



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/27)**
Bangkok, Thailand, 5 to 8 September 2016
Agenda Item 1A: Follow-up on the Outcome of APANPIRG/26 Meeting
**1.1: Review of the action taken by the ANC and the Council on the report of
APANPIRG/26**
**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION
ON THE REPORT OF THE APANPIRG/26**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the Report of the Twenty-Sixth Meeting of APANPIRG (APANPIRG/26).

Action by APANPIRG/27 is in paragraph 3.

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the Report of the APANPIRG/26 (Bangkok Thailand 7-10 September 2015) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 23 February 2016 in Working Paper AN-WP/9025. Appendix A to this Working Paper presented the summary of APANPIRG Conclusions directed to ICAO Head Quarters including the ANC. The paper noted that all other follow-up action would be taken by the Secretary General in accordance with established practice.

1.2 The WG/SRP commended the work on the Seamless ATM Plan and the work accomplished on regional Search and Rescue Plan and agreed with the concept that the SAR experts should remain with the relevant SAR agencies as opposed to within the oversight authority. The Report was subsequently approved by the ANC on 8 March 2016.

1.3 The ANC commended the region's efforts on cross border ATFM coordination and the coordination efforts between APANPIRG and RASG APAC.

2. ANC ACTIONS ON APANPIRG/26 REPORT

2.1 The Air Navigation Working Paper (AN-WP/9025) on the review of the Report of the 26th Meeting of APANPIRG by the ANC Working Group of the Whole for Strategic Review and Planning is placed at **Attachment A** to this Working Paper.

2.2 The Draft Minutes of the 201st Session of the ANC held on 8 March 2016 is placed at **Attachment B** to this Working Paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the action taken by the Commission on the APANPIRG/26 Report, as outlined in this Working Paper and, in particular, to Appendix A to the Working Paper AN-WP/9025; and
- b) include the follow-up actions in the work programme of APANPIRG as necessary.

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International Civil Aviation Organization

AN-WP/9025
26/02/2016**WORKING PAPER****AIR NAVIGATION COMMISSION**

**REVIEW OF THE REPORTS OF THE TWENTY-SIXTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/26)
AND
THE FIFTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP ASIA AND
PACIFIC REGIONS (RASG-APAC/5)
(Items 20126 and 20127)**

(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/26 and RASG-APAC/5 meetings.
Action by the Air Navigation Commission is in paragraph 3.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All related ANB Sections, APAC Regional Office
REFERENCES
* APANPIRG/26 report
* RASG-APAC/5 report
This working paper relates to Strategic Objectives A and C
*Principal references

1. INTRODUCTION

1.1 The twenty-sixth meeting of the APANPIRG was held in Bangkok, Thailand from 7 – 10 September 2015. The meeting was attended by 141 participants from 26 States/Administrations and 5 international organisations. The fifth meeting of the RASG-APAC was held in Manila, Philippines on 26 and 27 October 2015. It was attended by 109 participants from 29 States/Administrations and 9 International Organisations and industry partners.

1.2 The WG/SRP reviewed both reports on 23 February 2016. The meeting was also attended via remote videoconference by the Regional Director (RD) and Deputy Regional Director

(DRD) Asia Pacific and the relevant the Regional Officers from the ICAO APAC Regional Office, the Chair of APANPIRG from Hong Kong and the Co-Chair of the Asia Pacific Regional Aviation Safety Team (APRAST) from Singapore. The Chair of the RASG-APAC was unable to join the meeting.

1.3 The meeting held a meaningful exchange on the challenges, risks and opportunities in the Asia Pacific region. Appendix A to this working paper presents the summary of the APANPIRG Conclusions and RASG-APAC Decisions directed to ICAO Headquarters, including the ANC. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

APANPIRG/26

2.1 The RD Asia Pacific reported on the outcomes of both meetings. He highlighted specific achievements of the PIRG which included *inter alia* the completion of sample Regulations for Water Aerodromes, regional cross-border ATFM implementation support, volcanic ash information coordination and collaboration, and lessons learnt in Search and Rescue (SAR) which have been incorporated in the regional SAR plan. This high-level document can be used by States as a reference in completing their own SAR plan. Cooperation on SAR activities has also been conducted with neighbouring regions.

