



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY NINTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/29)**
Bangkok, Thailand, 3 to 5 September 2018
Agenda Item 1B: Follow-up on the Outcome of APANPIRG/28 Meeting
**1B.1: Review of the action taken by the ANC and the Council on the report of
APANPIRG/28**
**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION
ON THE REPORT OF THE APANPIRG/28**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the Report of the Twenty Eighth Meeting of APANPIRG (APANPIRG/28).

Action by APANPIRG/28 is in paragraph 3.

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the Report of the APANPIRG/28 (Bangkok Thailand 11 to 14 September 2017) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP). The WG/SRP reviewed the Report on 8 November 2017 in Working Paper AN-WP/9168. The **Attachment A** to Working Paper AN-WP/9168 presented the summary of APANPIRG/28 Conclusions directed to ICAO Headquarters, 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.

2. ANC ACTIONS ON APANPIRG/28 REPORT

2.1 The Air Navigation Working Paper (AN-WP/9168) on the review of the Report of the 28th 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 Minutes of the 206th Session of the ANC held on 16 November 2017 is placed at **Attachment B** to this Working Paper where the Commission:

- a) noted the APANPIRG/28 and RASG-APAC/7 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9168;
- b) considered the suggested actions regarding conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9168, and

- c) considered developing methods, in collaboration with the Secretariat, on how to provide to the Commission visibility of regional ASBU implementation status and forecasts with the objective of facilitating analysis in advance of its review of the GANP 2019.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the action taken by the Commission on the APANPIRG/28 Report, as outlined in this Working Paper and attached in appendix to Working Paper AN-WP/9168 with respect to APANPIRG/28 Conclusions related to ICAO HQ; and
- b) include the follow-up actions in the work programme of APANPIRG as necessary.

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International Civil Aviation Organization

WORKING PAPER**AIR NAVIGATION COMMISSION**

**REVIEW OF THE REPORTS OF THE TWENTY-EIGHTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP
(APANPIRG/28)**

AND

**THE SEVENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP ASIA AND
PACIFIC REGIONS (RASG-APAC/7)
(Item 20624)**

(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/28 and RASG-APAC/7 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 Regional Office</p>
<p style="text-align: center;">REFERENCES</p> <p>*APANPIRG/28 report *RASG-APAC/7 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-eight meeting of the APANPIRG was held in Bangkok, Thailand from 11 to 14 September 2017. The meeting was attended by 163 participants from 28 States, two Special Administrative Regions of China and six International Organisations. The seventh meeting of the RASG-APAC was held in Bangkok, Thailand from 3 to 5 July 2017. It was attended by 88 participants from 20 States/Administrations and 9 International Organisations and industry partners.

1.2 The WG/SRP reviewed both reports on 8 November 2017. The meeting was also attended via remote videoconference by the Regional Director (RD) and Deputy Regional Director (DRD) Asia and Pacific (APAC) 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 and specific Conclusions discussed by the WG/SRP, along with suggested ANC responses. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The RD APAC Regional Office highlighted that key achievements since our last discussion included the resolution of the region's two Significant Safety Concerns (SSC) and that five States had improved their Effective Implementation (EI) score above 60%. The region's average EI stands at 59.6% and was expected to move closer to the global average of 64.68% once the EI scores of some States which recently underwent USOAP activities were validated.

2.2 The RD APAC advised the WG/SRP that some of the key issues for the APAC region included, *inter alia*, the rapid growth of air operators and fleets in comparison with regulatory capabilities (in terms of technical & financial resources and training of inspectors), insufficient active participation of States at PIRG and RASG working level meetings to progress agreed-upon actions, the slow pace of AIS-AIM transition, PBN and PBCS implementation, and lack of civil-military cooperation.

APANPIRG/28

2.3 The WG/SRP was apprised of the progress of implementation of regional Block 0 and ATM priorities. Half showed good progress, while progress in B0-FRTO, APTA, NOPS, ASUR and DATM were noted as being too slow. However, the APAC Office noted that this data was based on States' own progress reports, and should not be relied upon as being accurate, especially with regard to progress on civil/military cooperation.

