



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

Kuala Lumpur, Malaysia, 8 – 11 September 2014

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- Agenda Item 1A: Follow-up on the outcome of APANPIRG/24 Meeting**
1.1 : Review of the action taken by the ANC and the Council on the Report of APANPIRG/24

**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION
ON THE REPORT OF THE APANPIRG/24**

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission on the Report of the Twenty-Fourth Meeting of APANPIRG.

Action by APANPIRG/25 is in paragraph 3.

This working paper relates to*Strategic Objectives A and B

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) referred the Report of the APANPIRG/24 (Bangkok, 24-26 June 2013) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The AN-WG/SRP reviewed the report on 21 and 25 November 2013 and was approved by the ANC on 27 November 2013. The Appendix to this Working Paper presents the action taken by the ANC on the Conclusions and Decisions on the recommendations of the WG/SRP to the ANC. All other follow-up action will be taken by the Secretary General in accordance with established practice. The WG/SRP reviewed the Report and specifically all the Conclusions and Decisions, including those that required the Commission and/or Council action or may impact other regions. In general, the Conclusions and Decisions were exclusively aimed at the Regional Office and States; however, the ANC considered that there were some actions that other regions may find of interest.

1.2 The ANC expressed its appreciation of the work completed by APANPIRG and its proactive approach to implementation and resolution of air navigation matters. In particular the ANC was pleased to note that the APANPIRG was engaged in collaborative efforts with other organisations.

1.3 The ANC noted that contrary to the indication given in Para 1.1.4 of the APANPIRG/24 Report it has not stopped reviewing individual PIRG meeting Reports. The Secretariat circulated the corrigendum in letter dated 11 February 2014.

2. ANC ACTIONS ON APANPIRG/24 REPORT

2.1 The Air Navigation Working Paper (AN-WP/8825) on the review of the Report of the 24th 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. Appendix B to the Working Paper AN-WP/8825 presented the analysis of the conclusions and decisions, and the recommendations of the WG/SRP to the ANC.

2.2 The Draft Minutes of the 194th Session of the ANC held on 27 November 2013 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/24 Report, as outlined in this Working Paper and, in particular, to Appendix B; and
- b) include the follow-up actions in the work programme of APANPIRG as necessary.



International Civil Aviation Organization

AN-WP/8825
25/11/13

WORKING PAPER

AIR NAVIGATION COMMISSION

Programme 5: ATM - Global management

**REVIEW OF THE REPORT OF THE TWENTY-FOURTH MEETING OF
THE ASIA PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/24)
(Item No. 19420)**

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

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/24 Meeting.
Action by the Air Navigation Commission is in paragraph 3.
COORDINATION
AGA, ATM, IIM, MET and Relevant Regional Offices
REFERENCES
Annex 3, Annex 14, Annex 15, PANS-ATM *APANPIRG/24 Report Doc 7030, Regional Supplementary Procedures
<u>This working paper relates to Strategic Objectives A and C</u>
*Principal reference

1. INTRODUCTION

1.1 The Air Navigation Commission referred the Report of the APANPIRG/24 (Bangkok, 24-26 June 2013) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The AN-WG/SRP reviewed the report on 21 and 25 November 2013. Appendix B to this working paper presents the analysis of the conclusions and decisions, and the recommendations of the WG/SRP to the ANC. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. DISCUSSION

2.1 The WG/SRP reviewed the Report in detail and specifically all the conclusions and decisions, including those that required the Commission and/or Council action or may impact other regions. In general, the conclusions and decisions were exclusively aimed at the Regional Office and

States; however, the WG/SRP considered that there were some actions that other regions may find of interest.

2.2 The Appendices referenced within the report were not provided to the WG/SRP.

2.3 The WG/SRP remarked that, contrary to the indication given in paragraph 1.1.4 of the report, the ANC has not stopped reviewing individual PIRG meeting reports. Indeed, the review by the WG/SRP was in greater depth than previously when the Secretariat would provide details only of selected Conclusions or Decisions. Furthermore, the ANC would during its 195th Session commence the review of RASG meeting reports. The results of the ANC reviews would then form the basis of the ANC's annual PIRG/RASG report to Council independent of the Regional Performance Dashboard and Global Air Navigation Report. The WG/SRP requested the ANC to ensure that PIRGs and RASGs are made aware of this, are provided with C/DEC 183/9, C-MIN 199/6 and that the APANPIRG consider issuing a corrigendum to correct the report.

