the competency and recovery of training for the industry and Civil Aviation Authority (CAA) staff will be difficult. Furthermore, physical surveillance or inspections related to compliance and certification, as well as accident investigation activities amongst others, are affected. States are also faced with the challenges of State audit preparations, which will directly impact the regional USOAP EI score.

2.6 It was noted that State Safety Programme (SSP) implementation is limited and only four States completed it fully. The WG/SRP was informed that numerous States are still struggling with the basics. It was noted that SSP implementation was already identified as a common challenge during the consideration of the consolidated annual report to Council in 2020.

2.7 It was also noted that the development of National Aviation Safety Plans is slow. Concern was expressed by the WG/SRP that only 40% of States have established independent Accident Investigation Authorities. Even though there are many benefits, the WG/SRP was informed that there is low interest in the region to establish a Regional Accident and Incident Authority.

2.8 The WG/SRP noted that the Annual Safety Report for 2020 was published on time in October 2020 and the Annual Safety Report for 2021 will be published by 1 October 2021. It was also noted that the Procedural Handbook is being revised to incorporate most of the generic Terms of References (ToRs) as approved by the Council.

2.9 The WG/SRP recognised the good work by both the ICAO APAC Regional Office and the ICAO Asia-Pacific COVID-19 Contingency and Recovery Planning Group (ACCRPG) in addressing the aviation safety related risks arising from the COVID-19 pandemic.

2.10 The WG/SRP noted the proposal to request ICAO to consider as a priority the vaccination for frontline aviation personnel and to provide guidance regarding the use of COVID-19 vaccines by Medical Certificate Holders (Decision RASG-APAC 10/7); the WG/SRP was informed that these items are under discussion in various fora related to the ICAO Council's Aviation Recovery Task Force (CART), including discussions with the World Health Organization (WHO).

2.11 The WG/SRP noted with interest the measures adopted to manage aviation safety risks arising from the COVID-19 pandemic (Decision RASG-APC 10/6 refers); this includes a survey on the key risks faced by States/Administrations and mitigating measures implemented. Subsequent consideration of these aspects is expected at the next Asia Pacific Regional Aviation Safety Team (APRAST).

2.12 The WG/ SRP noted with satisfaction that the first Asia/Pacific Ministerial Conference on Civil Aviation was held in China from 31 January to 1 February 2018. The key outcome of this Ministerial Conference was the Beijing Declaration. The WG/SRP noted that the frequency of Ministerial meetings is two years and they address commitments related to Aviation Safety, ANS, AIG, and HR development. Commitments related to aviation safety and air navigation services is included in each agenda developed by the DG's. The WG/SRP was informed that the second Ministerial Conference on civil aviation will take place in India later this year.

2.13 The WG/SRP noted with concern that two APAC States have now SSCs (Bhutan and Pakistan). The WG/SRP was informed that the SSC in Bhutan is an ANS political issue, it has not been solved in the timeframe given last year and slow progress has been made. The SSC in Pakistan is PEL related. Assistance on these two SSCs is hampered by the pandemic, nevertheless it was noted that the Co-operative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP SA) recruited a Personnel Licensing (PEL) expert for Pakistan and an Air Navigation Services

(ANS) expert for Bhutan to address the SSC's. The Regional Office is in close coordination, working with both States and the experts.

2.14 With regard to aerodrome certification, the WG/SRP noted that 301 aerodromes out of 342 (88%), up from 84.86% with respect to 2019, were certified.

2.15 The WG/SRP noted key achievements of States in the APAC region, including: the promulgation of the Asia-Pacific Regional Aviation Safety Plan (AP-RASP), the promulgation of the APAC Annual Safety Report 2020 on time despite COVID challenges, the establishment of monitoring tools for the Safety Enhancement Initiative (SEI), and the coordination of all major regular meetings which were successfully conducted virtually and followed up with tasks in hand for all sub-groups.

2.16 It was also noted that all COVID-19 related meetings to support the implementation of COVID-19 Contingency Related Differences (CCRD) alleviations, COVID-19 Response and Recovery Implementation Centre (CRRIC) updates, and CART recommendations were conducted. It was noted that some alleviations were removed by States. Additionally, some States requested that the date of 31 March 2021 be extended and that the regional office will conduct a survey to this extend.

2.17 With regard to Conclusion RASG-APAC 9/4, the WG/SRP recalled that the urgent work identified by the RASG-APAC/9 related to the update of the ADREP system was identified during last year's report, and work is ongoing in this matter (a progress report is scheduled during ANC 217th session).

2.18 Regarding Conclusion RASG-APAC 10/1 related to Accident Investigation, the WG/SRP noted the proposal to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline. The WG/SRP suggested that this proposal be sent to the Accident Investigation Panel (AIGP) for consideration.