2.2 The Chair of the APANPIRG noted the positive developments at a recent meeting of Ministers of Pacific Island States on the regional safety oversight. He mentioned that for some States the allocation of resources and lack of competence within the aviation workforce is hampering development and implementation of the regional air navigation plan and aviation as a whole. This problem is not unique to island states, however, and the APANPIRG Chair suggested that ICAO might wish to focus more on these and other States within the region which require more support. Lastly, he pointed out the difficulties experienced during recent SAR exercises of contacting passenger's next of kin. In this regard he requested ICAO to consider whether there is a need to require ticket purchasers to provide next of kin contact details.

2.3 With regards to cross-border ATFM coordination matters, the WG/SRP was informed that a breakthrough was achieved last year with the signing of a Memorandum of Understanding between China, Korea and Japan to improve cross-border ATFM. An ATFM steering group was established to develop regional ATFM framework for collaborative ATFM in the APAC region.

2.4 In response to a question on airspace closures as a result of rocket launches, the Chair of APANPIRG advised that the PIRG has discussed States' roles in issuing NOTAMS advising of temporary danger areas due to rocket launches, in particular to minimise the extent of the closures. However, no conclusion has been reached on this item.

2.5 The WG/SRP commended the work on the seamless ATM plan and in particular WP/17 which indicated State progress. The RD and APANPIRG Chair commented that a large number of Asia Pacific States are not yet active participants in the PIRG meetings nor are they supplying data. The PIRG is challenged on how to encourage and assist these States. It was highlighted that a lack of global guidance was hampering the transition from AIS to AIM, and that the region had drafted interim regional transition guidance in the meantime.

2.6 The WG/SRP also commended the work accomplished on the regional SAR plan, agreeing with the concept that the SAR experts should remain within the relevant search and rescue agencies as opposed to within the oversight authority.

RASG-APAC/5

2.7 With regards to the RASG, the RD pointed out that the average effective implementation (EI) in the region is 59.18%, slightly below the world average of 62% and the GASP target of 60%. Two States have Significant Safety Concerns (SSC). The Regional Office is providing special assistance to 10 States that have EI lower than the global average. The Co-Chair APRAST noted that regional safety priorities and targets have been developed aligned with the GASP and that there is now a better understanding of the needs of the States, which include a strong demand for training and capacity building. He suggested that ICAO HQ might wish to consider a harmonised format for the RASG regional annual safety reports as well as ASBU reporting.

2.8 The Co-Chair APRAST highlighted specifically that many States in the region struggle with the resources required to maintain the USOAP CMA. The WG/SRP queried whether this might detract from the resources put into oversight or other safety initiatives, noting also that the implementation of Safety Enhancement Initiatives (SEI) in the region is low. The ANC and ANB may wish to consider the balance between building oversight capacity and addressing operational safety concerns in the next edition of the GASP.

2.9 It was noted that some States' low EI was partly due to the relatively small size of the civil aviation authorities compared to the size and complexity of the industry. The Secretariat advised that a 'CAA Human Resources Tool Working Group' has recently been formed and that this group is drafting guidance on how CAA organisational structures can contribute to effective oversight. The intent is to share best practice and it is hoped preliminary results can be shared with the next RASG-APAC meeting.

2.10 With regards to the Runway Safety Go Teams, it was explained that the activities would be funded by host States and that the teams were made up of cross-industry experts from ICAO, IFALPA, IATA, ACI and local stakeholders. The WG/SRP commended this effort, considering that runway safety occurrences were the most frequent accident category for the region.

2.11 In response to a query on whether the documentation and best practice information from the RASG can be made public via an open website, the DRD advised that the RASG Member States had not yet agreed to this. C/IMP-SAF noted that the Secretariat had encouraged an open website for promoting and sharing best practice as this was the case with other RASGs. The Secretariat is working on improving RASG coordination; some of the measures are the development of guidelines for RASGs and a common web portal for RASG meeting and annual safety reports.

COORDINATION

2.12 The WG/SRP expressed an interest in how effective the coordination between the Asia Pacific PIRG and RASG are, considering there have been only two coordination meetings to date. The RD explained that the first two meetings have developed the coordination methods and he is confident that this has set the foundation for positive and effective coordination in the future.

