

ATTACHMENT 1 to the APANPIRG/36 Report



ICAO

International Civil Aviation Organization

**Thirty-Sixth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/36)**

Bangkok, Thailand, 24 to 26 November 2025

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ATTACHMENT 1 to the APANPIRG/36 Report

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ICAO

International Civil Aviation Organization

**Thirty-Sixth Meeting of the Asia/Pacific Air Navigation
Planning and Implementation Regional Group
(APANPIRG/36)**

Bangkok, Thailand, 24 to 26 November 2025

OPENING REMARKS BY

MR. TAO MA

REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE

24 November 2025

- **Ms. Theresa Levestam, First Vice-Chairperson of APANPIRG**
- **Mr. HAN Kok Juan, Second Vice- Chairperson of APANPIRG**
- **Heads of Delegations**
- **Chairpersons of APANPIRG's Sub-groups and contributory bodies**
- **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-Sixth Meeting of APANPIRG!

1. Let me take this opportunity to welcome First Vice-Chairperson of APANPIRG, **Ms. Theresa Levestam**, Chief Executive, Civil Aviation Authority of Fiji (CAAF) and Second Vice Chairperson of APANPIRG, **Mr. HAN Kok Juan**, Director General, Civil Aviation Authority of Singapore.

2. It is our great pleasure to welcome approximately **186** participants representing **26** States, **2** Special Administrative Regions of China and **6** International Organisations. Your presence here today is a testament to the shared commitment and collaboration that drive our collective efforts forward.

3. As we embrace the new long-term ICAO Strategic Plan for 2026-2050, we come hand in hand to chart our path toward safe, secure, sustainable and accessible air transport worldwide.

4. APAC region has long been the locomotive of industry growth. We forecast the number of passengers in the APAC will nearly triple by 2050 compared to 2024. On top of that, as the global production base, freight is projected to grow by 2.8 times by 2050, accounting for 40 percent of global cargo volume.

5. To meet this anticipated surge in demand, it is imperative that ANSPs, Airport Operators, and other aviation stakeholders take proactive steps today. Substantial investments will be essential to strengthen and modernize our systems, build capacity, and prepare for the long-term evolution of CNS/ATM infrastructure.

6. Equally important is the expansion of airport facilities to efficiently manage increased air traffic and deliver high-quality services to users. Achieving this vision will require strategic planning, stakeholder engagement, and sustainable funding. Building resilient and future-ready air navigation services is not only a challenge — it is a shared responsibility that we must act upon together.

7. Ladies and Gentlemen! Our work today lays the foundation for future success. Let me share with you a few major events that are completed in 2025:

1) APAC Regional Training Symposium

8. The First ICAO APAC Regional Training Symposium jointly organised by ICAO and the Civil Aviation Authority of Singapore was successfully concluded in July this year. More than 400 aviation leaders, academics, industry partners and youth from all over the world participated this symposium which aimed to strengthen regional aviation training cooperation and capacity building.

9. Over the two days, various activities including panel discussions, signing of MOU for scholarship and dedicated youth programme were conducted to echo the theme “*Enhancing Training Cooperation: Building Human Capital for the Sustainable Development of Civil Aviation*”, to better support the aviation workforce.

2) DGCA/60

10. Additionally, the 60th APAC DGCA Conference, hosted by Japan Civil Aviation Bureau and was held in Sendai, Japan from 28 July to 1 August. The

Conference was attended by more than 300 participants, from 35 States/Administrations, 12 International Organizations.

11. I once again thank and congratulate JCAB for hosting and successfully organizing the DGCA/60 Conference. We look forward to the next DGCA Conference 2026 in Malaysia.

12. The outcomes of the DGCA/60 related to the Air Navigation will be presented through one of the Working Papers prepared by the Secretariat.

3) 42nd ICAO Assembly

13. The 42nd ICAO Assembly marked a pivotal moment for global aviation, setting ambitious priorities for safety, sustainability, and connectivity. These outcomes directly influence our regional work, reinforcing the need to accelerate performance-based navigation, enhance air traffic efficiency, and integrate greener technologies.

