



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.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/29

1. INTRODUCTION

1.1 APANPIRG/28 reviewed the progress made on the outstanding Conclusions and Decisions including the Conclusions and Decisions of its 27th 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 3 outstanding Conclusions [26/50, 27/12 & 27/52] up to **APANPIRG/27**, the follow-up actions taken by States and ICAO on all three Conclusions were completed/closed.

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/27 as given in **Appendix A** to this paper.

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Appendix A

Status of Outstanding Conclusions/Decisions – Action Plan

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Appendix A

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 27/12 A & B	Origination and Distribution of Departure (DEP) Messages	<p>That, recognizing the importance of AFTN departure (DEP) messages in the management and coordination of flight plans in both manual and automated ATM environments, ICAO be requested to:</p> <p>1. Conduct an analysis of the incidence of non-receipt of DEP messages required by ICAO Doc 4444 Procedures for Air Navigation Services (PANS-ATM) Section 11.4.2.2;</p> <p>2. Request that States failing to ensure correct transmission of DEP messages promptly take corrective action and report the status of corrective actions to the ICAO APAC Regional Office by 30 April 2017; and</p> <p>3. Raise APANPIRG Air Navigation Deficiencies against failure by States to comply with Doc 4444 Section 11.4.2.2, at APANPIRG/28.</p>	<p>ICAO APAC</p> <p>APAC States</p>	<p>Conduct Analysis,</p> <p>follow-up State Letters</p> <p>Conduct follow-up analysis and raise Air Navigation Deficiencies</p> <p>Action in accordance with the Conclusion</p>	<p>October 2017</p> <p>October 2017</p> <p>October 2017</p> <p>Not specified</p>	<p>Conduct Analysis, COMPLETED NEED TO CONDUCT FOLLOW UP TO BETTER REFINE THE SURVEY</p> <p>follow-up State Letters COMPLETED Ref. T 3/10.0 – AP129/16 (ATM)</p> <p>Conduct follow-up analysis and raise Air Navigation Deficiencies</p>	

Appendix A
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 27/52 A & B	Guidance on SMS SARPs for the meteorological authority and meteorological service provider	That, ICAO is invited to consider providing guidance to facilitate States' uniform interpretation and implementation of the Safety Management System (SMS) related Standards and Recommended Practices (SARPs) with respect to their applicability to the designated meteorological authority and meteorological service provider.	ICAO APAC	APANPIRG/27 Report reviewed by ANC	October 2016	COMPLETED Note 2 of Annex 19, Appendix 1 address the Conclusion. The term "relevant authorities or agencies" is used in a generic sense to include all authorities with aviation safety management and oversight responsibility which may be established by States as separate entities, such as: Civil Aviation Authorities, Airport authorities, ATS Authorities, Accident Investigation Authority, and Meteorology Authority. (HQ follow up action dated 06 Nov. 2017)	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 204 th Session.

Appendix A

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.