2.13 It was noted by the WG/SRP that both the Co-Chair APRAST and Chair APANPIRG mentioned a continued need for implementation support, capacity building and training in the region.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:


- a) Note the effect of the lack of global guidance on AIS-AIM transition is having on implementation;
- b) Consider comments regarding the use of State resources to maintain the CMA during the next GASP update to ensure appropriate balance between building oversight capacity and addressing operational safety concerns;
- c) Request ANB to provide an update on the CAA Human Resources Working group when the work has progressed;
- d) Request RASG-APAC to consider making its documentation and reports web site public as is the case for APANPIRG and other RASGs;
- e) Consider the Conclusions and Decisions aimed at ICAO Headquarters in Appendix A; and
- f) Request the AHWG on PIRG and RASG to gather feedback on the conduct of this meeting with the involvement of the PIRG/RASG Secretaries and Chairs, and to make recommendations for future roll-out of using remote videoconferencing to review PIRG and RASG meeting reports.

APPENDIX A: LIST OF DECISIONS AND CONCLUSIONS REQUIRING HEADQUARTERS RESPONSE

APANPIRG/26

Conclusions	Synopsis	Suggested Action
26/3	Recognizing that most pilots refer to Aerodrome Charts for aeronautical information even though the information is published in State AIP, ICAO be invited to: i) Study the feasibility for the publication of RESA and/or arresting system data in Aerodrome Chart: and ii) Consider amendments, if necessary to Annex 4 to include provisions to standardise charting of RESA and /or arresting system.	Refer to ADOP
26/13	Consistent PANS-ATM Provisions for RNP 2/RNAV 2 . That, ICAO be requested to take action to provide consistency in ICAO Doc 4444...	Refer to AMO to reply. Sect responds that there is no inconsistency because the FPL provisions allow the indication of RNP2 capability using the NAV/ indicator.
26/18	ICAO urged to facilitate workshops on AIM transition	Refer to Secretariat, in conjunction with the updated guidance material on AIM.
26/21	SAR Lessons learnt . ICAO, in coordination with the IMO through the ICAO/IMO Joint Working Group on Harmonisation of Aeronautical and Maritime SAR (JWG), should consider urgently updating global SAR documents	Refer to Secretariat
26/53	That, ICAO be invited to consider updating the templates for advisory messages for tropical cyclones [Annex 3, Table A2-2] and SIGMET [and AIRMET] messages [Annex 3, Table A6-1A] to facilitate clarity and consistency.	Refer to METP
26/56	That, ICAO, in coordination with the WMO, be invited to organize and conduct an inter-regional workshop in the first half of 2016 to build capacity in States for digital exchange of aeronautical meteorological information.	Refer to IMP and METP
26/58	That, ICAO be invited to consider inclusion in Annex 3 of a new provision on the competency of aeronautical meteorological personnel, similar to paragraph 3.7.4 in Annex 15 (2013)	The Met Divisional Meeting in 2014 has addressed this and standards are being drafted by WMO. The ANB is working with WMO on including these standards in Annex 3.

RASG-APAC/5¹

Decisions	Synopsys	Suggested Action
RASG-APAC 5/13	ICAO HQ provide more guidance on post-accident activities such as dealing with the families of the victims.	See also paragraph 2.2 of this paper. ANB to liaise with ATB.
n/a paragraph 4.2.2	ICAO recommended to develop checklist & tools for SMS evaluation and guidance on aligning ERP required of the SSP with that required by service providers.	Guidance is being developed by SRP.  The ERP requirement in the SSP has been removed until the issue has matured further.
RASG-APAC 5/21	ICAO take note of the concerns raised by RASG-APAC about the resources needed for USOAP CMA implementation by ICAO and States and the intention of Australia and other concerned States to prepare WP for A39.	See also paragraph 2.8 of this paper
RASG-APAC 5/22	That, RASG-APAC strongly encourage ICAO to establish a taskforce to find standardized processes and tools for exchanging information on resolving safety issues.	
Decision RASG-APAC 5/23	That, ICAO takes note of the concerns raised by Australia and other states of RASG about the psychiatric and psychological assessment of pilots and air traffic controllers and amend the manual and supporting guidance material accordingly. (see also Paragraph 4.18)	Refer to C/MED
Decision RASG-APAC 5/24	That, ICAO clarifies and specifies its Colour Vision Deficiency Standards , including specifically: a) The role colour vision plays in the aviation environment; and b) The application of testing against these standards.	Refer to C/MED

¹ Note that the RASG-APAC records its activities as Decisions instead of Conclusions



International Civil Aviation Organization

DRAFT MINUTES

DRAFT
AN Min. 201-11
11/4/16

AIR NAVIGATION COMMISSION**201ST SESSION****Minutes of the Eleventh Meeting****(ANC Chamber, Tuesday, 8 March 2016, at 1000 hours)****PRESIDENT:** Mr. F. Zizi**SECRETARY:** Mr. S. Creamer, D/ANB**COMMISSIONERS:**