2.4 The WG/SRP asked about the progress of AIM transition and were advised that APANPIRG had set a regional target of 100% implementation of AIM Phase 1 and 2 elements by November 2015 in endorsing the Asia/Pacific Seamless ATM Plan in 2013. However, in late 2017 some States had not achieved Phase 1 implementation, particularly crucial elements such as WGS-84 and AIM Quality Assurance. A large number of APAC States had been issued APANPIRG Deficiencies in this regard.

2.5 With regards to PBCS implementation, it was reported that following a workshop held in 2016 and in accordance with an APAC implementation strategy coordinated with NAT-SPG, implementation of PBCS provisions applicable from November 2016 was deferred to March 2018. It was felt that many States do not understand the PBCS requirements and oversight mechanisms. An amendment to Doc 7030 *Regional Supplementary Procedures* was being prepared to provide procedural support to States. The WG/SRP was informed that the APANPIRG Chair and Vice Chairs would consider whether changes should be made to the existing transition arrangements after a further meeting to be held in December 2017.

2.6 The WG/SRP noted that the increase of non-RVSM airframes was also a global issue and noted the related Conclusion APANPIRG/28/12. Regarding RVSM safety hotspots, it was noted that

these were being proactively managed by Regional Monitoring Agencies (RMA), with both operational (human) and system performance measures being emphasized.

2.7 The SRP noted that PBN implementation was not proceeding in line with the GANP. As a result, PBN go-teams had been re-established, but a lack of resources in the APAC RO was hampering progress. It was reported that improved coordination between regulators and service providers is one issue that could be improved. The WG/SRP noted that most regions are struggling with PBN implementation and this should be reflected in the next version of the GANP. Challenges should also be brought to the attention of the PBN Study Group.

2.8 One of the issues discussed as contributing to the lack of progress on civil-military coordination is the lack of military participation/attendance at civil meetings. Although improvements had been seen in some States as a result of a specific workshop which attracted a high level of military attendance, this was not common. It was pointed out that the State Letters are normally only addressed to DGCA and perhaps relevant State Letters should also be sent to the appropriate ministries dealing with military affairs.

2.9 The WG/SRP was informed that the Republic of Korea and Japan were in dialogue regarding the AKARA Corridor and that informal discussion were conducted by ICAO with China. The ICAO APAC Regional Office was awaiting the outcomes of the Republic of Korea-Japan discussions before considering the next steps.

2.10 The APANPIRG/28 adopted 25 Conclusions and 6 Decisions. The Conclusions related to ICAO HQ and any others discussed during the WG/SRP meeting are presented in the Appendix to this paper.

RASG-APAC/7

2.11 The WG/SRP noted that attendance at the RASG-APAC/7 was lower than at RASG-APAC/ 6. C-IMP explained that the RASG meeting had been held at a different time from the DGCA and RASCF meetings in 2017; this may have contributed to the reduced attendance. However, the meeting this year included two half-day workshops: one on the GASP and one on Runway Excursions which were well-received. The main concern is a lack of State participation in the working level meetings in order to progress the work. Scarce State resources are a likely reason for low participation in these meetings.

2.12 Capacity-building activities were conducted to improve EI scores in AIG and AGA as well as to improve accident investigation capabilities.

2.13 The WG/SRP noted with interest the work of Combined Action Teams (CAT), whereby a combination of RO and State experts work with individual State counterparts to address specific USOAP PQs. It was pointed out that the CAT does not complete the Corrective Action Plan, but teaches the relevant State officials how to do so. Useful relationships are forged amongst State and RO counterparts which will facilitate mutual coordination and cooperation in the future. The RD appreciated the assistance from donors within and outside of the APAC region as well as funding from SAFE fund and the Office of the Secretary General for the CAT Programme, which has shown tangible results and established links with States that may not be able to attend APANPIRG/RASG meetings.

2.14 The RASG-APAC/7 adopted 7 Conclusions and 5 Decisions. The Conclusions related to ICAO HQ and any others discussed during the WG/SRP meeting are presented in the Appendix to this paper.