2.19 Regarding the RASG/10 Annual Work Programme, the WG/SRP noted with interest the development of a mechanism to monitor the progress of the national aviation safety plan (NASP) implementation by the States (Task 3). The WG/SRP suggested that once completed, this work can be shared with the other regions.

APANPIRG/31 Report

2.20 The WG/SRP was presented with key challenges and issues in the air navigation fields, key outcomes and conclusions, as well as outstanding conclusions that require specific action by Headquarters (HQ).

2.21 With respect to the key challenges identified in air navigation, the WG/SRP noted the serious challenges related to the economic recovery of Air Navigation Service Providers (ANSPs) and aerodromes from the impact of COVID-19 pandemic. The WG/SRP noted the slow progress with the implementation made by States to meet Beijing Declaration. With regard to the implementation progress of the APAC Air Navigation Priority Elements of APAC Seamless Air Navigation Services (ANS) Plan, it was noted that only one of sixteen elements was satisfactorily implemented by APAC States.

2.22 In continuation with the key challenges, the WG/SRP noted with concern that many APAC States have insufficient resources to improve of compliance with ICAO provisions. Regarding the development of a National Air Navigation Plan (NANP), the WG/SRP noted that a detailed template is available for use by States. The WG/SRP welcomed the idea that States need to consider the inclusion of civil aviation in their national development plans.

2.23 With respect to key issues in Aerodromes (AOP) domain, the WG/SRP noted the slow progress of the certification of aerodromes used for international operations. The WG/SRP was informed that States are facing difficulties in certifying military aerodromes that are used for international operations. Moreover, the WG/SRP noted the issues related to the establishment of Runway Safety Teams (RSTs) in accordance with PANS Aerodromes (Doc 9981) and ICAO RST Handbook,

2.24 Another key issue in the Aerodromes domain is the implementation of the Global Reporting Format (GRF), the WG/SRP was informed that not all States and aerodrome operators will be ready for the transition to the new reporting format by the applicability date of 4 November 2021. The WG/SRP was informed that efforts are being made in this regard, such as webinars led by champion States and an online training course is being organized by ICAO/IATA/CANSO.

2.25 The WG/SRP noted that approximately two-thirds of the APAC FIRs have been validated by the APAC RO and the respective Proposal for Amendment (PfA) was circulated to HQ where progress is slow. The WG/SRP was informed that ICAO HQ has increased the pace of processing for PfAs and obtaining the President of the Council's approval for their entry into the respective Air Navigation Plan (ANP) Volume. This issue is therefore on track at the moment.

2.26 Another key issued highlighted in the ATM domain is Performance-Based Navigation (PBN). The WG/SRP noted with concern that some aircraft are PBN capable, but not authorized for the use of PBN procedures due to an obsolete regulation.

2.27 With regard to Air Traffic Flow Management (ATFM) & COVID-19 recovery planning, the WG/SRP noted that due to the slow implementation of the performance expectations from the Regional Framework for Collaborative ATFM and the consequences of COVID-19 on ANSP capacity, extensive efforts have been made to identify barriers that might affect States' ability to recover from the pandemic.

2.28 The WG/SRP queried about the level of the implementation in the region of Automatic Dependent Surveillance-Broadcast (ADS-B) and particularly about the Space Based ADS-B. The status regarding Space Based ADS-B is as follows: Singapore is operational. In Papua New Guinea data is flowing, the acceptance tests are completed and it will soon be operational. In India the data is also flowing at three sites and that the acceptance tests are completed, the system will be operational soon. In Hong Kong the equipment is installed and the data is flowing. In Indonesia the equipment is installed and work is progressing well.

2.29 With regard to the issue of Ballistic Launch Disruption and Space Re-Entry Debris, the WG/SRP recalled that in previous years APANPIRG had discussed this issue and a conclusion had been formulated during the APANPIRG/30 meeting in 2019 (Conclusion 30/10). During 2020 further concerns were expressed at the APANPIRG/31 meeting, the WG/SRP noted that HQ support is required with respect to the concerns expressed as well as to convey the lessons learnt and APAC guidance into global guidance material. The Observer from Indonesia shared their experiences and specific concerns in this matter. He also informed that a letter had been sent to President of the ICAO Council highlighting their concerns and proposing that this issue is addressed at the global level.

2.30 The WG/SRP was informed that procedures for States in the ICAO Asia and Pacific Region conducting ballistic launches or space re-entry activities within high seas airspace are contained in the ICAO Asia/Pacific Seamless ANS Plan. With regard to the need for global guidance, the WG/SRP was informed that the Manual on Civil-Military Cooperation in Air Traffic Management (Doc 10088) also contains guidance based on that from the APAC region. It was noted that experience has shown that a small group of States are involved in ballistic launches and re-entries and the main challenge relates to providing timely information, promulgation, and the coordination of launches and re-entries by the various

stakeholders. The Secretariat offered support in the form individual workshops to provide assistance to these States as necessary.