Mr. J. Bollard
Mr. R. Carboni
Mr. M.G. Fernando
Mr. R.H. Godinho
Mr. M. Halidou
Mr. E.Ö. Héðinsson
Mr. C. Hurley
Mr. A.A. Korsakov
Mr. V.K. Mamphey
Mr. J. Metwalli
Mr. R. Monning
Mr. I. Pacheco Serrano
Ms. K.L. Riensema
Mr. C. Schulthess
Mr. F. Tai
Mr. W. Voss
Mr. H. Yoshimura
Mr. K. Yu

OBSERVERS:

Mr. D. Gamper – ACI
Mr. M.T. Comber – IATA
Mr. P. Ingleton – IBAC
Mr. V. Galotti – ICCAIA
Mr. M.F. Jackson – IFALPA
Mr. J-F. Lepage – IFATCA

OBSERVERS (cont'd):

Mr. M.E. Vidal Arriagada – Chile
Mr. C.K. Kanga – Côte d'Ivoire
Ms. E. Koryfidou – Greece
Mr. S. Dutta – India
Dr. H. Shahbazilar – I.R. of Iran
Dr. K. Yillikçi – Turkey

ALSO PRESENT:

Mr. J. Myllärniemi – EASA Representative to ICAO
Mr. M. Hohm – IBAC

SECRETARIAT:

Mr. B. Kashambo – RD/ESAF
Mr. M.S. Jallow – RD/WACAF
Mr. M. Boyd – Associate TO/AMO
Mr. S. Da Silva – C/IMP-AN
Mr. M. Vreedenburgh – C/IMP-SAF
Mr. A. Zavala – Consultant/IMP-SAF
Mr. E. Lassooij – PM/PBN
Mrs. D. Cooper – PO/PW
Ms. Y. Que – Précis Writer

- 20126 Review of the report of the twenty-sixth meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/26)**
- 20127 Review of the report of the fifth meeting of the Regional Aviation Safety Group – Asia Pacific (RASG-APAC/5)**
AN-WP/9025

1. The Chairperson of the Working Group on Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9025 which presented the outcome of the group's review of the reports of the twenty-sixth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/26) and the fifth meeting of the Regional Aviation Safety Group — Asia Pacific Region (RASG-APAC/5). She advised of an editorial correction in the RASG-APAC/5 table on page 2 of Appendix A, specifically the second Suggested Action referring to paragraph 4.2.2, whereby "SRP" should be changed to "SMP".
2. The President welcomed the ICAO RDs/WACAF and ESAF and remarked that their presence would be significant during discussion of the APIRG and RASG-AFI reports.
3. C/IMP-SAF stressed that that unlike most regional groups, RASG-APAC adopted only "decisions" and not, as was the case for other regional groups, "conclusions" involving action by States, international organizations, or ICAO and "decisions" involving internal matters. He suggested that this might be the opportunity to call for harmonization of terminology.
4. Paragraphs 2.2 to 2.6 discussed the APANPIRG/26 Report. Referring to paragraph 2.2 about the problems of small Pacific Island States, the President recalled a recent Council discussion and noted that the same problems existed in the Caribbean and other parts of the world. A comment was made about the need for cooperative arrangements and assistance from "champion States", including the adoption of their regulations on a regional basis as a means to help small States. The establishment of the Pacific Aviation Safety Office with responsibility toward the Pacific Island States was also mentioned.
5. With respect to paragraph 2.3 on cross-border ATFM coordination, the President commended the region's efforts and, in particular, recalled the coordination between Hong Kong, Singapore and Bangkok that had been witnessed by the Commission during the ANC trip.
6. Referring to paragraph 2.4 on rocket launches and the coordination among air navigation service providers (ANSPs) as initiated by the industry, it was suggested that States be involved in the subsequent discussion, after which the conclusion could be brought to Headquarters and also to the ATMOPS Panel once the issue had matured at the regional level. In response, C/IMP-AN informed the Commission that the subject was already being discussed by the Separation and Space Safety Panel, due in part also to the potential debris caused by rocket re-entry. He further explained that best practices were being collected by the SASP and might be brought before the Commission by, hopefully, the end of the year.
7. Responding to a query by the President on Search and Rescue (SAR), which was discussed in paragraph 2.6, and coordination of task forces in the various regions, C/IMP-AN affirmed that SAR coordination existed between MID, ESAF and APAC but would have to check about the other regions. He also advised of a combined SAR exercise planned at the end of the year in Seychelles.
8. Attention was drawn to the development of the common regional virtual network and its replacement of the point-to-point AFTN network within the region. While acknowledging the commonalities that existed in all the regions on the modernization of the AFTN network, a concern was raised about boundary coordination issues related to connectivity between different networks. As was the case for meteorology issues, it was *agreed* that related initiatives from the various regional reports would

