



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY EIGHTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/28)**
Bangkok, Thailand, 11 to 14 September 2017
Agenda Item 1A: Follow-up on the Outcome of APANPIRG/27 Meeting
**1.1: Review of the action taken by the ANC and the Council on the report of
APANPIRG/27**
**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION
ON THE REPORT OF THE APANPIRG/27**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the Report of the Twenty-Seven Meeting of APANPIRG (APANPIRG/27).

Action by APANPIRG/28 is in paragraph 3.

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the Report of the APANPIRG/27 (Bangkok Thailand 5 to 8 September 2016) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 23 November 2016 in Working Paper AN-WP/9085. The Appendix to Working Paper AN-WP/9085 presented the summary of APANPIRG/27 Conclusions and Decisions directed to ICAO Head Quarters, along with suggested ANC actions. 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 accomplished on the regional Search and Rescue (SAR) plan in light of the Global Aeronautical Distress and Safety System (GADSS) and agreed with the recommendation to share it globally so everyone can benefit and the plan can be further improved.

2. ANC ACTIONS ON APANPIRG/27 REPORT

2.1 The Air Navigation Working Paper (AN-WP/9085) on the review of the Report of the 27th 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 203rd Session of the ANC held on 1st December 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/27 Report, as outlined in this Working Paper and, in particular, to Appendix to Working Paper AN-WP/9085; 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/9085
29/11/2016

WORKING PAPER

AIR NAVIGATION COMMISSION

REVIEW OF THE REPORTS OF THE TWENTY-SEVENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION AND IMPLEMENTATION REGIONAL GROUP

(APANPIRG/27)

AND

THE SIXTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC REGIONS (RASG-APAC/6)

(Item 20320)

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

<p style="text-align: center;">SUMMARY</p> <p>The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/27 and RASG-APAC/6 meetings.</p> <p>Action by the Air Navigation Commission is in paragraph 4.</p>	
<p style="text-align: center;">WORK PROGRAMME ELEMENTS</p> <p>N/A</p>	
<p style="text-align: center;">COORDINATION</p> <p>All related ANB Sections and APAC and MID Regional Offices</p>	
<p style="text-align: center;">REFERENCES</p> <p>*APANPIRG/27 report *RASG-APAC/6 report Summary reports</p> <p>This working paper relates to the strategic objectives for safety and air navigation capacity and efficiency.</p> <p>*Principal references</p>	

1. INTRODUCTION

1.1 The twenty-seventh meeting of the APANPIRG was held in Bangkok, Thailand from 5-8 September 2016. The meeting was attended by 154 participants from 28 States, 2 Special Administrative Regions of China and 6 International Organisations. The sixth meeting of the RASG-APAC was held in Colombo, Sri Lanka on 1-2 August 2016. It was attended by 169 participants from 31 States/Administrations and 10 International Organisations and industry partners.

1.2 The WG/SRP reviewed both reports on 23 November 2016. The meeting was also attended via remote videoconference by the Regional Director (RD) and Deputy Regional Director (DRD) Asia Pacific and relevant Regional Officers from the ICAO APAC Regional Office, and the Chair of the RASG-APAC from Colombo, Sri Lanka.

1.3 The Appendix to this working paper presents a summary of the APANPIRG Conclusions and RASG-APAC Decisions directed to ICAO Headquarters, along with suggested ANC responses. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

APANPIRG/27

2.1 The RD Asia Pacific highlighted specific achievements of the APANPIRG/27 which included *inter alia* the establishment of task forces on A-CDM and UAS, as well as the Common Aeronautical VPN Operations Group, which will address the second phase of the CRV project. A very useful graphic showed the implementation progress of regional GANP priorities, with approximately half of them showing good or 'rather good' progress, 4 with partial or slow implementation and 2 where implementation was not seamless or 'far too slow'. The RD also highlighted regional guidance material which might be helpful to other regions, such as the Regional SAR Plan, the Regional Framework for Collaborative ATFM and the Regional ATM Contingency Plan.

2.2 The RD Asia Pacific reminded the ANC of items outstanding from previous APANPIRG Conclusions and Decisions: the publication of global AIS-AIM guidance material, creation of templates for some MET advisory messages, and possible provisions for the competency of aeronautical meteorology personnel.

2.3 The WG/SRP advised the RO that it was in the process of conducting a preliminary review of Annex15 and the new PANS-AIM, and that the Secretariat had committed to prioritising a review of Doc 8126, *AIS Manual*. With regards to SMS provisions for Meteorological Service Providers, the ANC advised that it would be reviewing the report from the October METP meeting in its 204th Session. Competency requirements is a matter that was being coordinated between the METP and the World Meteorological Organisation (WMO).

2.4 The WG/SRP recalled from previous APANPIRG reports that some States were not reporting on implementation of the Seamless ATM plan, but the RD Asia Pacific pointed out that 28 out of 38 States were now regularly reporting progress. A workshop is being held in Fiji in December 2016 targeting Pacific Island States.