3. COMMON ISSUES

3.1 The WG/SRP noted that many of the concerns of the APAC region were similar to those of the Middle East (MID) and NAT-SPG regional reports discussed in the ANC's 206th session, which included: PBCS Operational Authorisations and industry readiness, AIM implementation, SAR implementation, civil-military cooperation, and State participation in PIRG and RASG working level meetings.

3.2 On the question of how we can improve State response to State Letters, the Chair of the RASG-APAC pointed out that a lack of state resources to analyse the proposals and keep up with the volume of State Letters was the primary issue. He noted that the possibility of providing an on-line response would be more convenient for States.

3.3 The WG/SRP noted the coordination activities between the APAN-PIRG and RASG-APAC and enquired whether the region was considering any changes to the structure of the meetings. The RD replied that the PIRG/RASG coordination meeting had decided to await feedback from the EANPG and RASG-EUR and discussions at the Global PIRG/RASG forum in December before deciding on any structural changes.

3.4 The WG/SRP appreciated that all regions report on the status of ASBU implementation, and that some best practices amongst the regions could be harmonised in order to facilitate an analysis of global ASBU implementation as well as forecasted implementation. The Chief PCI advised that WG/SRP that this was available via a SharePoint tool. The WG/SRP suggests that the ANC and ANB collaborate on a method to provide visibility of this data to the ANC with the objective of facilitating analysis in advance of the ANC's review of the GANP2019.

3.5 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.

4. ACTION BY THE AIR NAVIGATION COMMISSION

4.1 The Air Navigation Commission is invited to:

- a) note the APAN-PIRG/28 and RASG-APAC/7 reports and the WG/SRP report thereon as contained in this paper;
- b) consider the suggested responses to Conclusions and Decisions aimed at ICAO Headquarters in the Appendix, and
- c) consider developing methods with the ANB on how to provide visibility of regional ASBU implementation status and forecasts to the ANC, with the objective of facilitating analysis in advance of the ANC's review of the GANP 2019.

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APPENDIX

LIST OF DECISIONS AND CONCLUSIONS REQUIRING HEADQUARTERS RESPONSE

APANPIRG/28

Conclusion	Synopsis	Suggested ANC Action
C 28/1*	Encourage sharing of information on the ICAO Safety Management implementation website	To note
C 28/9*	ICAO urged to form an AIM-specific WG to focus on finalising overdue AIS-related GM, with Doc 9839 <i>Manual of the QMS for AIM</i> , Doc 9991 <i>AIM Training Development Manual</i> and Doc 8216 <i>Aeronautical Information Service Manual</i> having the highest priority.	Consider progress made on the readiness of AIM guidance material and take action as required.
C 28/11 C 28/15	PBCS Operational Authorisations PBCS-related proposals for Amendment to Regional Supps.	See paragraphs 2.4 and 3.1 of this paper
C 28/12	Management of non-RVSM aircraft	See paragraph 2.5 of this paper
C 28/21*	That, ICAO, with the support of ICCAIA, be urged to: a) coordinate the appropriate coding of Asia-Pacific SBAS service provider IDs in the avionics as early as possible through the implementation of ARINC Nav data specification and b) advise about the advantages and disadvantages to use the SBAS service provider ID 15 currently available with revision 20 as a workaround pending the implementation of a).	To note.
C 28/22	Establishment of National BPN stakeholder forums	See paragraph 2.6 of this paper

*Denotes a Conclusion aimed at ICAO HQ in the APAN-PIRG/28 report.