be collected and brought to the attention of the Communications Panel and the Information Management Panel . This was duly noted by C/IMP-AN, who acknowledged a similar issue for AIM and SAR.

9. While expressing appreciation for the work by APANPIRG in relation to the ATM Seamless Plan, the President also recalled a comment by the Chair of the APANPIRG about not all countries participating fully in the Plan, an issue to be kept in mind when considering GANP implementation.

10. The Observer of IBAC emphasized that the regional supplementary procedures needed to be brought up to date and related information presented in an integrated fashion. He underlined the current and emerging requirements for PBN, RCP and RSP which were important from the operator's point of view, especially in terms of access to routes or airspace. C/IMP-AN replied that conversation on the issue had already started with the regional office and the States in the region.

11. The need for a structured approach to regional planning was brought up. A question was also raised about the correlation, tracking and updating of all air navigation deficiency data through the regional plan. The President pointed to the ongoing consultations on the regional plan and the ANP in the various regions and suggested a possible refresher briefing in the next session. On the deficiency data, he remarked that a briefing on USOAP CMA reporting, as it related to SARPs development, in the next session and a report on the USOAP CMA at the end of March would provide more information on the subject.

12. C/IMP-SAF explained the ongoing process to update the methodology for identifying and reporting air navigation deficiencies, with follow-up of the resolution of the deficiencies being the biggest challenge. He pointed out the differences in focus between air navigation and USOAP deficiencies and stressed that while the two were interrelated, there was no duplication, though the intention was to eventually link all information. He stressed that while each region might have different web platform technologies, the procedures for identifying deficiencies, adding them to the databases and updating them were the same.

13. The Secretary then drew attention to the role of the regional offices in this undertaking, specifically their frontline outreach efforts with their accredited States, all conducted with very limited resources and in addition to an already substantial workload. He stated that centralized tools were being developed to supplement the online framework as a means for the regional offices to monitor data and interact with their communities.

14. The Commission then focused on the RASG-APAC/5 Report which was discussed in paragraphs 2.7 to 2.11. Responding to a comment supporting the creation of a harmonized format for RASG and PIRG reporting, as cited in paragraph 2.7, C/IMP-SAF described the ongoing Secretariat coordination for the harmonization of the PIRGs and, to a greater extent, the RASGs, including the development of harmonization guidelines for the RASG outputs. He also apprised the Commission of a platform being developed to display PIRG and RASG conclusions requiring actions from Headquarters for follow-up purposes.

15. Discussion followed on the struggles of some States to maintain the USOAP CMA, referred to in paragraph 2.8. Citing the lack of CAA staff in some States, it was proposed that ICAO, as part of the No Country Left Behind initiative, consider how to provide assistance to such States, given that a unified approach to address the USOAP CMA would be difficult. It was also suggested that the Global Aviation Safety Plan (GASP) be updated to include a reasonable balance between building an oversight system and addressing operational safety and that the proposed review of the GASP in three years' time be brought forward. Regarding the question of the burden of the USOAP CMA, the President recalled a suggestion by Council for an assessment of the programme itself.

16. A related comment was on USOAP CMA results as a means to effect a request for increased budget to hire more oversight people. As well as the hiring and training of oversight staff, the need to improve oversight staff retention was also underlined. Furthermore, it was suggested that the region be made aware of the Aviation Safety Implementation Assistance Partnership (ASIAP) that was initiated by ICAO to help States increase their effective implementation (EI) rates, capacity building and others. In response, C/IMP-SAF described the various mechanisms and projects within ICAO which were providing related CMA training and implementation support to States. He remarked, however, that not all the States had taken advantage of the training provided and not all implementation was being reported on the OLF.