2.5 With regards to Conclusion 27/35, the SRP noted the action being taken by the APAC region in terms of filling of flight plans using a combination of items 10 and 18 of the current flight plan form as specified in PANS-ATM. The Technical Officer pointed out that this is a 'workaround solution' imposing the minimum additional cost to service providers, without the need of any automation updates, and one where harmonization can be achieved by inter-regional coordination facilitated by the mechanism already in place for sharing of best practices. It was, however, pointed out this adds complexity and the possibility of errors to the flight plan and that this could cause a safety concern if the information is not correctly provided to air traffic controllers. The meeting also recognized that any amendment to the PANS-ATM provisions to have a specific descriptor for the RNP2 capability should go through an impact assessment for the automated systems which will need updates and this assessment should also consider the coming publication of FF-ICE provisions.

2.6 A question was raised with regards to the robustness and continuity of the Afghanistan contingency plan. The RD confirmed that the Afghan authorities have a contract in place for ATM provision for which funding is secure. A recent meeting in Dubai including stakeholders from IATA, States and the MID and EUR Regional Offices have agreed a contingency plan in case of failure of the ATM provision. The WG/SRP noted with satisfaction that this contingency plan will be a comprehensive one covering all airspace, not just Afghanistan. The RASG-APAC Chair pointed out that ICAO could assist by taking a mediation role in coordinating between States in this respect.

2.7 With regards to the CRV Common Aeronautical Regional Network for the APAC region, the Technical Officer explained that efforts are being made to collaborate with the MID region and that selection of a vendor is pending. The common procurement agreement contains cyber security provisions and will be in the operational manual under development. The priority areas for development in this manual are Escalation Procedures. The TO assured the WG/SRP that the CRV is isolated from the internet and that a minimum level of security is in place, noting that further work was to be done. The TO also pointed out that the region is still awaiting the assignment for a block of addresses for IPv6.

2.8 The WG/SRP commended the work accomplished on the regional SAR plan in light of the GADSS and agreed with the recommendation to share it globally so everyone can benefit and the plan can be further improved.

RASG-APAC/6

2.9 The RD commented that 75% of the States are participating in the RASG – a notable improvement. The average Effective Implementation (EI) for the region is 59.17%. Two States, Nepal and Thailand, have Significant Safety Concerns (SSC). The RD explained that the region has set in place a Combined Action Team (CAT) programme to conduct an assessment and gap analysis of the USOAP Protocol Questions (PQs) in areas with low EI and provide guidance on completing PQs on the CMA Online Framework (OLF); eleven states are planned to be visited in this year. The focus areas for safety in the APAC region remain Runway Safety (RS), Loss of Control Inflight (LOC-I) and Controlled Flight into Terrain (CFIT). Several Safety Enhancement Initiatives (SEIs) are in place for all focus areas, with a total of 21 SEIs developed.

2.10 Key achievements for the RASG include an agreement to establish SMS Go Teams, model Advisory Circulars on Runway Incursion Prevention and Pilot training and a regional capacity building action plan to assist States in building safety oversight capabilities, particularly in the area on qualified personnel (CE-4).

2.11 Noting that 18 States are below the target EI of 60%, the WG/SRP asked how the ANC could assist in improving the EI in the region. The RD Asia Pacific responded that the region's CAT was working well and that in his view, the main issue is lack of qualified personnel, not a lack of political will. In that respect, more training programmes and increased assistance from larger States in the region would continue to be helpful, noting the assistance already provided by Australia, China, Japan and Singapore. The RASG APAC Chair also pointed out that interactions such as the videoconference and closer interactions between ICAO and States would be helpful.

2.12 It was explained that some States' drop in EI was partly due to the relatively small size of the civil aviation authorities compared to the size and complexity of the rapidly growing industry. Thailand and Indonesia for example, recently had significantly reduced EI scores. Detailed Implementation Plans are in place and the RD is hopeful that significant improvement will be seen next year. The RD made the point that ICVMs will only show an increase in EI as they only consider PQs

with previous unsatisfactory answers, while complete audits can show an increase or decrease. Citing Vietnam as an example, he expressed that in his view some States had shown an improvement in the 'mind-set' of the Civil Aviation Authorities,

2.13 Although the WG/SRP noted that the region's accident rate was below the global average, a question was raised as to whether the global average was a meaningful target because global accident rates have remained relatively low and stable over the past 4 years. The WG/SRP speculated that this would need further consideration, perhaps in line with 2019 GASP.

3. CONCLUSION

3.1 The meeting resulted in a meaningful dialogue on the challenges, risks and opportunities in the Asia Pacific region. The WG/SRP also expressed appreciation of the revised template for the recording of Conclusions and Decisions, clearly indicating the problem, expected outcome and responsible party(ies).

3.2 The WG/SRP was very grateful for the time and effort expended by the Chair of the RASG-APAC as well as the Asia Pacific Regional Office staff in engaging in a fruitful exchange. The RD Asia Pacific and the RASG-APAC Chair commented that it had been a valuable experience to exchange directly with the ANC.

