

ATTACHMENT 1 to the APANPIRG/35 Report



ICAO

International Civil Aviation Organization

**Thirty-Fifth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/35)**

Bangkok, Thailand, 25 to 27 November 2024

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International Civil Aviation Organization

**Thirty-Fifth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/35)**

Bangkok, Thailand, 25 to 27 November 2024

OPENING REMARKS BY

MR. TAO MA

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25 November 2024

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

Good morning to all and welcome to the Thirty-Fifth Meeting of APANPIRG!

1. Let me take this opportunity to welcome Captain Manuel Antonio Lara Tamayo, Director General Civil Aviation Authority of the Philippines and Mr. HAN Kok Juan, Director General, Civil Aviation Authority of Singapore who were elected as Chairperson and Second Vice Chairperson respectively of APANPIRG last year in Hong Kong, SAR. Unfortunately, the First Vice Chairperson, Ms. Theresa Levestam, Chief Executive, Civil Aviation Authority of Fiji (CAAF) has informed the APAC Office that she is unable to attend due to unavoidable circumstances.

2. We are very happy to note that we have about **165** participants from **27** States, **2** Special Administrations Regions of China and 6 International Organisations.

3. As we all know, pre-pandemic, Asia Pacific Region was the fastest expanding region representing 33% of global capacity [in terms of the Available Seat-Kilometers (ASK)], which made the region the largest regional market for air transport in 2019.

4. In May 2024, global Available Seat-Kilometers (ASK), Revenue Passenger Kilometres (RPK) and Freight Tonne Kilometres (FTK) have surpassed pre-pandemic level seen in May 2019, increasing by 7.8%, 5.7% and 9.7% respectively.

5. The Asia/Pacific region is back to the highest share of 34% in terms of Global Revenue Passenger Kilometres (RPK) as of September 2024.

6. As Air Navigation Services are key for the development of aviation, which in turn supports economic and social development of nations, we shall be aware that, the return to pre-pandemic level of traffic and subsequent projected growth in traffic may create airports and air space congestion which in return will have a profound impact on safety, efficiency and environmental sustainability.

7. To mitigate this challenge, ANSPs, Airport Operators and other Aviation Stakeholders need to consider substantial investments in the near term to rebuild strong and robust systems, capacity building and long-term considerations for modernization of CNS/ATM infrastructure and expansion of airport infrastructure for efficient handling of air traffic and accommodating predicted traffic, and to deliver quality services to the users. Building resilient and dynamic ANS infrastructure is a challenging task that requires careful planning, wider stakeholder consultation, cost-benefit analysis and securing the required funding.

8. **Ladies and Gentlemen!** Let me first share with you a few major events successfully completed in 2024:

1) Second APAC Ministerial Conference

9. The Second Asia Pacific Ministerial Conference on Civil Aviation, graciously hosted by the Government of India was successfully concluded on 11 to 12 September 2024 in New Delhi, India. More than 200 delegates from 31 States / Administrations and 8 International Organizations, including 17 Ministers/Deputy Ministers/Vice Ministers and 24 Directors General of Civil Aviation (DGCA) attended the Conference. The Conference endorsed the Second Asia and Pacific Ministerial Declaration on Civil Aviation, which is also known as the Delhi Declaration and captured ten key elements of the entire civil aviation system to support the healthy growth and sustainable development of civil aviation sector in the region by embracing the spirit of the regional cooperation. The details of the Delhi Declaration will be presented to this Meeting in a Working Paper prepared by the Secretariat.

2) DGCA/59

10. Additionally, the 59th Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions, hosted by Civil Aviation Authority of the Philippines and held in Cebu, Philippines from 14 to 18 October 2024. The Conference was attended by more than 350 participants, from 37 States/Administrations, 11 International Organizations and 8 national and 12 international sponsors/exhibitors.

11. I once again thank and congratulate the CAA Philippines and personally Capt. Tamayo for hosting and successfully organizing the DGCA/59 Conference.