17. Commenting on implementation assistance, the Chairperson of the AN-WG/SRP remarked on the Runway Safety Go-Teams, mentioned in paragraph 2.10, as an initiative available to States at minimal cost. C/IMP-SAF then elaborated that, as well as being implemented in WACAF and the Caribbean Region and being promoted in Europe and Asia-Pacific, Runway Safety Go-Teams were being encouraged by ICAO in all other regions for their tangible benefits in improving runway safety.

18. Turning to Appendix A, the Chairperson of the AN-WG/SRP clarified that some of the actions were suggested by her in her capacity as the Chairperson and had not necessarily been discussed during the AN-WG/SRP meeting.

19. C/IMP-SAF commented on a number of RASG-APAC decisions in Appendix A. On RASG-APAC 5/13, regarding post-accident activities, Docs 9756, 9973 and 9998 had been cited by C/AIG as the ICAO guidance materials addressing the issue. RASG-APAC 5/22, on a task force to find standardized processes and tools for exchange of information on resolving safety issues, had been as the subject of a paper at the HLSC last year, where it had been decided that a task force was not necessary. On RASG-APAC 5/23, regarding psychiatric and psychological assessment of pilots and air traffic controllers, C/MED had advised that the concerns raised would be taken into account in the amendment of the Manual of Aviation Medicine. On RASG-APAC 5/24, relating to colour vision deficiency Standards, C/MED had informed of a plan to review the Standards in consultation with experts.

20. A concern was raised about the lack of a decision or conclusion about Nepal's problem with the minimum equipment list (MEL), referred to in RASG-APAC/5 Report, and might require some action by the Flight Operations Panel (FLTOSP). It was suggested that better sharing of information and best practices among States be initiated before bringing the issue before the panel.

21. A general comment regarding follow-up actions from PIRG and RASG reports was on how these actions would eventually result in a job card. As explained by the President, as part of the ongoing improvement of the ANC's review of PIRG and RASG reports, there would have to be a mechanism for actions which, with the feedback of expert groups, were identified as requiring job cards.

22. Concluding its consideration of AN-WP/9025, the Commission:

- a) *commended* the coordination efforts between APANPIRG and RASG-APAC;
- b) *noted* the effect of the lack of global guidance on AIS-AIM transition on implementation;
- c) *considered* the comments regarding the use of State resources to maintain the USOAP CMA during the next GASP update to ensure appropriate balance between building oversight capacity and addressing operational safety concerns;
- d) *requested* the Secretary to provide an update on the CAA Human Resources Working Group when the work has progress;

- e) *invited* the RASG-APAC to consider making its documentation and reports website public as is the case of APANPIRG and other RASGs;
- f) *considered* the Conclusions and Decisions aimed at ICAO Headquarters in Appendix A to AN-WP/9025;
- g) *requested* the AHWG on PIRGs and RASGs to gather feedback on the conduct of the AN-WG/SRP meeting which had included involvement of the PIRG and RASG Secretaries and Chairs through video-conferencing, and to make recommendations for the roll-out of future use of remote video-conferencing for review by the AN-WG/SRP of PIRG and RASG meeting reports; and
- h) *agreed* to consider the issuance of job cards, if deemed necessary after receiving feedback from relevant expert groups.

20128 Review of the report of the twentieth meeting of the African — Indian Ocean (AFI) Planning and Implementation Regional Group (APIRG/20); and
20129 Review of the report of the third meeting of the Regional Aviation Safety Group — Africa and Indian Ocean (RASG-AFI/3)
AN-WP/9027

23. The Chairperson of the Working Group on Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9027 which presented the outcome of the group's review of the reports of the twentieth meeting of the AFI Planning and Implementation Regional Group (APIRG/20) and the third meeting of the Regional Aviation Safety Group — Africa and Indian Ocean (RASG-AFI/3). Referring to paragraph 2.16 on the IATA/IOSA audits, she pointed out that the audits were a useful tool for the region because the Regional Aviation Safety Report showed that airlines having undergone such audits had a much lower accident rate. She also asked for feedback on the method of combining RASG and PIRG reports into a single working paper.

24. RD/WACAF gave an account of the establishment of the APIRG-RASG-AFI Coordination Task Force, including the coordination measures taken, the setting of common goals and the identification of areas for improvement.

25. RD/ESAF concurred with the observation, made in paragraph 2.10, about the issues of RVSM and assured that they would be given the priority that they deserved. He stressed the high priority given to the issue of coordination between ESAF and WACAF and between APIRG and RASG-AFI. Furthermore, he remarked that the project management approach that had been adopted would lead to better specific outcomes that would be better reported in the future. Reaffirming the good results produced by the coordination between APIRG, IATA and ACI, he expressed hope that the next report would bring better decisions and recommendations to address the challenges of the continent.