14. **Mr. Elie El Khoury**, Technical Officer from the Air Navigation Bureau will highlight main outcomes of Assembly 42 in his presentation later today.

Implementation support activities

15. ICAO continues to provide Implementation Support through holistic approaches.

16. In addition to the usual APAC CAT assistance missions to support States in enhancing Effective Implementation (EI) of State Safety Oversight System, ICAO APAC Office also conducted a series of regional and inter-regional workshops and Seminars for APAC States in Air Navigation field in 2025. Some of them are:

- ICAO APAC/MID ATFM and FF-ICE Seminar conducted in Dubai, UAE;
- Workshop on Implementation of New ICAO Annex 14 Volume I SARPS on OLS conducted in Bangkok, Thailand;
- SBAS-GAS Implementation Workshop for Air Space Users, conducted in Bengaluru, India; and

- Workshop on UAS Integration in National and High Seas Airspace; and

17. In addition, a series of webinars were conducted on Free Route Airspace and Aviation Data Analysis. Workshops facilitating States' CORSIA implementation and State Action Plan development were also conducted in support of ICAO's Strategic goals on environmental protection.

Achievements in 2025

18. In my remarks today, I would not go into the details of the excellent work done by the sub-groups and supported by the staff of the Regional Office. But I would like to share key achievements of 2025 which are ultimate outcomes of the hard work done by States, various level of APANPIRG Contributory Bodies despite of limited resources and various challenges in the Region:

(1) Aerodrome Operation and Planning

19. In 2024-2025, four existing international aerodromes have been certified: 2 in Thailand, 1 in Malaysia and 1 in Philippines. We would like to congratulate Cambodia for the official opening of Techo International Airport in Phnom Penh Cambodia in September 2025. India will start flight operations at Navi Mumbai International Airport tentatively in December this year and look forward to the Noida International Airport, India and new Western Sydney Airport, Australia in 2026.

(2) Air Traffic Management

20. In 2025, the APAC region experienced a range of contingencies, both large and small. These events underscored once again how essential preparedness and cooperation are to maintaining the safety and continuity of air navigation services. The phased implementation of the revised Kabul FIR contingency plan further demonstrated how proactive engagement can enhance capacity and mitigate risks during challenging situations

21. To continue strengthening our regional resilience, it is vital that each State maintains a high level of preparedness and works closely with its neighbours during periods of disruption.

(3) CNS

22. In 2025, various significant developments and agreed-upon timelines for global and regional initiatives, such as the APAC SWIM implementation timelines from 2024 to 2030, the adoption of FIXM 4.3 as the standard format for FF-ICE R/1 services and cross-border ATFM operations from Q3 2026 and the sunset date of FPL2012 by 2034, have significantly enhanced the role and responsibilities of the ICAO APAC office. At the same time, it has also raised some deep concerns about the readiness of most States to meet them.

23. This year, the APAC region noted the enhanced interest and action from APAC States/Administrations, including PSIDS, in joining CRV. The sunset date of FPL2012 has been one of the key motivators for this achievement.

(4) MET & ENV

24. Later this week, the Amendment 82 to Annex 3 will become applicable, this update includes the restructured Annex 3, brings enhancements to space weather services, new quantitative volcanic ash concentration information service, updates to IWXXM for MET information exchange and clearer definitions of meteorological authority and service provider.

25. On the Environment side, State Action Plans remain one of the ICAO's most successful voluntary initiatives, helping States define baselines, select mitigation measures and quantify reduction in CO2 emissions. They are now more critical than ever for achieving near-term goals, such as a 5% emissions reduction by 2030 and out long-term aspiration of net-zero by 2050.

(5) PSIDS Implementation Support Roadmap

26. With continuous support from the ICAO Headquarters and the Regional Office, we have continued the focus on the PSIDS with a project commissioned to develop an Implementation Support Roadmap with the objective of identifying and prioritizing actions that deliver on the recommendations of the 2019 PSIDS Study.