2.31 In addition, the WG/SRP was informed that an action item was agreed to three years ago by the last APAC Director Generals (DGs) Conference to sensitize the relevant Government agencies, other than ATM, on the need to strengthen civil-military cooperation. It was noted that even though concrete actions are being taken, this item remains an issue for the region as demonstrated by the various official letters, including the letter from Indonesia to ICAO. The WG/SRP acknowledged that, from a regional perspective, there are actions to be taken at the Headquarters level. The WG/SRP recalled that this issue was previously identified in the Consolidated Annual Reports to Council and therefore additional monitoring and closer attention will be needed in future reports.

2.32 With respect to other issues in ATM domain, the WG/SRP noted that the National Air Navigation Planning has been emphasized to support whole-of-government planning to support COVID-19 recovery. The WG/SRP recalled that this is now a requirement in the Regional Air Navigation Plan, Vol. II, and includes the need for the ten Basic Planning Elements.

2.33 With regard to the current status of “Aeronautical Information Management”, the WG/SRP noted with concern its poor implementation particularly in the critical area of quality management of aeronautical information.

2.34 With regard to key issues in “Communications, Navigation and Surveillance” (CNS), the WG/SRP noted the challenges and difficulties faced by States and Administrations under the current pandemic, and that the target year for implementation of a Common Regional Virtual Private Network (CRV) was postponed to the end of 2021. The WG/SRP noted that the need for an IP based application to achieve early benefits is a challenge.

2.35 Regarding key issues in the “Meteorology” (MET) domain, the WG/SRP noted the difficulties related to the new Annex 3 SARPs, namely the dissemination of MET information in IWXXM format and implementation of an Aeronautical Message Handling System (AMHS) to support the dissemination of IWXXM. The WG/SRP was informed that less than half of APAC States had planned for or implemented them. The WG/SRP recalled that these standards became applicable on 5 November 2020. The WG/SRP also noted with concern that some States have demonstrated little progress in fully complying with the Annex 3 SARPs concerning the designation of a MET authority.

2.36 The WG/SRP noted that APANPIRG monitors and tracks implementation of the Beijing Declaration commitment related to Aeronautical Information Management (AIM), Performance Based Navigation (PBN), ground telecommunication infrastructure (CRV), civil-military cooperation, surveillance capability (e.g. ADS-B), Air Traffic Flow Management (ATFM), Collaborative Decision Making (CDM), and National Air Navigation Plan (NANP).

2.37 The WG/SRP noted with satisfaction that a set of generic documents were developed and made available on the APAC website related to the Certification of Aerodromes (Guidance on the Aerodrome Operations Personnel Competency Requirement Framework, Generic Aerodrome Certification Procedure, Generic Procedures for Accepting Non-Compliances in Aerodromes, Draft Generic Aerodrome Inspector Handbook, Aerodrome Manual and Regional Guidance on Aeronautical Information Publication – AD 1.5 Status of Certification of Aerodromes).

2.38 It was also noted that an Aerodrome Directory was established to monitor the status of the; certification of aerodromes, implementation of Airport Collaborative Decision Making (A-CDM), and the establishment of local runway safety teams at aerodromes used for international operations.

2.39 The WG/SRP noted with satisfaction that significant progress has been made to improve ANS infrastructure safety and capacity in the AKARA-FUKUE Corridor, especially with regard to resolving Annex 11 compliance. A phased approach has been agreed, with the Phase I target date planned for 25 March 2021.

2.40 The WG/SRP noted that the Regional Aeronautical Mobile Service (AMS) and air-ground datalink strategy were revised to reflect the latest developments. It was noted that a Ground-Based Augmentation System/Satellite Based Augmentation System (GBAS/SBAS) Implementation Task Force was established to stimulate the sharing of information and experience in the region. It was noted that a Localizer Performance with Vertical guidance (LPV) (SBAS) and GBAS Landing System (GLS) (GBAS) Implementation Map was developed to depict the implementation progress in the region.

2.41 With regard to ICAO APAC webinars, the WG/SRP noted that feedback from the “ATM Safety Assessment in Change Management”, as well as the three-day “ATM Safety Assessment in Change Management” webinars highlight that States are waiting for more hands on exercises. ICAO HQ was invited to support these efforts. It was also noted that two rounds of webinars on the “Fundamentals of Air Navigation Services (ANS)”, and two webinars on the “Implementation of GRF for COSCAPs and Pacific States” were conducted. Additionally, the WG/SRP noted with satisfaction that 28 Air Navigation Deficiencies were resolved in 2020.