4. ACTION BY THE AIR NAVIGATION COMMISSION

4.1 The Air Navigation Commission is invited to:

- a) note the effect the lack of global guidance on AIS-AIM transition is having on implementation and to encourage the completion of the revised Doc 8126 and other guidance material as soon as possible;
- b) consider the suggested responses to Conclusions and Decisions aimed at ICAO Headquarters in the Appendix;
- c) note the comments on the lack of guidance material available on the competency of Meteorological personnel and SMS provisions for MET service providers;
- d) note that the region is still awaiting the assignment of a block of addresses for IPv6; and
- e) note the request for more training programmes and other assistance provided by the more advanced States in the region.

APPENDIX: LIST OF DECISIONS AND CONCLUSIONS REQUIRING HEADQUARTERS RESPONSE

APANPIRG/27

Conclusions Decisions Report §	Synopsis	Suggested ANC Action
D 27/17 §3.2.24	Establishment of an APAC Unmanned Aircraft Systems Task Force to develop regional guidance material that incorporates reference to ASBU B1-RPAS and provides uniform expectations for regulators, ANSPs and operators of small UASL on the management of the ATM aspects of UAS.	Ensure Task Force is made aware of the SUAS-AG best practice material on the ICAO website and the A-39 Technical Commission recommendation that the Council should review proposals for ICAO to develop GM to support safe operation of small UAS.
C 27/28 §3.2.84	ICAO is invited to develop requirements or GM for conducting operational trials in oceanic airspace.	This matter has been considered by the Technical Commission of A-39, and is under consideration by the Secretariat.
C 27/29 §3.3.9	That ADS-B data obtained by a RMA for use in aircraft height-keeping monitoring by means of an ADS-B Height Monitoring System can be sourced from aircraft not subject to an ADS-B related operational approval.	Noted
C 27/35 §3.4.26	RNP2: ICAO is invited to harmonize procedures for how aircraft operators indicate RNP 2 capability in the flight plan until the flight plan format is amendment by ICAO to include RNP2.	See paragraph 2.5 in this paper
C27/47 §3.4.97	Organising a workshop addressing ATSEP competency-based training in APAC region	Noted
C27/48 §3.4.98	Organising a workshop on development and certification procedures for CNS/ATM systems	Noted
C27/54 §3.5.24	To clarify how APANPIRG Conclusions inviting action by ICAO are adopted into the ICAO work programme and actioned. (Referring to APANPIRG/26 Conclusion 53 <i>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..</i>)	Conclusions and Decisions requiring ICAO HQ action are now tracked and visible available on the ICAO webpages. The METP/2 Meeting held from 17 to 21 Oct. 2016 considered WP/6005 related to the issues on tropical cyclone (TC) advisories and TC SIGMETs as described by APANPIRG/26 Concl. 53. The panel formulated draft Recommendation 8/2 which will propose an Amendment 78 to Annex 3/ Technical Regulations [C.3.1] concerning Table A2-2 Template for advisory message for

		tropical cyclones and Table A6-1A Template for SIGMET and AIRMET messages.
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RASG-APAC/6

Conclusion Report §	Synopsys	Suggested Action
6/6 §4.2.1	Expedite development of GM for aircraft tracking during normal operations	Being developed by the NATII Advisory Group and expected by the applicability date of normal aircraft tracking SARPs.
6/12 §4.7.2	Notify ICAO USOAP to trigger validation upon completion of USOAP CAP implementation	Noted
6/15 §4.8.2	ICAO are requested to review the current disclosure system and FAQ on public website, with a view to developing measures to better support the CAAs and industry in responding to or managing public perception on safety, as well as the travelling public (Challenges of safety oversight against increasing transparency)	Noted
6/16 §4.9.2	Post implementation review of ICAO USOAP	Proposal was presented to A39 which recommended an action to the Council for consideration. Note the Assembly 39 Technical Committee conclusion on paper A-39/213.



International Civil Aviation Organization

DRAFT MINUTES

DRAFT
AN Min. 203-6
28/12/16

AIR NAVIGATION COMMISSION**203RD SESSION****Minutes of the Sixth Meeting****(ANC Chamber, Thursday, 1 December 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. Mamphay
Mr. J. Metwalli
Mr. N. Naoumi
Mr. I. Pacheco Serrano
Ms. K.L. Riesenma
Mr. C. Schulthess
Mr. F. Tai
Mr. W. Voss
Mr. H. Yoshimura
Mr. K. Yu

OBSERVERS:

Mr. D. Gamper	– ACI
Mr. T. Fudge	– CANSO
Mr. M.T. Comber	– IATA
Mr. F. Hofmann	– IAOPA
Mr. M. Hohm	– IBAC
Mr. V. Galotti	– ICCAIA
Mr. M.A. Rasooli	– Afghanistan
Mr. P. Machuca	– Colombia
Mr. C.K. Kanga	– Côte d'Ivoire
Ms. E. Koryfidou	– Greece
Mr. S. Dutta	– India
Mr. C. Chávez Cateriano	– Peru

OBSERVERS (cont'd):

Mr. A. Rogov	– Republic of Moldova
Mr. J.M. Duque Marin	– Venezuela

ALSO PRESENT:

Ms. I. Monnier – Alternate to Mr. F. Zizi
Mr. J. Dow – former Commissioner
Mr. P.D. Fleming – former Commissioner
Mr. S. Vuokila – former Commissioner
Mr. P. Ingleton – IBAC

SECRETARIAT:

Mr. R. Macfarlane	– DD/AN
Mr. H. Gourdji	– DD/MO
Mr. M. Costa	– C/AIG
Mr. C.M. Dalton	– C/AMO
Mr. M. Barton	– TO/AMO
Mr. N. Hinchliffe	– TO/AMO
Ms. C. Kim	– TO/AMO
Mr. R. Romero	– TO/AMO
Ms. M. Utsunomiya	– TO/AMO
Mr. Y. Wang	– C/AOI
Ms. R. Luccioli	– TO/AIM/AOI
Mr. A. Shilo	– TO/AOI
Mr. M. Fox	– PM/CRR
Ms. O. de Frutos	– ATO/IMP-AN
Mr. M. Vreedenburgh	– C/IMP-SAF
Mr. A. Zavala	– Consultant/IMP-SAF
Mr. M. Marin	– A/C/OPS
Mrs. N. Barrette-Sabourin	– TS/OPS
Mr. E. Lassooij	– PM/PBN
Mrs. D. Cooper	– PO/PW
Ms. L. Wirtanen	– Précis Writer

1. Consideration of the minutes of the fourth meeting was *deferred*.

**20303 Preliminary review of proposed amendments to Annex 15 and new PANS-AIM, and consequential amendments to Annexes 3, 4, 6, 9, 10, 11 and 14, PANS-ATM, PANS-OPS, PANS-ABC and PANS-Aerodromes
AN-WP/9068 and AN-WP/9068.PDP**

2. TO/AIM introduced AN-WP/9068 which presented the preliminary review of proposed amendments, arising from the twelfth meeting of the Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) Study Group (AIS-AIMSG/12), to Annex 15 — *Aeronautical Information Services*, new *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM) and consequential amendments to Annex 3 — *Meteorological Service for International Air Navigation*, Annex 4 — *Aeronautical Charts*, Annex 6 — *Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes*, Annex 9 — *Facilitation*, Annex 10 — *Aeronautical Telecommunications*, Volume I — *Radio Navigation Aids* and Volume II — *Communication Procedures including those with PANS status*, Annex 11 — *Air Traffic Services*, Annex 14 — *Aerodromes*, Volume I — *Aerodrome Design and Operations* and Volume II — *Heliports, Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), *Procedures for Air Navigation Services — Aircraft Operations*, Volume I — *Flight Procedures* and Volume II — *Construction of Visual and Instrument Flight Procedures* (PANS-OPS, Doc 8168), *Procedures for Air Navigation Services — ICAO Abbreviations and Codes* (PANS-ABC, Doc 8400) and *Procedures for Air Navigation Services — Aerodromes* (PANS-Aerodromes, Doc 9981).

3. The Chairperson of the ANC Working Group on AN Programme Deliverables Production (AN-WG/PDP) introduced AN-WP/9068.PDP which presented the results of the working group's review of AN-WP/9068.

4. The Commission then began its review of the working paper using AN-WP/9068.PDP as the basis for discussion. The President underscored that the items related to a general cleaning exercise, which had been identified by the working group, would be addressed as future work and not be considered as part of this discussion.

5. Turning to the Initial Proposals (IPs) related to Annex 15, on IP 1 (PANS-AIM creation), page A-1, an editorial change suggested by TO/AIM, in line 3, to replace the wording “to framework” by “to enable” was *agreed*.

6. Referring to IP 14 (English language proficiency), on page A-4, the AN-WG/PDP Chairperson indicated that while the working group had recommended the removal of this requirement from the proposal, it had identified the need to review this issue holistically across a range of professions, mentioning, in particular, meteorology personnel, dispatchers, ground handlers and inspectors. A general remark was that the issue of English language proficiency had been identified on various occasions, including the MET Divisional Meeting. The Commission *agreed* with the recommendation of the AN-WG/PDP and requested the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) to determine how the various expert groups should be tasked, addressing as possible strategies the general question of English proficiency for non-operational professions or dealing specifically on a discipline-by-discipline basis.

7. Another comment emphasized that an overall review was needed which not only addressed language issues but also ensured that the required technical competencies for this group of professions were well defined, which could be undertaken through a revision of the competency-based training specifications in the PANS-Training. Noting that work was underway on professional competencies, the President remarked that a separate discussion would be needed to discuss this issue in depth and identify the connections among the disciplines.

8. In IP 15 (aeronautical information updates), on page A-5, it was remarked that a review of the PANS-AIM had not found any specifications related to a major change. In concurring with the comment, TO/AIM suggested that in view of the expansion of guidance material and the revision of the *Aeronautical Information Services Manual* (Doc 8126), the Note be changed to read as follows: “Guidance material on what constitutes a major change is included in Doc 8126.” The Commission *agreed* with this proposal.

9. In IP 16 (NOTAM – improvement proposals), on page A-5, attention was drawn to paragraph 5.4.2.6 which the AN-WG/PDP recommended should be clearly identified in the State letter as a new requirement with a dedicated impact assessment. A concern raised was that it might take a few more years to accommodate this provision in the case of States that have different formats for domestic and international NOTAMs. The President noted that the State consultation would provide clarity on this issue. The Commission *agreed* with the recommendation by the AN-WG/PDP.