26. A Commissioner, speaking as the Chairperson of the AFI Plan Steering Committee and having attended both APIRG/20 and RASG-AFI/3, commented on a number of issues. On SAR concerns, cited in paragraph 2.7, he advised of a high-level SAR meeting to be held in 2016 and co-hosted by AFCAC and AFI Plan. Referring to paragraph 2.10 on the strengthening of Annex 6 provisions with regard to height keeping performance monitoring, he pointed out the need to strengthen not just Annex 6 provisions, but also the PANS, the State Safety Programme and safety management systems (SMS). Regarding paragraph 2.12, about the lack of competence in the areas of meteorology (MET) and aeronautical information management (AIM), he clarified that the problem was in fact the oversight of MET services due to a lack of oversight capacity and resources in the civil aviation authorities.

27. Responding to the President's request for more details about the concerns on SAR, referred to in paragraph 2.7, RD/WACAF spoke of the AFI Plan and of the project management approach towards implementation with a view to developing a project on SAR organizations in a few months' time. A gap analysis was presently underway to identify the deficiencies in the region and group the States accordingly.

28. Referring to paragraph 2.8 on civil/military cooperation, a question was raised about what was being done about potential incursions of military drones in the region. In response, RD/ESAF acknowledged the need and challenges related to the monitoring of the high number of drone operations in all of Africa, notably the north-east African region. He advised of a framework being developed on the rejuvenation of unmanned aerial vehicles (UAVs) which, together with guidelines drawn from South Africa, would complement the existing civil/military framework within the regional economic communities. It was hoped that through synergies and combined frameworks, a solution could be found to address civil/military issue of drones within, hopefully, the next two to three years. The need to pay attention to the issue was also underlined by the President, especially because some military forces were not from the continent. He added that the same rules for civil/military operations should be observed, both for manned or unmanned aircraft.

29. The resolution of significant safety concerns (SSCs) and increase in rates of effective implementation (EI) in the region was commended, but the very low international aerodrome certification rate, especially in the western and central Africa regions, was also noted. As this was attributed to the lack of experienced and trained national aerodrome experts, a suggestion was made to extend technical assistance, such as the provision of advisers or training, to the concerned States. The President remarked the high priority already given to the certification of aerodromes, as stated by the RD/WACAF. He also drew attention to the publication of the PANS Aerodromes just a year ago as well as to the need to balance resource allocation between enhancing safety and certifying aerodromes.

30. On the African Flight Procedures Programme (AFPP), referred to paragraph 2.9, RD/WACAF reported that after taking some time to get started, the programme was now progressing, with a steady membership of twenty-four States and secondment of experts from States. The need to focus on PBN implementation as a priority, especially the development of airport-related procedures, was noted at the last AFPP Steering Committee in October 2015. He further remarked that the strongest impact would likely be at international aerodromes with more operations and higher risks. Another speaker acknowledged the work of the African Flight Procedures Programme, where at least twenty-five States had joined. Two problems identified, however, was the provision of training and the financial contributions of States.

31. With regard to paragraph 2.10, the number of high risk airport events, reported in the 2014 data of the RASG-AFI Annual Regional Safety Report, was highlighted by the Chairperson of the AN-WG/SRP as an indicator of the risk in the area. Referring to the regional reports, the President encouraged all to focus not only on the situation stated, but also on the need for improvement and on the trends.

32. Turning to Appendix A, Conclusion 20/02 (Implementation of PANS-Aerodromes provisions), attention was drawn to the very low level of responses in general to State letters in the region. The President stressed the importance for responses to high priority issues in Africa.

33. Concluding its consideration of AN-WP/9027, the Commission:

- a) *noted* the reports of the APIRG/20 and the RASG-AFI/3 and the report of the ANC WG/SRP thereon, as contained in AN-WP/9027;
- b) *approved* the actions recommended in Appendix A to AN-WP/9027; and

- c) *noted* the actions recommended in Appendix B to AN-WP/9027.

**20130 Review of the report of the fifty-seventh meeting of the European Air Navigation Planning Group (EANPG/57)
AN-WP/9029**

34. The Chairperson of the Working Group on Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9029 which presented the outcome of the group's review of the report of the fifty-seventh meeting of the European Air Navigation Planning Group (EANPG/57).