12. The outcomes of the DGCA/59 related to the Air Navigation will be presented through one of the Working Papers prepared by the Secretariat.

3) Inauguration of Pacific Small Island Developing States (PSIDS) Liaison Office (PLO)

13. A formal opening ceremony for the ICAO PSIDS Liaison Office was held in Nadi, Fiji, on 16 August 2024. The opening ceremony was attended by the Hon. Deputy Prime Minister and Minister for Tourism and Civil Aviation, Fiji, and the ICAO Secretary General and myself, together with

aeronautical authorities representing PSIDS, the aviation industry and foreign diplomatic missions in Fiji. The ICAO PSIDS Liaison Office is generously hosted by the Government of Fiji.

14. Recognizing the need for the support to PSIDS-focused ICAO activities and PSIDS Liaison Office operations, the DGCA/59 Conference (Cebu, Philippines, 14 - 18 October 2024) agreed to Action Item 59/38, encouraging States/Administrations to continue to provide financial support, provide suitably qualified experts, and provide on-the-job training opportunities for PSIDS personnel.

15. The ICAO Liaison Officer (LO) has been deployed onsite in Nadi, Fiji since October 2023 and he will present a separate WP providing progress in the work of the PSIDS Liaison Office, the support provided by partner States, and activities undertaken and planned in the 2024/2025.

Implementation support activities

16. ICAO's new Implementation Support Policy takes a more holistic approach. Support will be subject to prioritization of needs to ensure the efficient use of available implementation support resources, and managed in a consistent manner, coordinated with all internal and external stakeholders.

17. In addition to the usual APAC CAT assistance missions to support States in enhancing USOAP Effective Implementation (EI) of State Safety Oversight System, ICAO APAC Office also conducted a series of regional workshops for APAC States in Air Navigation fields in 2024. Some of them are:

- Workshop on Oversight of Instrument Flight Procedures (IFPs) for CAAs conducted in Bangkok and Nadi, Fiji;
- ICAO APAC/MID ATM Contingency Planning Workshop, Bangkok;
- ICAO Workshop on APAC Seamless ANS Reporting Tool, Bangkok;
- Workshop for New CRV specifications for future SWIM services (Guam, USA);
- ADS-B Implementation Workshop, Bangkok; and
- Workshop on Aerodrome Pavement Design and Evaluation including ICAO ACR-PCR Method of Reporting Pavement Strength, Bangkok.

18. In addition, a series of webinars were conducted on Civil Military ATM Cooperation, Free Route Airspace and UAS/RPAS.

Achievements in 2024

19. In my opening remarks today, I would not go into the details of the excellent work done by the various subgroups supported by the staff of the Regional Office, as these reports will be presented by the Chairperson of the respective sub-groups during this meeting. But I would like to share key achievements of 2024 which are ultimate outcomes of the hard work done by various level of APANPIRG Contributory Bodies for a several years despite of limited resources and various challenges in Asia/Pacific Region:

(1) Asia/Pacific Seamless ANS Plan

20. As Asia/Pacific Seamless ANS Plan, Version 3.0, November 2019 required further updating, the drafting of the Seamless ANS Plan, Version 4.0 has been completed and will be presented to the Meeting for endorsement. Effective implementation of the Seamless ANS Plan, Version 4.0 by APAC States/Administrations will ensure that our airspace management remains robust and responsive to increasing demand while addressing environmental concerns.

(2) Asia/Pacific Guidance on Design and Operations of Altiports

21. The *Draft Regional Guidance for Design and Operations of Altiport* has been developed by the APAC Aerodrome Design and Operations Task Force and submitted to this Meeting for endorsement and further submission to Air Navigation Bureau for the development of the Global Guidance. Implementation of this guidance will help to improve safety of aerodromes located remotely and mountainous terrain in countries like Bhutan, Fiji, Indonesia, Nepal, Papua New Guinea.

(3) Regional Guidance for Space Object Launch and Re-Entry Activities Coordination

22. Recognizing the growing significance of space activities, *Asia/Pacific Guidance for Space Object Launch and Re-Entry Activities Coordination* has been introduced to safely integrate space operations with traditional air traffic management. This forward-looking initiative underscores APAC proactive approach to emerging challenges.