10. Also in IP 16, related to paragraph 6.3.2.3, in referring to the AN-WG/PDP discussion on whether to include “conflict zones” as an example of information to be included in a NOTAM, a concern was expressed that States should be able to provide information on areas where military exercises were being held in their territories. It was questioned why this important information which impacted aviation safety was only included in the Conflict Zone Information Repository and not in a NOTAM for operators and airlines. Explaining that this issue had not been analysed as part of this amendment proposal, TO/AIM remarked that it would be addressed appropriately as part of future work. The Commission *agreed* with the recommendation by the AN-WG/PDP.

11. The following IPs related to Annex 15 were *agreed* without change: IP 1 (restructured Annex 15 Table of Contents), IP 1 (Annex 15 text relocation) and IP 2 (data quality requirements) on page A-1; IP 3 (introduction of a data catalogue), IP 4 (split of data origination requirements from data publication requirements), IP 5 (digital datasets) and IP 6 (Aeronautical Information Product) on page A-2; IP 9 (originator, origination – terminology), IP 10 (next intended user – terminology), IP 12 (aeronautical chart) and IP 13 (vertical reference system) on page A-4; IP 17 (formal arrangements through the whole data chain) on page A-6; IP 18 (pre-flight information services and post-flight information services), IP 19 (CRC – performance-based requirements), IP 20 (quality management system), IP 21 (telecommunication requirements), and IP 22 (aerodrome mapping database, deleted text) on page A-7; IP 23 (terrain and obstacle data product specifications, deleted text), IP 24 (AIP, deleted text), IP 25 (NOTAM requirements, deleted text), IP 26 (pre-flight information, deleted text), IP 27 (AIRAC, deleted text) and IP 28 (horizontal reference system, deleted text).

12. The following IPs related to Annex 15 were *agreed* with the changes recommended by the AN-WG/PDP: IP 7 (paper vs electronic) and IP 8 (AIP, AIP Supplements, AIC and Aeronautical Charts) on page A-3; and IP 11 (danger areas, prohibited area, restricted area) on page A-4.

13. The Commission then turned to the IPs related to the proposal for the PANS-AIM on page A-8. In regard to IP 1 (PANS-AIM creation), on page A-9, the recommendation of the AN-WG/PDP as amended by the editorial change suggested by TO/AIM, in line 3 of the rationale, to replace the wording “to framework” by “to enable” was *agreed*.

14. In IP 10 (Quality management), on page A-11, the Commission *agreed* with the AN-WG/PDP recommendation to delete the last sentence of Note 2 to 3.1.3. Referring to Note 4 related to the guidance material contained in the *Aeronautical Information Management Training Development Manual* (Doc 9991), it was proposed that the wording “to be developed” be deleted in view of the action that would be taken to provide this guidance material by the effective date. TO/AIM indicated that the Secretariat was working to ensure that the guidance material would be available by the effective date. It was *agreed* that the wording be removed in order to maintain consistency when making reference to guidance material in an Annex. The President suggested that conducting a project monitoring exercise at

the final review stage might affect the applicability date should the guidance material be considered completely necessary.

15. The following IPs related to the PANS-AIM were *agreed* without change: IP 1 (New PANS-AIM - Table of Contents) on page A-8; IP 1 (New PANS-AIM – Indication of text relocation) and IP 2 (data quality requirements) on page A-9; IP 3 (Aeronautical Information Product), IP 4 (originator, origination – terminology) and IP 7 (Aeronautical Chart) on page A-10; IP 9 (Data protection) and IP 11 (Data origination requirements) on page A-11; IP 14 (Pre-flight information services) on page A-13; IP 18 (NOTAM format), IP 19 (SNOWTAM format) and IP 20 (ASHTAM format) on page A-15.

16. The following IPs related to the PANS-AIM were *agreed* with the changes recommended by the AN-WG/PDP: IP 5 (Next intended user – terminology), IP 6 (Danger area, prohibited area and restricted area definitions to be deleted) and IP 8 (Aeronautical Information Management) on page A-10; IP 12 (Digital datasets) on page A-11; IP 13 (Aeronautical Information Products in a standardized presentation) on page A-12; IP 15 (NOTAM – improvement proposals) on page A-13; IP 16 (Introduction of a data catalogue) on page A-14; and IP 17 (Changes to the content of the AIP) on page A-15.

17. Turning to PANS-AIM amendment proposed for applicability on 5 November 2020), starting on page A-15, regarding IP 1 (Changes to the SNOWTAM format) TO/AIM remarked that the editorial changes to the SNOWTAM format had been made to ensure that the format was compliant with the examples. In regard to the issue raised by the AN-WG/PDP related to snowbanks on taxiways, she indicated that this had been fully coordinated with the Friction Task Force which had recently confirmed that it would be sufficient to only provide information on snowbanks on the taxiway without a reference in terms of distance from the centre line of the taxiway. She pointed out that this input would be integrated in the PANS-AIM as soon as possible in time for the applicability date. The Commission *agreed* with this course of action.