RASG-APAC/7

Conclusions	Synopsys	Suggested Action
7/2*	ICAO is requested to: a) coordinate with ISO the work to enhance safety of UAS/RPAS and b) expedite the development of appropriate classification, manufacture, operational and safety management of small UAS, including those for recreational use, with a view to enhancing public safety as well as safety of manned aircraft.	Note the work of the RPASP and actions arising from Drone-enable.
7/4*	States are urged to provide up-to-date information on safety oversight systems under the UAOAP CMA MoU and request assistance if required.	To note.
7/5*	ICAO present the proposed global strategy and action plan to improve RSOOs and the establishment of a global system for the provision of safety oversight, including the study of a proposed GASOS to the next APAC DGCA Conference for consideration and support	Secretariat advised action completed. To ensure the ANC has visibility of the activities and proposals related to GASOS.
7/7*	Approval of the 2017/2018 Yearly and Standing work programme	To note.
Decision 7/4	Updated APAC regional priorities and Targets – see RASG-APAC report page 3	To note the regional targets and priorities

*Denotes a Conclusion aimed at ICAO HQ in the RASG-APAC/7 report.

— END —



International Civil Aviation Organization

DRAFT MINUTES

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AN Min. 206-12
Open
28/12/17

AIR NAVIGATION COMMISSION**206TH SESSION****Minutes of the Twelfth Meeting (Open)**

(ANC Chamber, Thursday, 16 November 2017, at 1010 hours)

PRESIDENT: Mr. H. Yoshimura**SECRETARY:** Mr. S. Creamer, D/ANB**COMMISSIONERS:****ACTING SECRETARY:** Mr. R. Macfarlane, DD/AN*

Mr. T. Andersen
Mr. J. Bollard
Mr. R. Carboni
Mr. M.G. Fernando
Mr. R.H. Godinho
Mr. M. Halidou
Mr. C. Hurley
Mr. D.C. Jang
Mr. J.W. Kabbs Twijuke
Mr. A.A. Korsakov
Ms. E. Koryfidou
Mr. J. Metwalli
Ms. I. Monnier
Mr. N. Naoumi
Mr. I. Pacheco Serrano
Mr. M. Reeves
Ms. K.L. Riensema
Mr. F. Tai

OBSERVERS (cont'd):

Mr. V. Galotti – ICCAIA
Mr. M.F. Jackson – IFALPA
Mr. J-F. Lepage – IFATCA

Mr. M.A. Alvarez Valdes – Chile
Mr. C. A. Bejarano Ramón – Colombia
Mr. C.K. Kanga – Côte d'Ivoire
Mr. S. Swaminathan – India
Mr. C. Schulthess – Switzerland
Mr. J.M. Duque Marin – Venezuela

SECRETARIAT:

Mr. Y. Wang – C/AOI
Ms. R. Luccioli – TO/GIS
Mr. H. Pretorius – TO/IMP-SAF
Mr. G. Qi – ISO, IMP-SAF
Mr. M. Marin – A/C/OPS
Ms. M. Ndure-Taal – TO/OPS
Mr. E. Lassooij – C/PCI
Mr. R.A. Gulam – TO/PCI
Mr. A. Zavala – Consultant/IMP-SAF
Mrs. D. Cooper – Précis writer

OBSERVERS:

Mr. D. Gamper – ACI
Mr. T. Fudge – CANSO
Mr. F. Hofmann – IAOPA
Mr. M.T. Comber – IATA
Mr. M. Hohm – IBAC

1. Congratulations were offered to Mr. C. Hurley who had been named by the Council as President of the Commission for 2018.

* Part-time

2. Consideration of the minutes of the sixth meeting was *deferred*.

20630 Final review of proposed amendments to Annexes 6 and 8 arising from the fourth meeting of the Airworthiness Panel (AIRP/4)
AN-WP/9177

3. The Commission resumed (206-11) its consideration of AN-WP/9177 which presented the results of a consultation with States and international organizations (State letter SP 60/4-17/80) on a proposal for the amendment of Annex 1 — *Personnel Licensing*, Annex 6 — *Operation of Aircraft* and Annex 8 — *Airworthiness of Aircraft* arising from the fourth meeting of the Airworthiness Panel (AIRP/4).

4. The President recalled that the Commission had agreed that the Secretariat, along with interested Commissioners, reconsider the definition of ‘modification’. In this regard, the Principal of Commission Group 1 (CG-1) advised that a group had met and proposed the following definition:

Modification. A change to the type design of an aircraft, engine or propeller.