2.4 The WG/SRP considered that the aerodrome issues highlighted in C24/6 and C24/8 were potential new work items, and Job-cards should be developed. The review of the Obstacle Limitation Surfaces was already established in Job-card AP005, or as may be revised during the ANC's 194th session.

2.5 The WG/SRP remarked that the establishment of a Runway Safety Team (Conclusion 24/7) would normally reside with a RASG. The WG/SRP noted the coordination however the associated safety roles and responsibilities would appear to favour the RASG taking the lead. During this discussion the WG/SRP requested the Secretariat provide the ANC with details of the recent expansion of the Implementation Support and Development Section – Safety indicating its role and methods of ensuring the coordination and sharing of information between Montreal and the Regional Offices and between Regional Offices.

2.6 The WG/SRP read with interest the information provided on the implementation of FPL2012 which confirmed the suspicions that message converters was a wide-spread means of circumventing the intent of the upgrade. The WG/SRP remarked that it hoped the briefing on the subject scheduled for the next session would be as informative and indicative of the extent of the workarounds and the potential impact on the GANP.

2.7 The WG/SRP noted the information on ATFM and welcomed the Steering Group which should prove to be useful in capturing and coordinating activities to resolve local issues.

2.8 Regarding Conclusion 24/19 regarding the Electronic AIP the WG/SRP wished to remind the ANC and Secretariat that reliable internet access was not globally available or assured and that sole reliance on electronic systems for such information as the AIP was risky.

2.9 Without access to the referenced Appendix E the WG/SRP nevertheless considered that the ATS route amendment procedure and guidance could be of global interest.

2.10 The WG/SRP considered that the statement containing in Conclusion 24/26 was noteworthy and that the ANC should consider the need for a global solution to the issue of RVSM flights denied due either to lack of flight plan (perhaps hindered by FPL2012 workaround) or approval, and for Council to note.

2.11 The WG/SRP was reminded that the intra-ATS communications issue in Conclusion 24/27 features in the GANP and was highlighted in the 38th Assembly. Harmonisation of regional systems was essential.

2.12 The WG/SRP considered that the request for guidance on ATM/AMHS communications protocols (Conclusion 24/30) could be aimed at an Information Management expert group, should one be formed. The ANC should request the advice of the Secretariat on an appropriate response to the request.

2.13 The WG/SRP re-iterated its concern that the Global Operational Data Link Document (GOLD) was still being reviewed by regional groups (as well as OPLINKP) and that there was an urgent need to adopt and maintain the document on a global basis. The Secretariat informed the WG/SRP that the publication of the GOLD (version 2) as part of the Doc series was scheduled for November 2014.

2.14 The WG/SRP noted the intent of the APAC region to deploy 8.33 kHz channel spacing in some regions to provide additional VHF capacity.

2.15 With respect to Conclusions 24/36 and 24/37 the WG/SRP remarked that work items for the requested provisions were in hand. With respect to Conclusion 24/38, the WG/SRP recommended the ANC requested the Secretariat to provide further information on the issue.

2.16 The WG/SRP suggested that, considering that the Secretariat was attempting to reform the PBNSG, the dissolution of the PBN/TF might be premature. Decision 24/40 refers.

2.17 The WG/SRP was pleased to note the information provided in the revised navigation strategy (Conclusion 24/41), and that handling issues such as space weather might be of interest to other regions, and for consideration by the MET section in ICAO HQ.

2.18 With regard to the surveillance strategy the WG/SRP questioned the meaning of the statement on the ICAO adoption of RTCA DO260B (para 3.4.74 refers) and whether this was in the context of a prepared roadmap.

2.19 The issue of providing timely and accurate SIGMET information was well known (Conclusion 24/49 refers) and the WG/SRP would encourage all regions to urge States to comply. Conclusion 24/50 regarding the implementation of VONA was also considered necessary but the context of the statement contained in the conclusion was considered to be insufficient to assure commitment.

2.20 Details of open actions resulting from recommendations of previous APANPIRG reports are outlined at Appendix A to this paper. Full details of the recommendations of the WG/SRP to the ANC on the APANPIRG/24 report are outlined at Appendix B to this paper.

