



## 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 6: Any other Business**
**REPORT OF THE FOURTH INTER REGIONAL COORDINATION MEETING**
*(Presented by the Secretariat)*
**SUMMARY**

This paper summarizes the outcomes of the Fourth Inter Regional Coordination Meeting (IRCM) on interface issues between the Asia/Pacific (APAC), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO was held at the APAC Office in Bangkok, Thailand from 14 to 16 September 2015.

*Strategic Objectives:*

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

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

Action by the meetings is at Para 3 to this Information Paper.

**1. INTRODUCTION**

1.1 The Fourth Inter Regional Coordination Meeting (IRCM) on interface issues between the Asia/Pacific (APAC), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO was held at the APAC Office in Bangkok, Thailand from 14 to 16 September 2015.

1.2 The Third APANPIRG- RASG Regional Coordination Meeting held in Bangkok on 28<sup>th</sup> April 2016 noted that eventhough IRCM Meeting was an internal meeting within the ICAO Secretariat; ICAO Secretariat could share the outcomes of this meeting with RASG/APANPIRG.

**2. DISCUSSION**

2.1 The outcomes of the meeting are summarized in the **Attachment** to this Information Paper.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

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*International Civil Aviation Organization*

**FOURTH INTER-REGIONAL COORDINATION MEETING BETWEEN APAC,  
EUR/NAT AND MID REGIONAL OFFICES (IRCM/4)**

***Bangkok, 14 - 16 September 2015***

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***SUMMARY OF DISCUSSION***

**1. INTRODUCTION**

1.1 The Fourth Inter-Regional Co-ordination Meeting (IRCM/4) on Interface Issues between the Asia/Pacific (APAC), European and North Atlantic (EUR/NAT) and Middle East (MID) Regional Offices of ICAO was held at the APAC Office in Bangkok, Thailand from 14 to 16 September 2015.

1.2 The EUR/NAT Office was represented by Mr. Luis Fonseca De Almeida, Regional Director and Mr. George Firican, Deputy Regional Director. The MID Office was represented by Mr. Mohamed Khonji, Regional Director, and Mr. Mohamed Smaoui, Deputy Regional Director. The APAC Office was represented by Mr. Arun Mishra, Regional Director, Mr. Yoshiki Imawaka, Deputy Regional Director, Mr. Noppadol Pringvanich, Chief Regional Sub Office (RSO), Mr. Len Wicks and Mr. Shane Sumner, Regional Officers ATM, Mr. Amal Hewawasam, Regional Officer Flight Safety, Mr. N. C. Sekhar, Regional Officer AGA, Mr. Li Peng and Mr. Lecat Fredric, Regional Officers CNS and Mr. Peter Dunda, Regional Officer MET.

1.3 Mr. Arun Mishra, Regional Director, APAC Office, served as the moderator of the meeting.

**2. DISCUSSIONS**

**2.0 Agenda Item 1: Adoption of Agenda and Review of IRCM/3 Outcome (APAC/1)**

2.0.1 The following Agenda was adopted and discussed by the meeting:

**Agenda Item 1:** Introduction and Adoption of Provisional Agenda

**Agenda Item 2:** Regional Performance Framework for Safety

- GASP and global safety priorities
- Establishment, progress and status against regional safety priorities and targets
- Performance Dashboard/Global Aviation Safety Reports (GASR)
- RASGs activities, deliverables and challenges
- Implementation of USOAP-CMA

**Agenda Item 3:** Regional Performance Framework for Air Navigation

- GANP and global air navigation priorities
- eANP development
- Establishment, progress and status against regional air navigation priorities and targets

- Performance Dashboard (including environment) / Global Air Navigation Reports (GANR)
- PIRGs activities, deliverables and challenges

**Agenda Item 4:** Coordination between PIRG and RASG

**Agenda Item-5:** Specific Air Navigation issues necessitating Inter-Regional Coordination

- ASBU implementation: harmonization and inter-regional coordination (Seamless ATM)
- Contingency Planning (including Inter-regional Capacity Building Plan)
- ATS route network
- ATS route designators
- Inter-regional cooperation to improve SAR services
- Frequency interference issues (Global Database)
- Volcanic Ash
- CRV and Interregional connections

**Agenda Item 6:** Management issues

- Regional Offices efficiency (KPIs, etc)
- Joint activities (Inter-regional events)
- ROM

**Agenda Item 7:** Any other business

2.0.2 The meeting reviewed the Action Plan of IRCM/3 (Cairo, Egypt, 24 - 26 March 2009) and noted the progress made on the outcomes of IRCM/3 Action Plan and no specific actions left to be taken at IRCM/4. The meeting also noted that IRCM includes all areas of the ICAO Strategic Objectives.