18. The following IPs related to consequential amendments were *agreed* without change: IP 1 (Annex 3 – change of references) and IP 1 (Annex 4 – data quality requirements) on page A-16; IP 2 (Annex 4 – CRC – Performance-based requirements) and IP 1 (Annex 6, Part 1 – change in references) on page A-17; IP 1 (Annex 10, Volume II – change of references), IP 1 (Annex 11 – data quality requirements); IP 2 (Annex 11 – CRC – Performance-based requirements); IP 3 (Annex 11 – change of references), IP 1 (Annex 14, Volume I – change of references), IP 2 (Annex 14, Volume I – data quality requirements) and IP 3 (Annex 14, Volume I – CRC – Performance-based requirements) on page A-18; IP 1 (Annex 14, Volume II – data quality requirements), IP 2 (Annex 14, Volume II – CRC – Performance-based requirements), IP 3 (Annex 14, Volume II – change of references), IP 1 (PAN-ATM – change of references) and IP 1 (PANS-OPS – change of references) on page A-19; IPs 1 and 2 (PANS-OPS), IP 1 (PANS-ABC – change of references) and IP 1 (PANS-Aerodromes, 2020 applicability – changes to SNOWTAM format).

19. The following IPs related to consequential amendments were *agreed* with the changes recommended by the AN-WG/PDP: IP 1 (Annex 9 – change of references) and IP 1 (Annex 10, Volume I – change of references) on page A-17.

20. The Commission then considered the recommendations proposed by the AN-WG/PDP related to the clean versions of Annex 15 and the PANS-AIM, on pages A-20 and A-23, respectively. The approach of the working group had been to recommend amendments if they were considered to be straightforward and to refer to future work any proposals that required consultation or investigation. TO/AIM remarked that the Secretariat concurred with the proposal of the AN-WG/PDP and had included those proposals which were easily integrated and taken as future work the ones which required consultation.

21. It was remarked that many Standards were drafted by technical experts without legal backgrounds or knowledge of ICAO's technical legislation. The internal review process in this regard was considered very important in order to ensure the quality of the Standards from a technical standpoint as well as from a legal perspective. Concurring with these remarks, PM/PBN indicated that it was important to adhere to the Standards-for-Standards process. He remarked that it was the task of the Secretariat to ensure that the proposals for amendment arising from panels were correctly drafted. Acknowledging that there were other areas in Annex 15 that could be improved, he indicated that this work would be addressed in the future.

22. On page A-27, related to the impact assessments, the discussion then focused on the resources needed to ensure the availability of guidance material by the effective date. It was noted that Doc 9991 would also be expected to be published at that time. In order to provide clarity to the States on the availability of the guidance material, it was proposed that the State letter include a guidance development plan that would explain the status of the documents and the expected delivery. It was also suggested that the State letter include a request for assistance on a short-term basis, secondment or other means to develop the guidance material. The Secretary remarked that managing the feedback from States on such a complex State letter would be a challenge, and he acknowledged that, for the roll-out of the final amendment package, assistance would be needed. In welcoming ideas for the State letter, he indicated that the Secretariat would develop the right strategy, underscoring that the structure of the State letter would ultimately fall under the purview of the Secretary General.

23. Referring to the final review of the State consultation, which was recommended by the Secretariat to be tabled by the ANC in the 206th Session, the President of the Commission underscored the importance of allowing sufficient time for the preparation of the State letter and for the review by States, in order to conduct an in-depth final review. The importance of providing the ANC with the language versions of the amendments prior to issuing the State letter was emphasized.

24. Appreciation was expressed to everyone involved in the work on the amendment proposal.

25. Concluding its consideration of AN-WP/9068 and AN-WP/9068.PDP, the Commission:

- a) *noted* the review of AN-WP/9068 conducted by the AN-WG/PDP and *decided* on the action to be taken on all matters raised therein;
- b) *reviewed* the proposal for the restructuring of Annex 15 as contained in Appendices A and B to AN-WP/9068;
- c) *reviewed* the proposals for amendment to Annex 15 as contained in Appendix C and consequential amendments to Annexes 3, 4, 6 Part 1, 9, 10 Volumes I and II, 11, 14 Volumes I and II, and the PANS-ATM, PANS-OPS Volumes I and II, PANS-ABC and PANS-Aerodromes as contained in Appendices H to U to AN-WP/9068;
- d) *agreed* that the proposed new structure and the proposed amendments, as modified by action in a), b) and c) above, be transmitted to States and appropriate international organizations for comments;
- e) *reviewed* the proposal for the new *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM, Doc 10066) as contained in Appendices D, E, F and G to AN-WP/9068;
- f) *agreed* that the proposal for the new *Procedures for Air Navigation Services – Aeronautical Information Management* (PANS-AIM, Doc 10066), as modified by action in a) and d) above, be transmitted to States and appropriate international organizations for comments;