35. Referring to paragraph 2.1, the lack of involvement of DGCA leadership in the PIRG and RASG meetings was brought up and a suggestion made for the Secretariat to encourage States to take note and deal with this issue through follow-ups and participation in the meetings. This was *noted* by the Commission, specifically with regard to the approval of the regional plans at the PIRGs.

36. Addressing paragraph 2.2 on the available guidance materials on the AIM-AIS transition, C/IMP-AN provided an updated list and expected availability, namely: *Quality Manual* (Doc 9839), fourth quarter of 2017; *AIS Manual* — Amendment 3 (Doc 8126), second quarter of 2018 together with the restructured Annex 15 and the new PANS-AIM; *Training Manual* (Doc 9991), first quarter of 2018; *Aeronautical Charts Manual* — Amendment 3 (Doc 8697), advanced copy third quarter of 2016; updated *World Geodetic System — 1984 (WGS 84) Manual* (Doc 9674), third quarter of 2016; and updated *Guidelines on the Use of the Public Internet for Aeronautical Applications* (Doc 9855), third quarter of 2017.

37. The AN-WG/SRP Chairperson suggested sharing some regional guidance materials published by the APANPIRG with other regions. In this regard, concern was raised by the President about the delays in availability of ICAO guidance materials and potential duplication of efforts.

38. Regarding paragraph 2.5 on Conclusion 57/01, progress regarding the issue in the Black Sea was welcomed. It was remarked, however, that it was not the role of the ANC to “agree” with the approach, as indicated in Appendix A. In this regard, support was voiced for resolving operational issues distinctly from the political differences over operations in the airspace over the Black Sea and the Commission *noted* Conclusion 57/01.

39. Regarding Cir 330 — *Civil Military Cooperation in Air Traffic Management*, mentioned in paragraph 2.6, a suggestion was made to update the document. C/IMP-AN affirmed that the ATMOPSP was developing a manual for civil/military cooperation which would draw information from Cir 330 and other documents.

40. Referring to paragraph 2.8, TO/AMO advised of an editorial correction, where the Conclusions referenced should be 57/08, 57/09 and 57/10. He then commented that with respect to Conclusion 51/08, Cold Temperature Correction procedures were being developed by the ATMOPSP, with a working group meeting in April. It was the view of the Secretariat that the proposed amendments in Appendices J and K of the EANPG/57 Report related to responsibility for terrain clearance did not have sufficient rationale and that the existing provisions, amended in recent years, were adequate. It was suggested that no further action be taken by the Commission.

41. On Conclusion 57/09, TO/AMO, noting that the proposed action by EANPG in Appendix L of the report did not delete the relevant provisions but merely provided an alternative, advised that a more thorough review of the long-standing provisions on essential traffic information flow would be conducted. The Commission was encouraged to suggest that the EANPG, as a first step, propose

an amendment to the *Regional Supplementary Procedures* (Doc 7030). On this last point, however, the President suggested waiting until the review was completed.

42. On Conclusion 57/10, TO/AMO informed that following a review, the proposed amendments were mainly editorial in nature, given that the provisions concerned were long-standing and well understood. It was suggested, and *agreed*, that the Commission refer the proposals in Appendices M and N to the ATMRPP in the context of their work on the FF-ICE.

43. Drawing attention to paragraph 2.10, on the challenges facing the VDL-Mode 2, the President stressed that as part of the expected infrastructure on datalink, it was important to include the VDL-Mode 2 in a data communication roadmap effort. He however noted that it was part of the GANP effort.

44. With reference to paragraph 2.12, concerning proposals submitted by the Russian Federation on the subject of non-stop surveillance to monitor aircraft globally using secondary surveillance radar (SSR) and automatic dependent surveillance — broadcast (ADS-B), it was suggested that the proposals be brought to the attention of the Surveillance Panel (SP).

45. Concluding its consideration of AN-WP/65, the Commission:

- a) *noted* the EANPG/57 Report and the report of the AN-WG/SRP thereon, as contained in AN-WP/9029;
- b) *approved* the actions recommended in Appendix A to AN-WP/9029 as amended by the discussion;
- c) *requested* the Secretary to compile common issues within the various regional reports related to the METP; and
- d) *agreed* the proposals referred to in paragraph 2.12 of AN-WP/9029 be brought to the attention of the SP.

46. The meeting *adjourned* at 1210 hours.

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