2.0.3 The Action Plan of the IRCM/4 is at **Appendix A**.

## **2.1 Agenda Item 2: Regional Performance Framework for Safety (APAC/4, EUR/1, MID/1)**

2.1.1 The meeting identified the absence of ICAO SMS/SSP training packages was a major concern in the three Regions.

2.1.2 The meeting noted that the Regional Offices were the right body to provide better services to States in the No Country Left Behind Campaign; however it was noted that existing resources at the Regional Offices were inadequate to support this ICAO initiative.

2.1.3 The meeting reiterated the low level of implementation of the mandatory provisions of ICAO SARPs mainly;

- i) due to lack of resources at State level;
- ii) insufficient number of qualified and experienced technical staff, including inspectorate staff, to fulfil safety oversight responsibilities; and
- iii) lack of adequate trainings provided to technical and inspectorate staff.

2.1.4 The meeting supported regular coordination meetings with other regions and if possible to invite the Secretary General to discuss new ideas and way forward to address the resource issues, lack of participation by member States in regional ICAO meetings and participation by designated experts nominated by States for a sufficient lengthy period to maintain continuity.

2.1.5 The meeting noted that due to the absence of the Standard Training Packages for ICAO SMS/SSP, the ICAO SMS/SSP trainings are not conducted in the regions and urgent development of the training packages are requested.

2.1.6 The meeting considered that in view of the recent developments in safety related subjects in ICAO, such as amendment of the Global Aviation Safety Plan (GASP) and establishment of regional implementation priorities in safety there was a need to review/update the Terms of Reference of Regional Aviation Safety Group (RASG).

2.1.7 Based on the above, the meeting agreed on the following actions:

<b>Action IRCM 4/01 Resuming of the ICAO SSP and SMS courses</b>	
APAC RD will send an IOM to GAT Office (OSG) explaining the urgency to expedite the Standard Training Packages for ICAO SSP/SMS courses and to resume the training on SMS in the regions.	
Why: The Regional Offices are not able to organize training on SSP/SMS in view of the absence of ICAO SMS /SSP training packages.	
When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

<b>Action IRCM 4/02 Additional resources to support HQ initiatives</b>	
APAC RD will send an IOM to SG to request additional resources at three ROs (APAC, EUR/NAT, MID) funded by the regular programme budget to support the No Country Left Behind Campaign.	
Why: The regions support the HQ initiative on No Country Left Behind campaign which will require additional resources to assist States on continuous basis.	
When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## 2.2 Agenda Item 3: Regional Performance Framework for Air Navigation (APAC/2, EUR/3, MID/2)

2.2.1 The meeting noted the challenges faced in the implementation of the priority ASBU Block 0 Modules in the three Regions (APAC, EUR/NAT and MID) and the need to support the ability for States and Regions to report and monitor the ASBU implementation. The meeting identified common challenges/difficulties for hampering mutual understanding, slow progress of implementation of some ASBU modules and regional improvements due to diverse reasons such as political instability, budget restrictions etc.

2.2.2 The meeting also noted the low level of implementation of Civil/Military integration, Search and Rescue (SAR), inter-centre communications (OLDI or AIDC) and ATFM implementation in the regions and further noted that APAC Office had operationalized a web-based on-line reporting tool to collect States data on ASBU B0 implementation and APAC Seamless ATM implementation items. The meeting noted that indicators for implementation status on ASBU B0 modules were not exactly the same across the regions.

2.2.3 The meeting also noted that APAC eANP and MID eANP had been endorsed by the APAPIRG and MIDANPIRG, respectively and NAT eANP was about to be endorsed by the NAT SPG, including guidance on ASBU B0 items, and a new Part III in Volume 3. Recognizing the common challenge to reconcile the boundaries between the different FIRs, the meeting agreed that the PfA regarding the eANP should be processed for formal approval before the end of 2015 without Tables ATM I-1 and SAR I-1 of Volume I.

**Attachment**

2.2.4 Considering the above, the meeting adopted the following action:

<b>Action IRCM 4/03 Processing of PfA regarding the eANP</b>	
Recognizing the common challenge to reconcile the FIR boundaries with different data, the APAC and MID Offices will process PfA of Volume I of the eANP for formal approval before the end of 2015 without Tables ATM I-1 (FIRs) and SAR I-1 (SRRs).	
Why: During the development of eANP, different data on FIR boundaries and SRR boundaries were identified. In coordination with ANB/HQ it was agreed that PfA of Volume I of APAC eANP and PfA of Volume I of MID eANP would be processed without Table ATM I-1 and SAR I-1.	
When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input checked="" type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

<b>Action IRCM 4/04 Further harmonization on eANP</b>	
In order to further harmonize Volume I, Volume II and Volume III of the eANP across the regions, 3 Regional Offices (APAC, EUR/NAT, MID) will propose to D/ANB to reconvene the eANP WG in 2017 for post implementation review of eANP.	
Why: Each region is completing eANP and getting endorsement from PIRG. In order to ensure harmonization of Volumes I, II and III of eANP along with the experience gained by the 3 Regions in planning and monitoring their ANS improvements, the eANP WG meeting should be reconvened in 2017.	
When: 2017	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input checked="" type="checkbox"/> EUR/NAT RO <input checked="" type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

2.2.5 The meeting considered that in view of the recent developments in air navigation related subjects in ICAO, such as eANP, amendment of the Global Air Navigation Plan (GANP), establishment of regional implementation priorities in air navigation and noting that PIRGs Terms of Reference (TORs) were established much before these developments, there was a need to review/update the TORs of PIRGs.