(4) Implementation of CRV

23. 27 APAC States joined CRV. Notably, three (3) PSIDS, namely Cook Island, Samoa, and Tonga has initiated CRV contract process.

(5) PSIDS SAR Capability Improvement Project

24. The PSIDS SAR Capability Improvement Project, funded by voluntary contributions, was conducted from 05 August to 18 October 2024. The need for this project was based on the number of APANPIRG ATM and Airspace Safety Deficiencies recorded for PSIDS, together with the low levels of Effective Implementation of SAR-related USOAP PQs. An externally recruited SAR expert visited five PSIDS and conducted online activities with the remaining eight to analyse their SAR implementation. The final report of the mission which is still in preparation will provide recommendations to States and assist ICAO in planning Phase II of the project.

Air Navigation Challenges:

25. We do have several challenges in Air Navigation fields. Let me take this opportunity and share with you some challenges we have been facing in this field:

(I) Afghanistan Contingency Management

- The ongoing airspace management challenges over Afghanistan (Kabul FIR) remain critical for the region. Compounding this are the complexities arising from the situations in Afghanistan, Ukraine, and unforeseen events in the Middle East. Limited coordination, coupled with an unpredictable security environment, has posed significant risks to international flights traversing these airspaces.

(II) Global Navigation Satellite System (GNSS) Vulnerability

- Global Navigation Satellite System (GNSS) vulnerability has been a key point of discussion for the APAC region. Mitigating against GNSS Radio Frequency Interference (RFI) is a critical risk with few pragmatic options currently available to guarantee operational integrity, considering increasing levels of deliberate RFI, jamming, and spoofing. Ensuring necessary action is taken to reduce to the extent possible interference with essential GNSS-based navigation and timing services in the interests of the safety of civil aviation is essential.

(III) APANPIRG air navigation deficiencies

- There are still 153 outstanding Air Navigation Deficiencies in Asia/Pacific Region. More resources and efforts are needed from States/Administrations for the resolution of these current Air Navigation Deficiencies.

(IV) ICAO Meteorological Information Exchange Model (IWXXM):

- Implementing systems to produce and exchange Meteorological (MET) information in the ICAO Meteorological Information Exchange Model (IWXXM) format regionally, inter-regionally, and globally remains a challenge that the APAC region will focus on, especially to support the migration of aviation MET information from traditional alphanumeric code forms to the future System-Wide Information Management (SWIM) environment.

(V) Strategy for ICAO engagement and support for PSIDS

- Development of a detailed strategy for ICAO engagement and support for PSIDS, responding to the recommendations of the PSIDS Aviation Needs Analysis (PSIDS Study) and the priorities identified through ICAO PSIDS Liaison Office engagement remains a challenge. Supporting the abovementioned strategy, the identification of PSIDS' priorities requires the development and continuous update of detailed State profiles.

26. As we celebrate ICAO's 80th anniversary, the contribution of aviation in-sector CO₂ reduction measures, including technological and operational improvements, remains crucial to achieving the collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050.

27. Adopting the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies supports the global scale-up of aviation cleaner energies needed to achieve the LTAG.

28. However, environmental aspects must continue to be considered in the planning and implementation of regional air navigation systems. The technology and operational improvement measures supporting the LTAG must be incorporated into the State Action Plans (SAP) through coordination with the SAP Focal Points.

29. For this meeting, we have received 24 WPs and 6 IPs which are of high quality for which we are thankful to the contributors, and I am confident that these Papers would stimulate constructive and useful discussions for the benefit of everyone.

30. I would like to thank Capt. Tamayo and DG Han for their commitment to this important meeting. I would also extend my appreciation to Chairpersons and Members of the various subgroups and subsidiary bodies functioning under the APANPIRG for their significant contributions. The hard work put in by the staff of the Regional Office, the Regional Sub-Office and PSIDS Liaison Office (PLO) to organize the various meetings and facilitate implementation of the decisions of the APANPIRG deserves our acknowledgement. I would like to thank **Mr. Martin Maurino**, Technical Officer from the Air Navigation Bureau, ICAO HQ who came from Montreal to support this meeting.