2.42 The WG/SRP noted that there are two APANPIRG/31 Conclusions which require action by Headquarters.

- a) Conclusion APANPIRG/31/7. Holding Bays and Multiple Entrance Taxiways, the review of Figure 2-2 of ICAO Aerodrome Design Manual (Doc 9157), Part 2 Taxiways, Aprons and Holding Bays to tally with SARPs of runway-holding position marking and actual aircraft operations; and secondly, the review the current SARPs in Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations to cater for the design of multiple entrance taxiways. The WG/SRP recommended to the ANC that these items be referred to the Aerodromes Design and Operations Panel (ADOP) for further consideration.
- b) Conclusion APANPIRG/31/8. Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations. The WG/SRP was informed that certain military aerodromes in States are undertaking limited civil international operations and the certification of such aerodromes by civil aviation authorities may prove to be difficult, therefore an alternative safety oversight framework may be appropriate in consideration of the low level of civil international operations at such aerodromes. The Secretariat informed that a total rewrite of Doc 9774 - Manual of Certification of Aerodromes - is underway to update its content and to align it with last amendment of PANS-Aerodromes, that manual will contain guidance related to certification on military aerodromes used for international operations.

2.43 The WG/SRP noted that APAC is several years behind its commitments to implement the APAC Seamless ANS Plan. This is mainly due to a lack of whole-of government planning and, associated with this, a lack of political will. As a result, the requirement for a National Air Navigation Plan (NANP) was entered into the Regional Air Navigation Plan (RANP), Vol. II. However, the actual progress of State implementation of the Global Air Navigation Plan (GANP) and Seamless ANS elements in 2020 is unclear, mainly due to the lack of an updated reporting portal that was promised by HQ in 2019 (Conclusion 30/6

refers). The WG/SRP recalled that this is an outstanding action from the APANPIRG review in 2019 (AN-WP/9399 refers) and suggested to request the Secretariat to take the necessary action in such respect.

2.44 The WG/SRP noted that the key conclusions had identified a common challenge in APAC States. This was Conclusion APANPIRG/31/8 which related to the certification of military aerodromes used in international operations, and the WG/SRP was informed that this is already being addressed (see paragraph 2.42.b). With respect to Conclusion APANPIRG/31/11, the WG/SRP was informed of the ongoing work related to the Alphanumeric Call Sign Initiative at the regional level and wider implications related to the need of universal support by aerodrome operators and ANSPs, thus the proposal for consideration as global challenge. The WG/SRP noted that this initiative is related to pilot-ATC miscommunications and the number of Category D (ATC loop Error) Large Height Deviations (LHDs). It was recalled that LHD was already identified as a common challenge in previous Consolidated Annual Reports on PIRGs/RASGs; in this connection, it was suggested that the issue related to alphanumeric call signs be further analysed and considered in future Consolidated Annual Reports.

2.45 The WG/SRP noted that to further improve support from ICAO, participation from ANC members, and particularly the President and/or the Chairperson of the WG/SRP in PIRG/RASG meetings, will be useful especially when related to ANC actions taken from the previous ANC meeting. It was noted that States will be pleased to hear information related to the ongoing and future planned work of the ANC. P/ANC informed the meeting that it will be a privilege for himself and the ANC to attend relevant parts of the meetings when invited to do so.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the APANPIRG/31 and RASG-APAC/10 Meeting Reports and the WG/SRP report thereon as contained in this paper;
 - b) note and agree to the specific conclusions that require the ANC action in the Appendix; and
 - c) request the Secretariat to address the outstanding action related to the Regional ANS implementation reporting portal.
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APPENDIX

RASG-APAC/10

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
Conclusion RASG-APAC 10/1	That, Secretariat is requested to follow-up with the proposal in WP/9 of APAC-AIG/7 by forwarding the WP to the attention of the Air Navigation Commission to consider including a provision in Annex 13 to make it explicit that States that received the draft final report for comments shall reply to the State conducting the investigation regarding their comments, if any, within the deadline.	To note and request the AIG Panel to review the proposal related to Annex 13.

APANPIRG/31

LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION

Conclusion/ Decisions	Synopsis	Suggested ANC Action
Conclusion APANPIRG 31/7: Holding Bays and Multiple Entrance Taxiway	That, the ICAO HQ be invited to consider to: a) Review Figure 2-2 of ICAO Aerodrome Design Manual (Doc 9157), Part 2 <i>Taxiways, Aprons and Holding Bays</i> to tally with SARPs of runway-holding position marking and actual aircraft operations; and b) Review the current SARPs in Annex 14, <i>Aerodromes – Volume I, Aerodrome Design and Operations</i> to cater for the design of multiple entrance taxiways.	To note and request the ADOP to review the APANPIRG/31 proposals related to Doc 9157 and Annex 14.
Conclusion APANPIRG/31/8 Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations	ICAO HQ is invited to consider establishing an alternative safety oversight framework in lieu of certification for such military aerodromes.	To note (actions already ongoing. Paragraph 2.42.b refers)