### **2.3 Agenda Item 4: Coordination between PIRG and RASG (APAC/3, MID/3)**

2.3.1 The meeting noted the improved coordination between PIRG and RASG in assigning tasks and responsibilities and the concern on collection of data by States/Administrations to support the KPIs.

2.3.2 The meeting also noted that the RASG/PIRG coordination meetings in APAC and MID Regions have identified the lead group responsibilities to avoid duplication of efforts and there was the need to harmonize the lead responsibilities across all regions as far as possible.

The meeting further noted that the EUR KPIs are available in EUR Doc 30 and that the 8 KPIs presented in WP-APAC/3 paper were not identical with the EUR KPIs.

2.3.3 The meeting agreed to recommend to HQ to work towards evolving a single Regional Aviation Structure incorporating the current PIRG and RASG responsibilities in order to avoid compartmentalization, increase efficiency, optimize the use of resources and address aviation systems as a whole.

2.3.4 Based on the above, the meeting agreed on the following actions:

<b>Action IRCM 4/05 Harmonization of Lead Responsibilities across regions:</b>
In order to harmonize the PIRG/RASG responsibilities across all Regions as far as possible, APAC and MID Offices will circulate the lead responsibilities to ROs in other regions and share the lead responsibilities of aviation elements (such as ACAS, LPR, RPAS) assigned by the APAC and MID PIRG/RASG Coordination Meetings with other Regions.
Why: The RASG/PIRG coordination meetings in APAC and MID Regions have identified the lead group responsibilities to avoid duplication of efforts and there was the need to harmonize the lead responsibilities across all regions as far as possible.

When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input checked="" type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

<b>Action IRCM 4/06 : Regional Aviation Structure</b>	
APAC RD will recommend to D/ANB to work towards evolving a single Regional Aviation Structure incorporating the current PIRG and RASG responsibilities in order to avoid compartmentalization, increase efficiency, optimize the use of resources and address aviation systems as a whole.	
Why: RASG and PIRG under the current structure work independently through coordination in between. In the long run it was felt a single regional structure would increase efficiency, optimize the use of resources and address aviation systems as a whole.	
When: 2016	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## 2.4 Agenda Item 5: Specific Air Navigation issues necessitating Inter-Regional Coordination

### 2.4.1 Inter-Regional ATS Route Developments (APAC/7, APAC/10, MID/5)

2.4.1.1 The APAC Office presented a proposal for inter-regional advanced Air Traffic Services (ATS) route development projects, designed to use the most efficient Performance-Based Navigation (PBN) specifications, a degree of prioritisation, and end-to-end planning.

2.4.1.2 The meeting agreed to the necessary steps to support the formation of the Advanced Inter-Regional ATS Route Development Task Forces (AIRAD/TF(s)), which were expected to be jointly established by the EANPG and APANPIRG in 2016.

2.4.1.3 The MID Office proposed a mechanism to improve inter-regional ATS routes and to address the shortage of ATS route designators. The meeting noted the successful experience of the inter-regional meetings conducted for Afghanistan contingency planning and emphasized the value of face-to-face negotiation between concerned parties and the support provided by ICAO. The meeting agreed that when the circumstances necessitated the establishment of an Inter-regional Task Force (composed of relevant States, International Organizations and the three ICAO Regional Offices), then this should be supported.

2.4.1.4 The meeting discussed the need to update the EMARSSH (Europe Middle East-Asia Route South of Himalaya) routes network implemented several years ago and accordingly, and agreed that the three Regional Offices (APAC, EUR/NAT and MID) should work together to establish an EMARRSH-2 Routes Network within the three Regions, which could be managed within the work of the Advanced Inter-Regional ATS Route Development Task Force(s).

2.4.1.5 The meeting noted the need for inter-regional coordination to facilitate the enhancement of PBN ATS route structure among the three Regions (APAC, EUR/NAT and MID). The meeting considered that the enhancement of PBN ATS route structure could be discussed by the existing ATS coordination groups and the Advanced Inter-Regional ATS Route Development Task Force(s).