27. One of the Study recommendations and is the subject of a working paper for APANPIRG consideration, is the launch of an ICAO website for ICAO and

Partner States or Organizations to share projects and assistance that is being delivered for the PSIDS

Air Navigation Challenges:

28. Let me take this opportunity and share with you some challenges we have been facing in Air Navigation fields:

(I) Global Navigation Satellite System (GNSS) Vulnerability

- GNSS vulnerabilities remain a critical challenge. Increasing incidents of jamming and spoofing have disrupted navigation and surveillance systems, forcing aircraft to revert to less efficient procedures and impacting safety and capacity. Recent cases in the region highlight the need for robust mitigation requiring coordinated efforts among States and industry.

(II) APANPIRG air navigation deficiencies

- There are still 147 outstanding Air Navigation Deficiencies in the Asia/Pacific Region. Resolving these requires States and Administrations to deploy targeted strategies and devotion, ensuring decisive action and sustained commitment to eliminate these deficiencies.

(III) Certification of Military Aerodromes used for International Operations

- Military aerodromes that also serve international civil aviation face inherent contradictions with ICAO certification requirements. Military aerodromes are often built and operated under different standards and procedures not aligning with Annex 14 and PANS-Aerodromes requirements. These limitations make inspections, and the sharing of safety data challenging requiring strong coordination between civil and military authorities and innovative approaches to meet both sets of obligations.

(IV) Meteorological Service for International Air Navigation

- Implementing IWXXM-formatted information exchange remains one of the focuses for the MET-subgroup. In addition, improving the availability of special air-reports on turbulence, addressing MET-related air navigation deficiencies and enabling the use of the new quantitative volcanic ash concentration information service which is greatly beneficial for both pre-flight planning and in-flight re-planning, remain priorities for the region.

29. As we look ahead to ICAO's strategic priorities, the 2026–2028 Business Plan emphasizes innovation, resilience, and environmental responsibility—principles that guide our regional efforts to enhance performances in all aspects.

30. For this meeting, we have received 21 WPs, 8 IPs and 3 Presentations 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.

31. I would like to thank the Vice Chairpersons, **Ms Tereasa Levestam** and **Mr. Han Kok Juan** for their commitment to this important meeting. I would also extend my appreciation to APANPIRG Chairperson, **Capt. Tamayo** for his contribution who retired from CAA Philippines, And of course Chairpersons and Members of the all subgroups and contributory bodies for their significant contributions especially **Mr. Kuah Kong Beng**, **Mr. Richard Wu**, **Dr. Pak-Wai Chan** and **Mr. Jaehong Jung** who recently retired from the chairmanship of the ATM Sub-group, CNS Sub-group, MET Sub-group and AOP Sub-group.

32. The hard work put in by the colleagues of the Regional Office, the Regional Sub-Office and PSIDS Liaison Office to organize various meetings and facilitate implementation of the decisions of the APANPIRG deserves our acknowledgement. I would like to thank **Mr. Elie El Khoury**, who came from Montreal to support this meeting.

33. In conclusion, the challenges and opportunities ahead demand more than incremental progress—they require unwavering, proactive collaboration among all of us. Only through shared commitment and coordinated action we can deliver

on our ultimate goal: providing the travelling public with a seamless, safe, and efficient air transport experience.

34. To facilitate this meeting, we have three sponsors this year, namely, **MD Onboard, Quintus and NATS**. I would like to take this opportunity to thank all of them for their support to this meeting.

35. As per the tentative Order of Business, we have a demanding three-day schedule ahead. I am confident that, through focused discussions and active participation, we will turn this agenda into meaningful and productive outcomes.