Note. — A modification may also include the embodiment of the modification which is a maintenance task subject to a maintenance release. Further guidance on aircraft maintenance — modification and repair is contained in the Airworthiness Manual (Doc 9760).

The definition was agreed by the Commission.

5. Concluding its consideration of AN-WP9177, the Commission:
- a) *noted* the summary of replies in Appendix A to AN-WP/9177;
 - b) considered the material in Appendix B to AN-WP/9177 and *decided* on the action to be taken on all matters raised therein;
 - c) *agreed* that the proposed amendments to Annexes 1, 6 and 8, as contained in Attachments A and B to State letter SP 60/4-17/80 and as modified by action taken under b) above, be consolidated with other amendment proposals for inclusion in Amendment 175 to Annex 1; Amendment 42 to Annex 6, Part I, Amendment 36 to Annex 6, Part II and Amendment 22 to Annex 6, Part III; and Amendment 106 to Annex 8;
 - d) *agreed* that the proposed amendments to Annexes 1, 6, and 8 should become applicable on 5 November 2020; and
 - e) *requested* the Secretary to prepare a draft report to Council on the subject.

20624 Review of the reports of the twenty-eighth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/28) and the seventh meeting of the Regional Aviation Safety Group Asia And Pacific Regions (RASG-APAC/7)
AN-WP/9168

6. The Chairperson of the Working Group on Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/9168 which presented the group’s review of the reports of the APANPIRG/28 and RASG APAC/7 Meetings. The Chairperson remarked that some of the decisions and conclusions highlighted in Appendix A were perhaps not directed at the Commission but had been highlighted by the region.

7. Paragraph 3.1 listed concerns that the PIRGs had in common and, in this regard, it was suggested that such a list of common concerns should be shared with all PIRGs and RASGs as this would help them focus on concerns of primary importance. C/PCI recalled that the Council had been presented previously with an enhanced table on common challenges (C-WP/14607, C-DEC 211/5) and that further enhancements were planned. He added that consideration was being given to a more harmonized structure for PIRG and RASG reports.

8. In response to a question regarding paragraph 3.2 on improving State response to State Letters and the possibility of electronic responses, the Acting Secretary advised that many State letter replies were received by email. He added that the Secretariat was working on making it possible in the future for States to fill out response forms online which would feed directly into a response database.

9. In relation to paragraph 3.4, on global aviation system block upgrade (ASBU) implementation, a question was raised about possible Commission access to the SharePoint tool mentioned therein which allowed for analysis. It was noted that implementation assessments were done at the State and ASBU levels, but also at the regional level, all of which should be taken into consideration for the next Global Air Navigation Plan (GANP) review. The Acting Secretary suggested that in the near future the Secretariat provide Commissioners with information on and access to the SharePoint tool.

10. Concluding its consideration of AN-WP/9168, the Commission:

- a) *noted* the APANPIRG/28 and RASG-APAC/7 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9168;
- b) *considered* the suggested actions regarding conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9168, and
- c) *considered* developing methods, in collaboration with the Secretariat, on how to provide to the Commission visibility of regional ASBU implementation status and forecasts with the objective of facilitating analysis in advance of its review of the GANP 2019.

**20628 Final review of proposed amendments to Annex 15 and new PANS-AIM, and consequential amendments to Annexes 3, 4, 6, 9, 10, 11, 14, PANS-OPS and PANS-Aerodromes arising from the twelfth meeting of the AIS-AIM Study Group (AIS-AIMSG/12)
AN-WP/9157 and DP No. 1**

11. The Commission resumed (206-11) its review of AN-WP/9157 and DP No. 1 at page B-37 of the working paper and item 10 of the discussion paper.

12. Attention was drawn to comments from the United States, on page B-42, regarding Chapter 5. Aeronautical Information Products and Services, which were seen as useful information. In this regard, the Commission agreed to include this information in the *Aeronautical Information Services Manual* (Doc 8126) with the understanding that the wording would be refined to make it suitable for guidance material.