<b>Action Item IRCM 4/07 – Advanced Inter-Regional ATS Route Development Task Force(s)</b>
a) APAC Office will present IRCM/4 WP-APAC/7 to the RGDE meeting in Sochi, Russia (October 2015);
b) The APAC Office, in coordination with the EUR/NAT Office, will conduct a preparatory meeting of 1-2 days in association with the RGDE meeting in March 2016 which will include International Organizations such as CANSO, EUROCONTROL IATA, IBAC, IFATCA and IFALPA, plus key States such as China, Russia and the United States to discuss the Task Forces; and
c) The APAC and EUR/NAT Offices will coordinate as necessary to support the conduct of Advanced Inter-Regional ATS Route Development Task Force(s) commencing in the Second half of 2016 (MID Office will be coordinated with as required).

**Attachment**

Why: To support the implementation of Block 1 and advanced PBN specifications and aircraft capabilities with end-to-end planning for reduced fuel and emissions, and better utilisation of aircraft due to reduced sector times.	
When: a) October 2015 (APAC RO) b) March 2016 (APAC RO and EUR/NAT RO) c) 2016 (APAC RO and EUR/NAT RO)	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input checked="" type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## 2.4.2 Contingency Planning (APAC/8, APAC/11, MID/6)

2.4.2.1 The APAC Office presented an update regarding the outcomes from the Second and Third Meetings of the Ad Hoc Afghanistan Contingency Group (AHACG) and noted on-going actions related to Afghanistan contingency planning. The meeting noted the following recent developments:

- May 2015: the Very Small Aperture Terminal (VSAT) service supporting air/ground VHF communication covering the Kabul FIR and ground/ground communication had been successfully transitioned to a new contractor;
- 30 June 2015: the UAE had agreed to proceed with reinstating the CADAS (Comsoft Aeronautical Data Access System) flight plan and message exchange system in Kabul;
- 18 August 2015: a civil/military arrangement between the Combined Force Air Component Commander (CFACC) and the ACAA detailing procedures to integrate Afghanistan, United States and NATO air operations within the Kabul FIR was agreed;
- 16 September 2015: the ANS contract would be transitioned to the new civil provider;
- 29 September 2015: the implementation of capacity building measures (50NM separation) would be implemented between Pakistan and India, and the last routes in Afghanistan, to support Iran daily operations and the Inter-regional Afghanistan ATM Contingency Arrangement;
- In November 2015 the Kabul FIR Multilateralisation (MLAT) ATS surveillance system was expected to be operational after Germany had committed to completion of the safety case.

2.4.2.2 The MID Office highlighted the need to enhance inter-regional coordination for the implementation of contingency arrangements, and discussed the challenges faced by some MID States at the inter-regional interfaces to get the signature of the contingency agreements. The APAC Office noted the issue regarding the signature of contingency agreements between adjacent ACCs was one of the Basic Plan Elements (BPEs) contained within the Draft Asia/Pacific Regional ATM Contingency Plan which would be an expectation under Level 2 Planning. When this regional plan was approved by APANPIRG then there would be greater scrutiny and recourse to action on APAC States.

2.4.2.3 The meeting noted that States are required to develop contingency plans in consultation with other States according to Annex 11 and the Regional offices are facing challenges in getting States to develop and promulgate national contingency plans and engage in inter-states and regional contingency planning. The meeting considered that there was lack of guidance in Annex 11 to clarify the requirements for an ATS contingency plan, and agreed to the following action item.

<b>Action Item IRCM 4/08 – Annex 11 provisions related to Contingency Planning</b>	
The APAC Office will request D/ANB to consider to review Annex 11 provisions related to Contingency Planning, including further development and updating of Annex 11 Attachment C, such as, format, content, procedure for approval/amendment etc.	
Why: To provide clear guidance for States to establish contingency planning in harmonized manner with neighbouring States/Region.	
When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

### 2.4.3 ATFM capabilities in in North Asia sub region (APAC/9)

2.4.3.1 The meeting noted the need to exchange ATS data among China, Mongolia and Russia to initiate ATFM capabilities in the North Asia Sub-Region. The meeting agreed that the APAC RSO will write a letter through APAC RD to China, Mongolia and Russia to conduct a meeting to discuss ATS data exchange.

<b>Action Item IRCM 4/09 – ATS data sharing in China, Mongolia and Russia</b>	
The APAC RSO will write a letter through APAC RD to China, Mongolia and Russia to conduct a meeting to discuss ATS data exchange.	
Why: In order to initiate ATFM capabilities among China, Mongolia and Russia for efficient operation on Europe – Northeast Asia traffic, ATS data exchange is needed.	
When: 2017	Status: Adopted by IRCM
Who: <input type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> APAC RSO	

### 2.4.4 CRV, A Common Aeronautical IP Based Network (APAC/6)

2.4.4.1 The meeting noted that the APAC Region is implementing the Common Regional VPN (CRV) programme to support common aeronautical data exchanges. CRV is an enabler for B0-FICE, B1-SWIM, B1-DATM and would share surveillance data and support the transition to VoIP communications. The meeting also noted that in EUR Region the Pan-European Network Services (PENS) has been operational since 2012 supporting OLDI, VoIP, AMHS and SUR data exchanges. 22 States are connected to PENS, and that the MID Region is considering to start a project on regional IP (MID IP network) that is part of 7 candidate projects being considered by the MID ATM Enhancement Programme (MAEP) Steering Committee.