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

37. Thank you.

ATTACHMENT 3 to the APANPIRG/36 Report



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International Civil Aviation Organization

**Thirty-Sixth Meeting of the Asia/Pacific Air Navigation
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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	1A	Where does APAC stand with the Delhi Declaration Commitments?	Secretariat
WP/03	1B.1	Review of the Action Taken by the ANC and Council on the Reports of APANPIRG/35 and RASG-APAC/14	Secretariat
WP/04	1B.2	Status of Implementation of APANPIRG/35 Conclusions and Decisions	Secretariat
WP/05 Revision 1	1C	60 th APAC DGCA Conference Action Items on Air Navigation	Secretariat
WP/06	2	Enhancing GNSS Resilience: Operational and Technical Collaboration against RFI	Japan
WP/07	2	Trajectory Based Operations (TBO): Exploring the European Experience and Potential Synergies for Asia Pacific	EASA
WP/08 Revision 1	3.0	Update of APAC Air Navigation Plan Volume III	Secretariat
WP/09 Revision 2	3.1	Report on the Ninth Meeting of AOP Sub-Group	Chairperson of AOP/SG
WP/10 Revision 2	3.2	ATM/SG/13 Outcomes	Chairperson of ATM/SG
WP/11	3.3	RASMAG Outcomes	Chairperson of RASMAG
WP/12 Revision 1	3.4	Review of Outcomes of CNS SG29	Secretariat
WP/13	3.5	Meteorology Sub-Group (MET SG/29) Report	Chairperson 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 2026-2027	Secretariat
WP/16	3.2	Proposal for the Review of the Regional ATM Contingency Plan	Japan

ATTACHMENT 3 to the APANPIRG/36 Report

Paper No.	Agenda Item	Title	Presented by
WP/17	2	PSIDS Regional Activities 2025-26	Secretariat
WP/18 Revision 1	6	Collaboration between RASMAG and SEI WG	Chairperson of RASMAG on behalf of RASMAG and SEI WG
WP/19	3.2	Update on Efforts by Timor-Leste to improve ANS Standards and Compliance	Timor-Leste
WP/20	2	Proposed Focus Area to Mitigate GNSS Radio Frequency Interference for the Asia Pacific Region	Singapore
WP/21 Revision 1	2	Collaboration between CNS SG and SEI WG	Chairperson of APRAST SEI WG

LIST OF INFORMATION PAPERS

Paper No.	Agenda Item	Title	Presented by
INFORMATION PAPERS			
IP/01	—	List of Papers	Secretariat
IP/02	1D	Progress Update of the RASG-APAC/14 Decisions and Conclusions	Secretariat
IP/03	2	Updates on APANPIRG/35 & RASG-APAC/14 Midyear Review and Thirteenth PIRG & RASG Regional Coordination Meeting	Secretariat
IP/04	3.6	Tackle to the Sustainable Capacity Building	Japan
IP/05	2	Shaping the Future of Airspace – Airspace Asia Pacific 2025	Hong Kong, China
IP/06	3.3	Planned Transfer of RVSM Safety Assessment and Monitoring Responsibilities for Hong Kong, China and Macao, China to China RMA	China, Hong Kong, China, Macao, China
IP/07	3.2	Modernization of Air Navigation Infrastructure in Indonesia	Indonesia
IP/08	3.2	FAA Coordination Collaboration: Designing Pre-Coordinated Routes for Operations with Surveillance and Communication Limitations	USA

ATTACHMENT 3 to the APANPIRG/36 Report

LIST OF FLIMSIES

PPT No.	Agenda Item	Title	Presented by
PRESENTATIONS			
Flimsy/01	6	Proposal to Nominate Asia-Pacific SCRAG Member	Secretariat

LIST OF PRESENTATIONS

PPT No.	Agenda Item	Title	Presented by
PRESENTATIONS			
PPT/01	2	Outcome of the 42 nd ICAO Assembly	Secretariat
PPT/02	2	Global Development related to Air Navigation	Secretariat
PPT/03	3.6	Air Navigation Driving Sustainability	Secretariat
PPT/04	6	Volcano Hayli Gubbi Eruption	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.