13. In reference to the Proposed Action, on page B-56, regarding paragraph 5.4.1.1 on distribution of aeronautical information products, item 13 in DP No. 1 proposed rewording to refer to “authorized users”. A view put forward was that the new wording raised the question of who or what was an authorized user. TO/AIM explained this would mean authorized by the State, adding that the new wording was to clarify that aeronautical information products were not for just anyone requesting them. The Commission agreed to the rewording of 5.4.1.1 as presented in DP No. 1.

14. On page B-57, the Action Proposed put forward a change to paragraph 6.2.1 regarding common effective dates. In DP No. 1, rather than removal of the reference to an old AIRAC date, item 15 called for insertion of a more recent AIRAC date so that it would be clear that States could not establish their own AIRAC cycle. In this regard, the Commission agreed to insert 8 November 2018 in 6.2.1.

15. On page B-67, there were several definitions relating to geographic information which were proposed in item 17 of DP No. 1 to be held over for future work. TO/AIM suggested, and it was agreed, that in the meantime the definitions would be included in Doc 8126, clearly distinguishable as not yet included in Annex 15 or the PANS-AIM.

16. With regard to the Action Proposed on page B-85, TO/AIM advised of an editorial correction to paragraph 5.3.1.1 whereby “Recommendation” should be deleted given that the paragraph was a PANS-AIM provision. In terms of identifying specific ISO standards relevant to 5.3.1.1, as requested in item 23 a) of DP No. 1, she informed the Commission that 19103, 19115 and 19131 had been identified. A view expressed, supported by others and agreed, was that reference in 5.3.1.1 should simply be to the 19100 series and title as the individual references could change from year to year.

17. Item 26 of DP No. 1 called for paragraph 3.1.1 of the PANS-AIM (AN-WP/9157, B-111) to be converted to Note 1 given that it provided general information. The Commission agreed to reformat 3.1.1 as a note which would be consistent with the presentation of other explanatory material in the document.

18. All other actions proposed in AN-WP/9157 and DP No. 1, starting at page B-37, and in DP No. 1 starting from Item 10, were agreed.

19. The amendments to the PANS-AIM were closely linked to guidance material, some of which had yet to be published. A suggestion put forward in this regard was that States be informed when changes to Doc 8126 would be made. The Acting Secretary offered to look into this further and inform Commissioners at a later date.

20. Attention was drawn to the twenty-two actions highlighted in AN-WP/9157 for consideration as future work on which the Secretariat should present its plans for follow-up action. C/PCI explained that the Secretariat, aided by the AIS-AIMSG, was currently making an inventory of issues, including the twenty-two actions and issues identified through a recent brainstorming session, analysing each one separately, prioritizing, and identifying possible solutions. The President asked about having this information available in time for the Commission’s review of the draft report to Council on the Annex 15 amendment. The Acting Secretary emphasized the amount of work involved in this process which would require some time. The Commission acknowledged that it was premature to define specific AIM work at this time but looked forward to receiving information in the near future on a general plan on how follow-up actions would be managed.

21. Concluding its consideration of AN-WP/9157 and DP No. 1, the Commission:

- a) *noted* the summary of replies in Appendix A to AN-WP/9157;
- b) *considered* the material in Appendix B to AN-WP/9157 and DP No. 1 and *decided* on the action to be taken on all matters raised therein;
- c) *agreed* that the proposed amendments to Annexes 15, 3, 4, 6, Part I, 9, 10, Volumes I and II, 11, 14, Volumes I and II, PANS-ATM, PANS-OPS Volumes I and II, PANS-ABC and PANS-Aerodromes as contained in Attachments B, C, D, H, I, J, K, L, M, N, O, P, Q, R, S, T, U and V to State letter AN 2/2.1.1-17/22 and as modified by action taken under b) above, be consolidated with other amendment proposals for inclusion in Amendments 40 to Annex 15, 78 to Annex 3, 60 to Annex 4, 43 to

Annex 6, Part I, 26 to Annex 9, 91 to Annex 10 Volume I, 91 to Annex 10, Volume II, 51 to Annex 11, 14 to Annex 14, Volume I, 8 to Annex 14, Volume II, 8 to the PANS-ATM, 8 to PANS-OPS Volume I, 8 to PANS-OPS Volume II, 33 to the PANS-ABC and 2 to the PANS-Aerodromes;

