



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**
**1.3: Review status of implementation of APANPIRG outstanding
Conclusions and Decisions**

**STATUS OF IMPLEMENTATION OF OUTSTANDING APANPIRG
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents the current status on the follow-up action taken by States and ICAO on the outstanding APANPIRG Conclusions and Decisions.

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*
- E: **Environmental Protection** — *minimize the adverse environment effects of civil aviation activities.*

Refer Para 3 for action by APANPIRG/28

1. INTRODUCTION

1.1 APANPIRG/27 reviewed the progress made on the outstanding Conclusions and Decisions including the Conclusions and Decisions of its 26th Meeting. The Meeting also noted the information provided on the follow-up action taken by States and ICAO on the outstanding Conclusions and Decisions of the Group's earlier meetings. The Group acknowledged that significant progress has been made in completing required action on the outstanding APANPIRG Conclusions and Decisions, and recommended continued action for completion of the outstanding items.

2. DISCUSSION

2.1 Out of the 8 outstanding Conclusions [23/21, 23/38, 26/9, 26/22, 26/28, 26/50, 26/53 & 26/58] up to APANPIRG/26, the follow-up actions taken by States and ICAO on 7 Conclusions were completed/closed and 1 Conclusion [26/50] is in progress. The present status of the outstanding Conclusions and Decisions up to APANPIRG/26 are given in **Appendix A** to this Working Paper.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to note the progress made on the outstanding Conclusions and Decisions up to APANPIRG/26 as given in **Appendix A** to this paper.

— — — — —

Status of Outstanding Conclusions/Decisions – Action Plan

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 23/21	IMS Operational Concept	<p>That, ICAO be invited to</p> <p>a) develop IMS Operational Concept and expedite finalization of IPv6 network configuration; and</p> <p>b) conduct cost-benefit analyses for the implementation of an IPv6 network and IMS/SWIM at regional level.</p>	<p>ICAO HQ ANB/IIM</p> <p>APANPIRG/ ATNICG</p>	<p>IPv6 network configuration at global level</p> <p>CBA for IP based regional common network</p> <p>Input for States to make their CBA for national IMS/SWIM implementation</p>	<p>March 2015 Revised target date December 2017</p> <p>April 2014</p> <p>December 2016</p>	<p>CLOSED IPv6 address allocation being progressed by WG-I of Communications Panel</p> <p>COMPLETED (initial version in April 2014 and updated in April 2015 after Request for Information)</p> <p>COMPLETED Chapter 2.4 SWIM USE OF SERVICE-ORIENTED ARCHITECTURE (SOA) of the Doc 100039 Manual on System Wide Information Management (SWIM) Concept</p>	

Status of Outstanding Conclusions/Decisions – Action Plan

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 23/38	A SIP Workshop on Radio Spectrum Management	That, a Special Implementation Programme (SIP) Workshop on radio spectrum management including revision to the overall ICAO Spectrum Policy and relevant frequency assignment planning criteria be organized in the Asia/Pacific Region.	ICAO APAC office	SIP Workshop on radio spectrum management conducted	Proposed SIP for 2014 and 2015 was not approved. Revised target date 2016	COMPLETED Workshop held from 18 to 21 October 2016: https://www.icao.int/APAC/Meetings/Pages/2016-FF-Workshop.aspx	
C 26/9 A & B	Asia/Pacific Regional Framework for Collaborative ATFM	That, regarding the Asia/Pacific Regional Framework for Collaborative ATFM Version 1.0 (APANPIRG/26/WP07/Appendix A), and the Regional ATFM Concept of Operations Version 1.0 (APANPIRG/26/WP07/Appendix B), ICAO be requested to:	ICAO APAC Office	State Letter r	1 October 2015	COMPLETED T 3/10.0 – State Letter AP129/15 (ATM) dated 18 September 2015	
		a) make the Framework and the Concept of Operations available on the ICAO Asia/Pacific Regional Office web site, replacing the earlier APAC ATFM Regional Concept of Operations and ATFM Communications Handbook for the Asia Pacific Region; and	ICAO APAC Office	Upload of the ATFM CONOPs onto the APAC website	1 October 2015	COMPLETED	
		b) reference the Framework within the Asia/Pacific Seamless ATM Plan.	ICAO APAC Office	Referencing with the Seamless ATM Plan during the Plan review	1 October 2016	COMPLETED	

Status of Outstanding Conclusions/Decisions – Action Plan

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 26/22 A & B	Asia/Pacific SAR Plan	That, regarding the Asia/Pacific Search and Rescue (SAR) Plan Version 1.0 attached as APANPIRG/26/WP07/Appendix R, ICAO be requested to:	ICAO APAC Office	State Letter	1 October 2015	COMPLETED State Letter T 3/10.0 – AP134/15 (ATM) dated 18 September 2015	
		a) make the SAR Plan available on the ICAO Asia/Pacific Regional Office web site;	ICAO APAC Office	IOM to HQ	1 October 2015	COMPLETED	
		b) reference the SAR Plan within the Asia/Pacific Seamless ATM Plan;	ICAO APAC Office	Upload of the SAR Plan onto the APAC website	1 December 2015	IOM ref no. T3/10.0 - AP-ATM0094/15	
		c) add the following elements to the Asia/Pacific Seamless ATM monitoring and reporting scheme: <ul style="list-style-type: none"> • SAR Regulatory and Coordination Mechanisms; • SAR Facilities and Assets; • SAR Information; • SAR Improvement; and 	ICAO APAC Office	Update of the Seamless ATM Monitoring System to incorporate the four new SAR elements	1 July 2017	CLOSED This task has been overtaken and subsumed within the new 41 element process signed off under a Conclusion 16 of APANPIRG/27	
		d) conduct Asia/Pacific SAR Planning and Implementation Seminars/ Workshops for Asia/Pacific States.		Conduct of Asia/Pacific SAR Planning and Implementation Seminars/ Workshops		CLOSED Invitations for the SAR Seminar circulated.	