31. 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 require total and unfettered cooperation and collaboration of all concerned parties, while bearing in mind that the end result would always be to provide the travelling public with the seamless and safest travel experience.

32. This year, we have three sponsors, namely, **Civil Aviation Authority of Thailand, Aireon and Frequentis**. I would like to take this opportunity to thank all of them for their sponsorship support to this meeting.

As per the tentative Order of Business, we have a tight schedule for the next three days, which I expect to deliver productive outcomes.

To that end, I wish all of you a very successful APANPIRG Meeting ahead!

Thank you.

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ATTACHMENT 3 to the APANPIRG/35 Report



ICAO

International Civil Aviation Organization

**Thirty-Fifth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/35)**

Bangkok, Thailand, 25 to 27 November 2024

LIST OF WORKING PAPERS

Paper No.	Agenda Item	Title	Presented by
WORKING PAPERS			
WP/01	—	Adoption of the Provisional Agenda	Secretariat
WP/02	1A	Where does APAC Stand with the Beijing Declaration Commitments?	Secretariat
WP/03	1A	Asia Pacific Ministerial Declaration on Civil Aviation (Delhi)	Secretariat
WP/04	1B.2	Status of Implementation of APANPIRG/34 Conclusions and Decisions	Secretariat
WP/05	1B.3	Status of Implementation of Outstanding APANPIRG Conclusions and Decisions	Secretariat
WP/06 Revision 1	1B.1	Review of the Action Taken by the ANC on the Report of APANPIRG/34, RASG-APAC/13, and the Consolidated Report of PIRG and RASG	Secretariat
WP/07	1C	59 th APAC DGCA Conference Action Items on Air Navigation	Secretariat
WP/08 Revision 1	2	Further Regional Cooperation against Global Navigation Satellite System Radio Frequency Interference (GNSS RFI)	Japan
WP/09	3.1	Report on the Eighth Meeting of AOP Sub Group	Chairperson of AOP/SG
WP/10	3.2	ATM/SG/12 Outcomes	Chairperson of ATM/SG
WP/11	3.3	RASMAG Outcomes	Chairperson of RASMAG
WP/12	3.4	Review of Outcomes of CNS SG28	Secretariat
WP/13	3.5	Meteorology Sub-Group (MET SG/28) Report	Vice -Chair of MET SG
WP/14 Revision 1	4	Status of Air Navigation Deficiencies in the Asia/Pacific Region	Secretariat
WP/15	5	APANPIRG Work Programme 2025-2026	Secretariat
WP/16 Revision 1	3.0	APAC Seamless ANS Plan Update	Secretariat

ATTACHMENT 3 to the APANPIRG/35 Report

Paper No.	Agenda Item	Title	Presented by
WP/17	2	Identifying Activities to Response to GNSS RFI	ROK
WP/18	3.0	Data-Driven Performance-Based Approach towards Enhancing Efficiency and Capacity to meet Future Air Traffic Demands	Singapore
WP/19	3.2	Next Generation ATFM for Asia Pacific	CANSO
WP/20	3.2	Collaborative Approach for the Development of a Roadmap to Implement Trajectory-Based Operations (TBO) in Asia and Pacific (APAC)	USA
WP/21	3.4	Feasibility Study and Trial of Using Drone to Enhance Efficiency in Flight Inspections at the Hong Kong International Airport	Hong Kong, China
WP/22	3.4	The ICAO Provisions in Various Annexes and the Procedures for Air Navigation Services (PANS) Concerning FF-ICE Services and SWIM- Applicable From 28 November 2024	Secretariat
WP/23 Revision 2	3.6	ICAO Pacific Small Island Developing States Liaison Office Progress and Planned Activities 2024/2025	Secretariat
WP/24	3.6	Harmonizing Global Standards for the Integration of Unmanned Aircraft and its New Entrants into Airspace Operations	Indonesia