2.4.4.2 It was agreed that the APAC Office would develop a paper on the concept and benefits of a regional IP network for the MID Region (target date 15 October 2015). The meeting developed the following action.

<b>Action Item IRCM 4/10: MID IP network: benefits and possible options</b>	
APAC will present a paper to the relevant meeting of the MID Region on the concept and benefits of a regional IP network and CRV procurement for the MID Region.	
Why: The IRCM/4 meeting agreed on the benefit to hold an interregional workshop in 2017 about B1 FICE, B1 DATM and B1 SWIM to harmonize the regional implementations based on ICAO global provisions.	
When: 15 October 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

2.4.4.3 The meeting noted that CRV engineering is expected to start around end 2016/early 2017. The 2016 timeframe should therefore be used to refine operational needs (exchanges with Russia would be part of the operational requirements) that would require an interconnection between PENS and CRV and start to make arrangements to facilitate this interconnection, once the CRV provider was selected. The meeting agreed the following action.

<b>Action IRCM 4/11: Interconnection of Regional IP Networks</b>	
The APAC and EUR/NAT Offices will facilitate the arrangements to interconnect the regional IP networks in 2016 with an implementation target date envisaged for end 2017.	
Why: PENS and CRV interconnection will enable exchanges of aeronautical data between States in EUR and APAC regions from 2017 onwards as per operational needs.	
When: December 2016	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input checked="" type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	



#### 2.4.5 ASBU Implementation in the MID Region (MID/4)

2.4.5.1 The meeting noted that the implementation status of ASBU B0 in the MID Region is below expectation and the implementation of some ASBU B0 modules requires inter-regional coordination to ensure harmonization. The meeting also noted that in order to ensure harmonized implementation, inter-regional coordination and interoperability, the ESAF and MID Offices has jointly been planned for an AFI-MID ASBU Implementation Workshop (funded by SIP) in Cairo, Egypt, on 23-26 November 2015. The meeting recommended that the MID Office shares the outcome of the AFI-MID ASBU Implementation Workshop with the APAC and EUR/NAT Offices.

<b>Action Item IRCM 4/12: ASBU Implementation Inter-Regional Coordination</b>	
The MID Office will share the outcome of the AFI-MID ASBU workshop (November 2015) with the APAC and EUR/NAT ROs	
Why: To share the outcomes of the AFI-MID ASBU workshop for harmonised implementation of ASBU in the APAC and EUR Regions.	
When: December 2015	Status: Adopted by IRCM
Who: <input type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input checked="" type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

#### 2.4.6 ICARD Development (APAC/5)

2.4.6.1 The APAC Office highlighted that errors in ICARD were observed due to mainly lack of ICARD knowledge and engagement in States and that States were experiencing difficulties in finding available, pronounceable and non-sound-like 5LNCs within 500NM radius. The meeting noted that allocation of ATS Route Designator is currently maintained by the Regional Office, and considered that in order to induce handling errors and process the allocation of route designator promptly and efficiently, access to the ICARD ATS Route Designators allocation function should be available for all other Offices.

2.4.6.2 The meeting noted that APANPIRG developed Conclusion 23/11 – Duplication and Amendment of 5LNC; that requested ICAO to consider reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate and standards for Flight Management Systems (FMS) that ensure logic checks on duplicated waypoint entries are highlighted to pilots. The meeting developed the following Action Item.

<b>Action Item IRCM 4/13: Aeronautical Data Management</b>	
APAC RD will request D/ANB to expedite improvements in managing aeronautical data by: a) amending Annex 11 to remove the differentiation between RNAV and conventional routes, upper and lower airspace routes and domestic and international route designators; b) providing access to the ICARD ATS Route allocation system for all 7 Regional ROs; and c) updating the ICARD system and ICARD Guidance Material to provide improved and detailed procedures to users in areas such as rejection of requests for specific 5LNCs and their validation before publication.	
Why: To allow the Regional Offices to better manage aeronautical data, amendments are required to the Annex 11 and ICARD system.	
When: December 2015	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

#### 2.4.7 Implementation of digital exchange of MET using IWXXM (EUR/2)

2.4.7.1 The EUR/NAT Office presented a proposal for a Special Implementation Project (SIP) involving a three-day workshop to promote the coordinated global response to the planning and implementation of digital exchange of aeronautical meteorological information (MET) using the ICAO Meteorological Information Exchange Model (IWXXM).