- d) *agreed* that the proposed new PANS-AIM, as contained in Attachments E, F and G to State letter AN 2/2.1.1-17/22 and as modified by action taken under b) above, would constitute the first edition of the PANS-AIM;
- e) *agreed* that the proposed amendments to Annex 15, the first edition of the PANS-AIM, Annexes 3, 4, 6 Part I, 9, 10 Volumes I and II, 14 Volumes I and II, the PANS-ABC, the PANS-ATM and PANS-OPS Volumes I and II should become applicable on 8 November 2018;
- f) *agreed* that the proposed amendment to the SNOWTAM format and associated examples in the PANS-AIM and the consequential amendment to the PANS-Aerodromes should become applicable on 5 November 2020;
- g) *requested* the Secretary to prepare the draft reports to Council for the amendments to Annexes 15, 3, 4, 6 Part I, 9, 10 Volumes I and II, and 14 Volumes I and II;
- h) *requested* the Secretary to prepare the memoranda for the first edition of the PANS-AIM and the amendment of the PANS-ATM, PANS-OPS Volumes I and II and PANS-ABC; and
- i) *requested* the Secretary to provide, in the 207th Session, a general plan on how identified follow-up AIM actions would be managed.

**20623 Review of the reports of the sixteenth meeting of the Middle East Air Navigation Planning and Implementation Regional Group (MIDANPIRG/16) and the sixth meeting of the Regional Aviation Safety Group – Middle East (RASG-MID/6)
AN-WP/9167**

22. The AN-WG/SRP Chairperson introduced AN-WP/9167 which presented the group's review of the reports of the MIDANPIRG/16 and RASG MID/6 Meetings.

23. Paragraph 2.5 spoke of a globally harmonized format for monitoring and reporting on ASBU implementation, the importance of which was emphasized. C/PCI recalled the move underway to harmonize the structure of reports (paragraph 7 above) and the SharePoint tool (paragraph 9 above).

24. In the appendix attention was drawn to RASG-MID/6 Conclusion 6/7 relating to expansion of the ICAO Runway Safety Programme to include the movement area. It was suggested that a the issue be referred to the Aerodromes Design and Operations Panel (ADOP) through a job card. C/AOI explained that the multidisciplinary Study Group on the Runway Safety Programme had concluded that the group's efforts should remain focused on the most important safety risks which were runway incursions and excursions. He recalled that in the next session, the Commission would review proposed amendments to the PANS-Aerodromes which would include two separate chapters, one on apron safety and another on runway safety. The Commission agreed to retain the suggested ANC action in the appendix.

25. Concluding its consideration of AN-WP/9167, the Commission:

- a) *noted* the MIDANPIRG/16 and RASG-MID/6 Reports and the AN-WG/SRP report thereon as contained in AN-WP/9167;
- b) *considered* the suggested responses to conclusions and decisions aimed at ICAO Headquarters in the appendix to AN-WP/9167, and

- c) *noted* that entry visa requirements and complex administrative arrangements were hampering attendance at activities organized by the MID Regional Office and *requested* the Secretary to refer these issues to the appropriate office for consideration.

**20637 Report on the concept of operations brainstorming meetings
Discussion paper No. 1 to AN-WP/9216**

26. The Rapporteur of an editing group established to develop high-level guidance for the writing of air navigation concepts of operations (CONOPS) advised that the work on this issue was not yet complete and asked that DP No. 1 to AN-WP/9216 be considered as an information paper. In this regard, the Commission noted the information provided in DP No. 1 to AN-WP/9216.

**20607 Final review of proposed amendment to Annex 6, Part III, and consequential amendment to Part I, relating to fatigue management arising from the third meeting of the Flight Operations Panel
AN-WP/9151 and Add. No. 1**

27. During the Commission's earlier consideration of AN-WP/9151 and Add. No. 1 (206-1 and 2), a decision on the applicability date of the proposed amendments to Annex 6 — *Operation of Aircraft*, Part I — *International Commercial Air Transport — Aeroplanes* and Part III — *International Operations — Helicopters* had been deferred to allow the Secretariat to review the proposed 2018 date given that eighteen Member States had expressed a preference to postpone the applicability date of the amendment.