LIST OF INFORMATION PAPERS

Paper No.	Agenda Item	Title	Presented by
INFORMATION PAPERS			
IP/01 Revision 1	—	List of Papers	Secretariat
IP/02	2	Harmonizing Unmanned Aircraft Operations Over the High Seas	USA and co-sponsored by Australia
IP/03	3.2	Requirement to Amend Transition Altitude Establishment Criteria in PANS-OPS Volume III	Pakistan
IP/04	3.6	Support for the Sustainable Workforce Development	Japan
IP/05	2	Report on APANPIRG/34 & RASG-APAC/13 Midyear Review and Eleventh PIRG & RASG Regional Coordination Meeting	Secretariat
IP/06	1D	Progress Update of the RASG-APAC/13 Decisions and Conclusions	Secretariat
IP/07	3.2	Jakarta Metroplex Airspace Optimization – Enhancing Efficiency, Capacity, and Environmental Sustainability	Indonesia

LIST OF PRESENTATIONS

PPT No.	Agenda Item	Title	Presented by
PRESENTATIONS			
PPT/01	2	Outcomes of the Fourteenth Air Navigation Conference (AN-Conf/14)	Secretariat
PPT/02	2	GNSS Jamming & Spoofing	Secretariat
PPT/03	3.0	APAC Seamless ANS Plan Reporting Tool	Secretariat
PPT/04	3.6	SSCs on Oversight of Instrument Flight Procedures	Secretariat
PPT/05	3.6	Aviation CO ₂ Emissions Reduction Activities	Secretariat

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/35 Report

APANPIRG/35 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 35/1 A & B	Asia/Pacific Seamless ANS Plan	That, given the urgency and priority of Air Navigation Service (ANS) planning and modernization, and the lack of progress in implementing the Aviation System Block Upgrade (ASBU) elements, Version 4.0 of the Asia/Pacific Seamless ANS Plan appended as Appendix A to the Report on Agenda Item 3.0 be adopted; and uploaded to the Asia/Pacific Regional Office eDocument webpage.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025
C 35/2 A & B	Regional Guidance for Design and Operations of Altiports	That, Regional Guidance for Design and Operations of Altiports (Appendix B to the Report on Agenda Item 3.1) developed by AP-ADO/TF and endorsed by AOP/SG/8 be forwarded to Air Navigation Bureau.	ICAO RO	IOM to HQ	February 2025
C 35/3 A & B	ICAO Asia-Pacific WHM Go-Team Assistance Mission Programme Document	That, <ul style="list-style-type: none"> • States with needs to enhance WHM be encouraged and invited to host WHM Go-Team Assistance Mission; and • ICAO Asia/Pacific WHM Go Team Assistance Mission Programme Document provided in Appendix C to the Report on Agenda Item 3.1 be included as an Appendix to the ICAO Asia/Pacific WHM Go-Team Methodology and published on the ICAO APAC Website. 	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025

ATTACHMENT 5 to the APANPIRG/35 Report
APANPIRG/35 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 35/4 A & B	Agree on the adoption of FIXM Ver. 4.3.0 in Asia/Pacific Region as the standard format	That, from Q3 2026 FIXM ver. 4.3.0 would be adopted to support information exchange for: 1) FF-ICE/R1 services implementation; 2) Cross-border ATFM operations	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025
C 35/5 A & B	Regional Guidance for Space Object Launch and Re-Entry Coordination	That, 1) the Asia/Pacific Regional Guidance for Space Object Launch and Re-Entry Activities at appended as Appendix A to the Report on Agenda Item 3.2: a. be uploaded to the Asia/Pacific Regional Office website, to replace the existing Asia/Pacific Planning Checklist for Ballistic Launch and Space Re-entry; b. be referenced in the Asia/Pacific Seamless ANS Plan; and 2) the related ballistic launch and space re-entry guidance and performance expectations in the Asia/Pacific Seamless ANS Plan be updated accordingly.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025