2.4.7.2 As background, it was noted that the initial enabling clauses for the digital exchange of OPMET, introduced in Amendment 76 to Annex 3 (applicable November 2013), plus the introduction of Doc 10003 – *Manual on the Digital Exchange of Aeronautical Meteorological Information*, represented the first step towards the transition of all required MET to a digital form and its integration into a SWIM environment – and that future amendments are therefore expected to enhance and expand the digital exchange provisions in Annex 3.

2.4.7.3 The meeting noted that the EUR Data Management Group had developed a *Concept of Operations for the Transition of OPMET Data Exchange using IWXXM*, as recommended by an initial ICAO coordination meeting on digital exchange of MET, held in Brussels, Belgium, from 4 to 5 March 2013. Additional outcomes from the Brussels meeting included the recommendation that all ICAO Regional OPMET Groups support States' implementation of digital exchange of MET and the recognition of a continued need for interregional collaboration with respect planning and implementation of digital MET.

2.4.7.4 The meeting agreed that the proposed project discussed in WP-EUR/2 would address the above recommendations by supporting States, and in particular International OPMET Centres, in the development of coordinated (regional and interregional) strategies for addressing technical, economic and political issues emanating from the escalating requirement for States to implement digital exchange of MET. The project would provide an opportunity to facilitate adoption (by Regions) of the *Concept of Operations for the Transition of OPMET Data Exchange using IWXXM*, as possible inter-regional guidance material on the implementation of IWXXM, and to develop a global implementation plan for OPMET exchange using IWXXM.

2.4.7.5 The meeting supported the proposal presented in WP-EUR/2, noting that the EUR/NAT Office had already commenced interregional coordination with respect to developing the initial project proposal. Additionally, in the APAC Region, APANPIRG/26 has formally provided support through agreement to invite ICAO to organize and conduct an inter-regional workshop to build capacity in States for digital exchange of MET (APANPIRG/26 Conclusion 26/56).

2.4.7.6 The meeting noted that recruitment of technical expertise and engagement of States would be critical factors in fulfilling the proposed objectives of the workshop and overall success of the project. In view of the above, the meeting agreed that the project proposal should be promulgated as an inter-regional SIP proposal for further consideration.

<b>Action Item IRCM 4/14: SIP proposal for an interregional workshop on digital exchange of MET using IWXXM</b>	
The EUR/NAT Office to coordinate the development and submission of an interregional SIP proposal based on WP-EUR/2 for an interregional workshop on the planning and implementation of digital exchange of MET using IWXXM.	
Why: To promote the coordinated global response to the planning and implementation of digital exchange of MET.	
When: November 2015	Status: Adopted by IRCM
Who: <input type="checkbox"/> APAC RO <input checked="" type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## 2.4.8 SAR Inter-Regional Cooperation (EUR/4, MID/7)

2.4.8.1 The EUR/NAT Office described the status of Search and Rescue (SAR) Task Force arrangements in the EUR Region (EURSAR/TF) and its initial activities - developing SAR Points of Contact (POC) and addressing effective SAR agreements. The meeting agreed to enhance inter-regional cooperation to develop a harmonized approach between regions as far as possible; noting the Asia/Pacific already had an established SAR Plan.

2.4.8.2 The MID Office highlighted the need to enhance the inter-regional cooperation for the implementation of SAR, and addressed the challenges facing States to sign SAR agreements with their neighbouring States in accordance with ICAO requirements. The meeting was apprised of the outcomes of the Asia/Pacific SAR/TF in this regard, and noted that the Asia/Pacific SAR Plan stated that agreements of SAR could take any form to suit the States, as long as it addressed operational matters, and that higher level officials did not need to be involved at the operational level.

<b>Action Item IRCM 4/15: SAR Inter-Regional Cooperation</b>	
To support the work of SAR Task Forces in the EUR/NAT and MID Regions the APAC Office will provide a copy of the Asia/Pacific SAR Plan to the EUR/NAT and MID Offices and will support the EUR/NAT and MID Offices with clarification of relevant SAR issues with regard to the development of their regional SAR Plans.	
Why: To provide an enhanced SAR capability framework across regional boundaries to maximise harmonisation and interoperability.	
When: December 2016	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input type="checkbox"/> EUR/NAT RO <input type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## 2.5 Agenda Item 6: Management issues

2.5.1 Interregional workshop about Integration of Digital AIM, MET and ATM Information through B1 modules (MID/8).

2.5.1.1 The MID Office noted that critical challenges in the implementation of ASBU B0 were implementation of QMS in AIS and MET, human resources constraints, financial issues and AIS-AIM transition, and proposed an international seminar, funded by SIP on Service Improvement through Integration of Digital AIM, MET and ATM Information in 2017.