- g) *agreed* that the applicability date for the proposed amendments to Annex 15, the new PANS-AIM (except as indicated in h) below), and the consequential amendments to Annex 3, 4, 6 Part 1, 9, 10 Volumes I and II, 11, and 14 Volumes I and II, PANS-ATM, PANS-OPS Volumes I and II and PANS-ABC be indicated as 8 November 2018;
- h) *agreed* that the applicability date for the proposed amendments to the SNOWTAM format and associated examples in the PANS-AIM, as contained in Appendix G, and the consequential amendment to the PANS-Aerodromes, as contained in Appendix U, be indicated as 5 November 2020;
- i) *reviewed* the impact assessments for the proposed changes as contained in Appendix X to AN-WP/9068;
- j) *requested* the Secretary to present the results of the consultation in d) and f) above for final review by the Commission in its 206th Session;
- k) *requested* the Secretary to establish an expert group to assist in the development and revision of guidance material in support of the implementation of the amendments;
- l) *agreed* on the need to develop a proposal for the systematic cleaning of Annexes;
- m) *requested* the Secretary to provide a briefing on the structure and hierarchy of ICAO documents, particularly related to PANS;
- n) *agreed* on the need to schedule tasks necessary to develop and revise guidance material in the Air Navigation Work Programme; and
- o) *requested* the AN-WG/SRP to consider the need for analysis of English language proficiency and competencies of AIM professionals;

20320 Review of the reports of the twenty-seventh meeting of the ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG/27) and the sixth meeting of the Regional Aviation Safety Group Asia and Pacific Regions (RASG-APAC/6) AN-WP/9085

26. The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9085 which presented the group's review of the reports of the twenty-seventh meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/27) and the sixth meeting of the Regional Aviation Safety Group Asia and Pacific Regions (RASG APAC/6).

27. Referring to paragraph 2.7, on the cyber security provisions contained in the procurement agreement, interest was expressed in knowing what type of specifications had been considered necessary, and it was suggested that the Secretariat might consider gathering the specifications that existed in various networks of the same nature.

28. A query was raised on how the new Global Aviation Safety Plan (GASP) and roadmap had been delivered to the regional groups and what direction should be provided in order to ensure that the implementation plans were based on their needs. C/IMP-SAF explained that prior to Assembly endorsement, every RASG meeting had been informed of the new edition of the GASP, roadmap and safety performance indicators. The regions had been requested to take actions and provide feedback for the next edition of the GASP. He noted that the follow-up on the implementation of the GASP at a regional level was an ongoing process through the RASGs.

29. The AN-WG/SRP Chairperson remarked that some of the regions had been establishing task forces or projects to deal with the small UAS issue and might not be aware that the small UAS study

group had developed material to promote harmonization which would be soon be published on a website. C/IMP-SAF remarked that the information had now been conveyed to the Regional Offices. The Secretariat had advised that the website would be launched on 7 December 2016.

30. In the appendix, Conclusion D 27/17, line 4, a typographic correction was to replace “UASL” by “UAS”.

31. The AN-WG/SRP Chairperson proposed that a paper be presented by the AN-WG/SRP in the 204th Session which would highlight the lessons learned and common issues that had been identified during the review of the regional group reports. The Commission *agreed* with this course of action.

32. Concluding its consideration of AN-WP/9085, the Commission:

- a) *noted* the effect that the lack of global guidance on AIS-AIM transition was having on implementation and *encouraged* the completion of the revised Doc 8126 and other guidance material as soon as possible;
- b) *considered* the suggested responses to the Conclusions and Decisions aimed at ICAO Headquarters in the appendix to AN-WP/9085;
- c) *noted* the comments on the lack of guidance material available on the competency of meteorological personnel and SMS provisions for the MET service providers;
- d) *noted* that the region was still awaiting the assignment of a block of addresses for IPv6; and
- e) *noted* the request for more training programmes and other assistance provided by the more advanced States in the region.

**20321 Review of the reports of the fourth meeting of the CAR/SAM Regional Planning and Implementation Group Programmes and Projects Review Committee (GREPECAS/PPRC/4) and the ninth meeting of the Regional Aviation Safety Group — Pan America (RASG-PA/9)
AN-WP/9086**

33. The AN-WG/SRP Chairperson introduced AN-WP/9086 which presented the outcomes of the group’s review of the fourth meeting of the CAR/SAM Regional Planning and Implementation Group Programmes and Projects Review Committee (GREPECAS/PPRC/4) and the ninth meeting of the Regional Aviation Safety Group — Pan America (RASG-PA/9).

34. In regard to paragraph 2.2, it was underscored that work on Volume III of the CAR-SAM e-ANP would not be delayed until 2019, noting that other regions had already reached the approval phase. Referring to paragraph 2.3, it was remarked that aerodrome certification challenges had also been raised in the discussions on the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) during the Steering Committee meeting held at Headquarters on 30 November 2016. On paragraph 2.9, in line 3, an editorial correction was to replace “RSVSOP” by “SRVSOP”.

35. Concluding its consideration of AN-WP/9086, the Commission:

- a) *noted* the effect of the lack of global guidance on AIS-AIM transition on implementation;

- b) *requested* the Secretary to continue to provide guidance to the region with respect to the publication of the new regional e-ANP Volume III; and
- c) *noted* draft Decision 4/2 of GREPECAS/PPRC (Resolution of Aeronautical Meteorology Deficiencies: States and WMO work together to conduct training courses) in light of other regions' similar comments.