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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)
D 35/6 A & B	Information Management Panel considers the adoption of SWIM Discovery Service as a Global Standard for Globally Interoperable Service Discovery	To propose to the Information Management Panel (IMP) to consider adopting the SWIM Discovery Service (SDS) as a global standard for globally interoperable service discovery.	ICAO RO	Email/IOM to share information with the IMP Secretary.	February 2025
C 35/7 A & B	Preparation for World Radiocommunication Conference - 2027 (WRC-27)	That, States, a) assign high priority to aeronautical spectrum management; b) participate in the development of the ICAO Position for WRC-27; c) participate in the development of States' positions for WRCs at the national level to ensure support for the ICAO Position; d) ensure, to the extent possible, that, aviation representatives are included in States delegations to the APAC Telecommunity (APT) Conference Preparatory Group Meetings and at WRCs; e) to nominate an ICAO designated focal point or contact person for aviation issues related to the WRC-27; and f) ensure participation of the designated focal point or contact person at the ICAO Regional	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025

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APANPIRG/35 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)
		Preparatory Group Meetings for WRC-27, APT Conference Preparatory Group Meetings for WRC-27, and at WRC-27.			
C 35/8 A & B	VHF COM Frequency Allotment Plan for APAC Region	The VHF COM Frequency Allotment Plan for the APAC Region provided in Appendix A is adopted.	ICAO RO Sub-Group	State Letter Action in accordance with the Conclusion	February 2025
C 35/9 A & B	Transition from the regular publication of Frequency List 2 to the global database of frequencies included in the Frequency Finder	Transition from the regular publication of Frequency List 2 to the global database of frequencies included in the FF is adopted	ICAO RO Sub-Group APAC States and Administrations	State Letter Action in accordance with the Conclusion	February 2025
C 35/10 A & B	Update of the General Strategy on Assignment of and Migration to SI Code in the APAC Region	<ol style="list-style-type: none"> 1. The ICAO APAC Regional Office will manage the assignment of II codes 14 and 15 and their matching SI codes like the rest of the II and SI codes. 2. Revised General Strategy on Assignment of and Migration to SI Code provided in Appendix B is adopted. 	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025

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APANPIRG/35 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 35/11 A & B	Additional Secretariat Support	That, the APANPIRG request ICAO seek additional support for the ICAO RO Met through: a) secondment of an administration resource; b) updating the role location requirements allowing the secondee to work remotely to ICAO APAC Office (i.e. in their home State); and/or c) seeking additional administration support within ICAO.	ICAO RO	Revised secondment opportunity	February 2025
C 35/12 A & B	Regulatory and Service Provider Personnel Support for ICAO PSIDS-Focused Activities	That, noting Pacific Small Island Developing States' (PSIDS') needs for regulatory and technical training, on-the-job training, and appropriately qualified experts to support ICAO-coordinated activities and projects, States are urged to provide: <ul style="list-style-type: none">• Regulatory and technical training opportunities in air navigation fields;• On-the-job training opportunities; and• Appropriately qualified personnel for temporary deployments or short-to-medium term secondments; to support PSIDS-focused activities and projects.	ICAO RO APAC States and Administrations	State Letter Action in accordance with the Conclusion.	February 2025

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APANPIRG/35 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 35/13 A & B	Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	<p>That,</p> <ol style="list-style-type: none"> 1) ICAO to update the APANPIRG Air Navigation Deficiency Database to reflect the information as presented in Appendices A - D to the to the Report on Agenda Item 4. 2) States/Administrations be urged to: <ol style="list-style-type: none"> a) establish action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report the progress to the ICAO APAC Office 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 the Report on Agenda Item 4; and b) update contact details of a Focal Point (Appendix E) to coordinate actions to resolve the Deficiencies. 	<p>ICAO RO</p> <p>APAC States and Administrations</p>	<p>State Letter</p> <p>Action in accordance with the Conclusion.</p>	<p>February 2025</p>

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