2.5.1.2 The meeting agreed on the benefit to hold an interregional workshop in 2017 addressing B1 FICE, B1 DATM and B1 SWIM and noted that the venue for the workshop to be decided at a later date. The meeting noted that the points of contact for the workshop are Mr. Christopher Keohan (EUR/NAT), Mr. Abbas Niknejad (MID) and Mr. Frederic Lecat (APAC).

2.5.1.3 The meeting noted that APAC Seminar on SWIM planned for 2016 (SIP not needed) and the interregional IWXXM Workshop (subject to SIP) would be maintained and could be used to refine the scope of and inputs to the interregional event.

<b>Action item IRCM 4/16: Interregional workshop about Integration of Digital AIM, MET and ATM Information through B1 modules</b>	
a) The APAC, EUR/NAT and MID Offices will jointly hold an interregional workshop in 2017 to address prerequisites, benefits and costs of digital integration of AIM, MET and ATM, governance and transition issues, based on a SIP; b) MID RD will request in 2016 a SIP proposal for the interregional workshop to be held in 2017; c) EUR/NAT Office will request in 2015 a SIP proposal for an interregional IWXXM workshop in 2016 (Action Item 4/14 refers); and d) The APAC Office will pursue the seminar on SWIM for the APAC Region in 2016.	
Why: The IRCM/4 agreed on the benefit to hold an interregional workshop in 2017 about B1 FICE, B1 DATM and B1 SWIM to harmonize the regional implementations based on ICAO global provisions. All regions will benefit from mutual expertise.	
When: a) 2017 (APAC, EUR/NAT, MID ROs) b) 2016 (MID RO) c) 2015 (EUR/NAT RO) d) 2016 (APAC RO)	Status: Adopted by IRCM
Who: <input checked="" type="checkbox"/> APAC RO <input checked="" type="checkbox"/> EUR/NAT RO <input checked="" type="checkbox"/> MID RO <input type="checkbox"/> ICAO HQ	

## **2.6 Agenda Item 7: Any other business**

2.6.1 Proposed Guidance on preparing and content for PIRG/RASG Meeting Reports.

2.6.1.1 The meeting reviewed the ANC Ad Hoc Working Group's proposed guidance on preparing and content for PIRG/RASG Meeting reports and noted the following:

- The Regional Offices provided secretarial support for the PIRG and RASG meetings. It does not have the mandate to change the PIRG & RASG Reports as these were approved by the respective member States;
- The ROs would continue to present the PIRG/RASG Report in the current format which is in accordance with the PIRG/RASG Terms of Reference and approved by the member States;
- The ROs will be available to provide justification or to discuss on specific decisions if necessary through tele conferencing or other means;
- The ROs do not support preparing Executive Summary as it would mean additional work for which additional resource will be required;
- The need to change the existing format which has no shortcomings; ANB representative attends the PIRG/RASG Meetings;
- Requested simplification of administrative procedures.

2.6.1.2 The meeting agreed that APAC RD will send an IOM to ANB with these comments before comment closing day.

2.6.2 Language Proficiency Requirements (LPR) Workshop (Kuwait, November 2015).

2.6.2.1 The three ROs (APAC, EUR/NAT and MID) agreed to arrange for a presentation by at least one of their States at the LPR Workshop to be held in Kuwait in November 2015.

2.6.3 Date and venue of the IRCM/4 meeting

2.6.3.1 The Meeting agreed that the Fifth Inter-Regional Coordination Meeting (IRCM/5) would be held at the EUR/NAT Regional Office in Paris. The exact date is to be coordinated when the need for meeting is identified.