28. A/C/OPS recalled that the consultation State letter had invited comments on the proposed applicability date for the full package of proposed amendments and that no State had asked for a change. However, there had been eighteen States asking for a 2021 applicability date for the fatigue risk management component of the package. He emphasized that the fatigue management component was optional and was therefore not subject to an applicability date.

29. A point of view raised, and supported by another, was that the applicability date for the Annex 6, Part III amendment should be postponed to align with the fatigue management amendment in Annex 11 (Amendment 50-B, paragraph 2.28). It was also pointed out that in the impact assessment of the preliminary review of the proposal (AN-WP/9127, page D-7), reference was made to fatigue management requirements in New Zealand and to the 2021 safety management system (SMS) transition timeframe. In response, A/C/OPS explained that the difference between Annex 6, Part III and Annex 11 was that, as there were currently no provisions for air traffic controller fatigue, States needed more time for implementation of what for some would be a completely new concept. In terms of the reference to New Zealand in AN-WP/9127, this had been an informal consultation and A/C/OPS pointed out that in their reply to State letter AN 11/32.1.1-17/16, New Zealand had not commented on the applicability date.

30. Others supported the 2018 applicability date, emphasizing that the fatigue management proposed amendments were optional which meant that States would not have to meet the 2018 date. It was also pointed out that helicopter operators involved in international operations were well equipped to handle the amendment proposals should they so decide.

31. Based on the discussion, the Commission agreed to retain the proposed 2018 applicability date for the proposed amendments to Annex 6, Parts I and III relating to fatigue management.

Other business

Dangerous Goods Panel (DGP)

32. The Chairperson of the ANC Working Group on Procedural Matters (AN-WG/PM) briefed the Commission on discussions regarding the Dangerous Goods Panel (DGP/ and an earlier review of a proposal to establish a Cargo Safety System Panel (202-8). The Chairperson outlined various issues that had been identified with the DGP: the current technical expertise available in the panel; the need for enhance cooperation with the Flight Operations Panel (FLTOSP) and the Airworthiness Panel (AIRP); the panel's concept of safety which differed from that of the Commission; a lack of focus on the overarching subject of cargo safety management; divisions within the panel; and the panel's culture of voting.

33. The AN-WG/PM Chairperson advised that the group considered that the development of ICAO provisions relating to dangerous goods remained the core task of the DGP but recognized that a multidisciplinary approach was needed to develop performance-based mitigation strategies to address risks related to the transport of dangerous goods by air and to take into account the impact on aircraft safety and operations. In addition, there existed some cultural issues which impeded consensus building in the panel.

34. The Observer of ICCAIA, noting the system established by the Council whereby high-level dangerous goods requirements were placed in Annex 18 — *The Safe Transport of Dangerous Goods by Air* while detailed material was found in the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284), suggested that criteria were needed for determining what material should be included in Annex 18 and what should be in Doc 9284.

35. Given the above, the AN-WG/PM recommended, and the Commission agreed, that consideration of the issues relating to the DGP should continue in the AN-WG/PM.

ANC President

36. As his tenure as ANC President was coming to a close, Mr. H. Yoshimura took the opportunity to thank everyone for their support. Mr. A.A. Korsakov, speaking on behalf of the Commission, expressed appreciation for Mr. Yoshimura's hard work, objectivity and transparency.

Farewell to Mr. J. Bollard

37. A fond farewell was bid to Mr. J. Bollard who was returning to Australia to continue his career. Mr. J. Metwalli spoke on behalf of Commissioners, Mr. T. Fudge, the Observer of CANSO, spoke on behalf of the Observers, and the Acting Secretary spoke for the Secretariat.

38. The President presented Mr. Bollard with a diploma attesting to his service with the ANC and commented on his contribution to the work of the Commission.

39. The meeting *adjourned* at 1310 hours.