20322 Review of the report of the fifty-second meeting of the North Atlantic Systems Planning Group (NAT SPG/52)
AN-WP/9087

36. The AN-WG/SRP Chairperson introduced AN-WP/9087 which presented the group's review of the report of the fifty-second meeting of the North Atlantic Systems Planning Group (NAT SPG/52). An editorial correction was noted in paragraph 1.3 to replace "2 conclusions" by "21 conclusions". On paragraph 2.1, the Chairperson added that the Volcanic Ash Contingency Plan had been made available for other regions on the ICAO portal.

37. Referring to Conclusion 52/12, which had not been covered in the AN-WG/SRP's review, C/AMO remarked that this proposal for amendment of the NAT *Regional Supplementary Procedures* (Doc 7030) to implement the ADS-B in-trial procedure had not been circulated because of a conflict with the PANS-ATM. He noted that this issue would be addressed by the Separation and Airspace Safety Panel (SASP).

38. Concluding its consideration of AN-WP/9087, the Commission *noted* the NAT SPG/52 Report and the report of the AN-WG/SRP thereon.

20323 Review of the report of the fifth meeting of the Regional Aviation Safety Group — Middle East (RASG-MID/5)
AN-WP/9088

39. The AN-WG/SRP Chairperson introduced AN-WP/9088 which presented the group's review of the fifth meeting of the Regional Aviation Safety Group — Middle East (RASG-MID/5).

40. In regard to paragraph 2.7, which noted the effective implementation (EI) rate for Syria as being 53.66 per cent, the difficulty of providing indicators that represented the current situation was underscored. The Secretary expressed caution in basing the indicators on anything other than absolute fact. He added that other factors beyond the EI needed to be considered when assessing the capability of a State to operate aircraft and pointed out that the practitioners around the world would know how these indicators should be used. While mentioning that developing guidance material on how to use the indicators might be a possibility in the future, he cautioned that not too much time be spent in developing the specifics in this environment.

41. Referring to paragraph 2.5, it was remarked that the high-level meeting related to regional safety oversight organizations (RSOOs) planned for 2017 would be a positive step in ensuring the successful functioning of the RSOOs. C/IMP-SAF indicated that the RSOOs for Global Aviation Safety Conference would be organized by ICAO and EASA and hosted by Swaziland from 22 to 24 March 2017. The conference would bring together RSOOs from around the world with the objective of enhancing the implementation of RSOOs and other mechanisms in order to support States with the implementation of safety oversight systems. The focus of the first two days would be on gathering the experiences of different regions and the third day would address issues at the ministerial level and examine options on how to improve the functioning and sustainability of RSOOs in Africa.

42. In the appendix, C/IMP-SAF informed that action arising from Conclusion 5/17 along with C-DEC 208/14, referring to the revision of the RASG terms of reference, would be addressed by Headquarters.

43. A proposal was raised to include in the next revision of the GASP the issue of mid-air collision (MAC), which had been identified in this paper as well as the reports for NAT SPG, RASG-PA and RASG-APAC. It was noted that the AN-WG/SRP's paper, which would provide a summary of the common issues of the various groups, would provide feedback for the strategy on how to amend the global plans.

44. Concluding its consideration of AN-WP/9088, the Commission:

- a) *noted* the RASG-MID/5 Report and the report of the AN-WG/SRP thereon;
- b) *approved* the actions recommended in the appendix to AN-WP/9088 with regard to the Conclusion;
- c) *noted* the progress on the establishment of the MENA RSOO and *agreed* to highlight to the Council the potential benefits and challenges;
- d) *noted* the challenges related to the functioning of the RSOOs and the action taken to hold an RSOO Conference in 2017; and
- e) *agreed* that, during the development of the 2019 edition of the GASP, consideration be given to how recent occurrences and developments, such as accidents, incidents or political/security situations, should be accounted for in the reporting of safety KPIs.

Other business

Lithium battery classification

45. The Secretariat had been informed that the UN Economic and Social Council (ECOSOC) had agreed to review the granularity of the lithium battery classification as proposed by ICAO. The President remarked that although much work still remained, this decision was a positive step in progressing the lithium battery issue in the right direction.

Appreciation for and Farewell to Mr. Farid Zizi, the outgoing ANC President

46. The Dean of the Commission, Mr. Alexander Korsakov expressed his sincere appreciation to the outgoing President, Mr. Farid Zizi, for his outstanding work and leadership over the past three years and for his many accomplishments. Mr. Michael Comber, Observer of IATA, speaking on behalf of the industry observers, acknowledged the leadership of the President. The Secretary expressed appreciation for many accomplishments achieved under Mr. Zizi's leadership. The First Vice President of the Commission presented Mr. Zizi with a diploma attesting to his service with the ANC. The President took the opportunity to thank present and past ANC colleagues, as well as members of the Secretariat.

47. The meeting *adjourned* at 1315 hours.

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