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**IRCM/4 ACTION PLAN**

<b>IRCM/4 Action #</b>	<b>Agreed Action</b>	<b>Action by</b>	<b>Target date</b>
IRCM/4-01	APAC RD will send an IOM to GAT Office (OSG) explaining the urgency to expedite the Standard Training Packages for ICAO SSP/SMS courses and to resume the training on SMS in the regions.	APAC	December 2015
IRCM/4-02	APAC RD will send an IOM to SG to request additional resources at three ROs (APAC, EUR/NAT, MID) funded by the regular programme budget to support the No Country Left Behind Campaign.	APAC	December 2015
IRCM/4-03	Recognizing the common challenge to reconcile the FIR boundaries with different data, the APAC and MID Offices will process PfA of Volume I of the eANP for formal approval before the end of 2015 without Tables ATM I-1 (FIRs) and SAR I-1 (SRRs).	APAC and MID	December 2015
IRCM/4-04	In order to further harmonize Volume I, Volume II and Volume III of the eANP across the regions, 3 Regional Offices (APAC, EUR/NAT, MID) will propose to D/ANB to reconvene the eANP WG in 2017 for post implementation review of eANP.	APAC, EUR/NAT and MID	2017
IRCM/4-05	In order to harmonize the PIRG/RASG responsibilities across all Regions as far as possible, APAC and MID Offices will circulate the lead responsibilities to ROs in other regions and share the lead responsibilities of aviation elements (such as ACAS, LPR, RPAS) assigned by the APAC and MID PIRG/RASG Coordination Meetings with other Regions.	APAC and MID	December 2015
IRCM/4-06	APAC RD will recommend to D/ANB to work towards evolving a single Regional Aviation Structure incorporating the current PIRG and RASG responsibilities in order to avoid compartmentalization, increase efficiency, optimize the use of resources and address aviation systems as a whole.	APAC	2016
IRCM/4-07	<p>a) APAC Office will present IRCM/4 WP-APAC/7 to the RGDE meeting in Sochi, Russia (October 2015);</p> <p>b) The APAC Office, in coordination with the EUR/NAT Office, will conduct a preparatory meeting of 1-2 days in association with the RGDE meeting in March 2016 which will include International Organizations such as CANSO, EUROCONTROL IATA, IBAC, IFATCA and IFALPA, plus key States such as China, Russia and the United States to discuss the Task Forces; and</p> <p>c) The APAC and EUR/NAT Offices will coordinate as necessary to support the conduct of Advanced Inter-Regional ATS Route Development Task Force(s) commencing in the Second half of 2016 (MID Office will be coordinated with as required).</p>	APAC and EUR/NAT	<p>a) October 2015 (APAC RO)</p> <p>b) March 2016 (APAC RO and EUR/NAT RO)</p> <p>c) 2016 (APAC RO and EUR/NAT RO)</p>

## Attachment

IRCM/4 Action #	Agreed Action	Action by	Target date
IRCM/4-08	The APAC Office will request D/ANB to consider to review Annex 11 provisions related to Contingency Planning, including further development and updating of Annex 11 Attachment C, such as, format, content, procedure for approval/amendment etc.	APAC	December 2015
IRCM/4-09	The APAC RSO will write a letter through APAC RD to China, Mongolia and Russia to conduct a meeting to discuss ATS data exchange.	APAC RSO	2017
IRCM/4-10	APAC will present a paper to the relevant meeting of the MID Region on the concept and benefits of a regional IP network and CRV procurement for the MID Region.	APAC	15 October 2015
IRCM/4-11	The APAC and EUR/NAT Offices will facilitate the arrangements to interconnect the regional IP networks in 2016 with an implementation target date envisaged for end 2017.	APAC and EUR/NAT	December 2016
IRCM/4-12	The MID Office will share the outcome of the AFI-MID ASBU workshop (November 2015) with the APAC and EUR/NAT ROs	MID	December 2015
IRCM/4-13	APAC RD will request D/ANB to expedite improvements in managing aeronautical data by: a) amending Annex 11 to remove the differentiation between RNAV and conventional routes, upper and lower airspace routes and domestic and international route designators; b) providing access to the ICARD ATS Route allocation system for all 7 Regional ROs; and c) updating the ICARD system and ICARD Guidance Material to provide improved and detailed procedures to users in areas such as rejection of requests for specific 5LNCs and their validation before publication.	APAC	December 2015
IRCM/4-14	The EUR/NAT Office to coordinate the development and submission of an interregional SIP proposal based on WP-EUR/2 for an interregional workshop on the planning and implementation of digital exchange of MET using IWXXM.	EUR/NAT	November 2015
IRCM/4-15	To support the work of SAR Task Forces in the EUR/NAT and MID Regions the APAC Office will provide a copy of the Asia/Pacific SAR Plan to the EUR/NAT and MID Offices and will support the EUR/NAT and MID Offices with clarification of relevant SAR issues with regard to the development of their regional SAR Plans.	APAC	December 2016
IRCM/4-16	a) The APAC, EUR/NAT and MID Offices will jointly hold an interregional workshop in 2017 to address prerequisites, benefits and costs of digital integration of AIM, MET and ATM, governance and transition issues, based on a SIP; b) MID RD will request in 2016 a SIP proposal for the interregional workshop to be held in 2017;	APAC, EUR/NAT and MID	a) 2017 (APAC, EUR/NAT, MID ROs) b) 2016 (MID RO) c) 2015

<b>IRCM/4 Action #</b>	<b>Agreed Action</b>	<b>Action by</b>	<b>Target date</b>
	c) EUR/NAT Office will request in 2015 a SIP proposal for an interregional IWXXM workshop in 2016 (Action Item 4/14 refers); and d) The APAC Office will pursue the seminar on SWIM for the APAC Region in 2016.		(EUR/NAT RO) d) 2016 (APAC RO)

— END —