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 26/28 A & B	Asia/Pacific LHD Hot Spot Action Plans	<p>That, the following Regional Monitoring Agencies (RMAs), States and ATC units should take urgent action to establish a scrutiny group or an alternate means to address the following Large Height Deviation (LHD) hot spot areas and present Action Plans and details of progress made to the ICAO Regional Office, prior to 01 January 2016:</p> <p>a) MAAR, India, Myanmar and Malaysia – Kolkata/Chennai FIRs interface with Yangon/Kuala Lumpur FIRs;</p> <p>b) PARMO, China RMA, JASMA, MAAR, China, Japan, Republic of Korea and Taipei Area Control Centre (ACC) – Incheon FIR AKARA Corridor interface with Shanghai/Fukuoka/Taipei FIRs;</p> <p>c) China RMA, MAAR, China and Hong Kong China – Hong Kong FIR interface with Guangzhou/Sanya FIRs;</p> <p>d) MAAR, AAMA, JASMA, Hong Kong China, Indonesia, Japan and the Philippines – Manila FIR interface with Fukuoka/Hong Kong China/ Singapore/Ujung Pandang FIRs; and</p> <p>e) China RMA, MAAR, China and Pakistan – Urumqi FIR interface with Lahore FIR.</p> <p><i>Note1: the RMAs in bold were expected to take the lead in organising the scrutiny groups or alternative means to address the issues.</i></p> <p><i>Note 2: BOBASIO (Bay of Bengal Arabian Sea Indian Ocean) in agreement with MAAR has been identified as a scrutiny group for BOBASIO States in respect of the BOBLHD Hot spot Action Plan.</i></p>	ICAO APAC Office	State Letter	1 October 2015	COMPLETED State Letter T 3/10.0 – AP133/15 (ATM) dated 18 September 2015	
			Relevant APAC States, MAAR, PARMO, China RMA, JASMA, AAMA	Conduct of Hot Spot Scrutiny Groups	1 July 2016 Revised target date- July 2017	Follow up Reports were made by the scrutiny Groups at RASMAG/22 held on 10 to 13 July 2017.	

[illegible]

Status of Outstanding Conclusions/Decisions – Action Plan

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 26/53 A & B	Tropical Cyclone Advisory (TCA) and SIGMET messages	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 of the information.	ICAO	Decision on development of Annex 3 amendment proposal	September 2016. Revised to October 2016	COMPLETED Proposal for the amendment of Annex 3 (Ref.: AN 10/1-17/41, 7 April 2017) contains proposals to amend Annex 3 that would enable greater clarity in the presentation of information about tropical cyclones. These proposals are reflected in proposals for related changes in SIGMET information.	

Status of Outstanding Conclusions/Decisions – Action Plan

Conclusion / Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status	Action by ANC
C 26/58 A & B	Competency of aeronautical meteorological personnel	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) on the competency of AIS personnel, with appropriate reference to relevant WMO material on competency and qualification of aeronautical meteorological personnel, in order to align the provisions concerning the required competency of operational personnel.	ICAO	Decision on development of Annex 3 amendment proposal	September 2016 Revised target date- October 2016	COMPLETED Proposal for the amendment of Annex 3 (Ref.: AN 10/1-17/41, 7 April 2017) contains proposals to amend Annex 3 that would provide greater clarity with regard to the qualification and competency, education and training of personnel engaged in the provision of meteorological service for international air navigation (i.e. aeronautical meteorological personnel). The proposal brings the ICAO provisions in line with the requirements of the World Meteorological Organization (WMO) in this regard.	

Status of Outstanding Conclusions/Decisions – Action Plan

* **Note: 1)** ICAO has established the following Strategic Objectives for the period 2005-2010:

A: Safety - Enhance global civil aviation safety; **B: Security** - Enhance global civil aviation security; **C: Environmental Protection** - Minimize the adverse effect of global civil aviation on the environment; **D: Efficiency** - Enhance the efficiency of aviation operations; **E: Continuity** - Maintain the continuity of aviation operations; **F: Rule of Law** - Strengthen law governing international civil aviation.

Note: 2) ICAO has established the following Strategic Objectives for the period 2011 -2013:

A: Safety - Enhance global civil aviation safety; **B: Security** - Enhance global civil aviation security; Strategic Objective **C: Environmental Protection and Sustainable Development of Air Transport** — Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment.

Note: 3) ICAO has established the following Strategic Objectives for the period 2014 -2016 and 2017 – 2019 as well.

A: Safety – Enhance global civil aviation safety; **B: Air Navigation Capacity and Efficiency** – Increase capacity and improve efficiency of the global civil aviation system
C: Security and Facilitation – Enhance global civil aviation security and facilitation; **D: Economic Development of Air Transport** – Foster the development of a sound and economically-viable civil aviation system; **E: Environmental Protection** – Minimize the adverse environmental effects of civil aviation activities.