3. ACTION BY THE AIR NAVIGATION COMMISSION

3.1 The Air Navigation Commission is invited to:

- a) note the APANPIRG/24 Report and the report of the AN-WG/SRP thereon, as contained in this paper; and
- b) request the Secretary General to take specific action on the conclusions and decisions of the meeting, as proposed in Appendices A and B hereto.

3.2 The Air Navigation Commission is also invited to:

- a) agree to the specific recommendations in this report aimed at the ANC, including:
 - 1) making PIRGs and RASGs aware that the ANC has not stopped reviewing individual PIRG meeting reports and would during its 195th Session commence the review of RASG meeting reports. PIRGs and RASGs are provided with C/DEC 183/9, C-MIN 199/6 and that the APANPIRG consider issuing a corrigendum to correct the APANPIRG/24 report;
 - 2) requesting the Secretariat provide the ANC with details of the recent expansion of the Implementation Support and Development Section – Safety; and

- 3) requesting the Secretariat provide further information on the difficulties that some States had with insufficient fleet capability Baro-VNAV and no Space Based Augmentation System (SBAS).

P.D. Fleming
Chairperson
ANC Working Group for Strategic
Review and Planning

APPENDIX A

Review of Open Actions from Previous APANPIRG Reports

Date of ANC approval	Action	AN-WP/	PIRG Reference	PIRG Conclusion/Decision	Status	Notes
25 March 2013	ANC requests the Secretariat to provide a (global) status report in the near future and a regular periods thereafter	8772	C23/9	That, States should develop a basic plan that identified the target completion dates of Transitional elements in the AIS-AIM Roadmap and submit these plans to the Asia/Pacific Regional Office by 1 January 2013.	Open	
25 March 2013	ANC should task a suitable expert group to address the matter	8772	C23/11	Recognising that with the increasing use of Five Letter Name Codes (5LNC), it was not practical to avoid any duplication of 5LNC worldwide, and that States often used discretion in managing both duplications and minor changes of waypoint position that may not strictly be in accordance with the provisions of Annex 11, Appendix 1; ICAO is requested to consider: a) reviewing and updating Annex 11 to ensure its provisions related to 5LNC are appropriate; and b) standards for Flight Management Systems (FMS) that ensure logic checks on duplicated waypoint entries are highlighted	Open	JC initiated for Secretariat (ANB003). ANC granted one month (from 13 June) for evaluation and formulation of a proposed method of working
25 March 2013	ANC should bring this to the attention of the ACP (perhaps as in the context of Job-card ACP001)	8772	C23/21	That, ICAO be invited to: a) develop IMS Operational Concept and expedite finalization of IPv6 network configuration; and b) conduct cost-benefit analyses for the implementation of an IPv6 network and IMS/SWIM at regional level.	Open	

APPENDIX B
Review of Conclusions/Decisions of APANPIRG/24

Conclusion/ Decision/ Statement No.	Title	Text	Responsibility	WG/SRP Recommendation to ANC
D24/1	Regional Priorities and Targets for Air Navigation	a) establish, consistent with Recommendations 6/1 and 6/12 of the AN-Conf/12, priorities and targets for air navigation by May 2014; b) utilize specific interface groups, where required, for addressing the harmonization of air navigation plans in adjacent areas of APANPIRG; and c) coordinate with APAC-RASG to ensure consistency of action and avoid overlap.	APANPIRG	To note
C24/2	Establishing Regional Priorities and Targets	That, following the PIRG- RASG Global Coordination meeting held in March 2013 APANPIRG/24 invited the Chairpersons of ATM, RASMAG, CNS, and MET sub groups to establish regional priorities and targets for the APAC Region in alignment with the GANP and APAC Seamless ATM Plan by December 2013 in order to facilitate submission to ICAO by May 2014.	ICAO APAC Office Chairperson of ATM, CNS, RASMAG & MET	To note
C23/3	Regional and Global Air Navigation Reporting	That States: a) support the plan for an online Regional Performance Dashboard in March 2014 and annual Global Air Navigation Report in April 2014 b) provide requisite information to the ICAO Regional Office, Bangkok to demonstrate operational improvements; and c) establish, if not yet done so, a performance measurement strategy that comprises of data compilation, processing, storage and reporting for the identified regional performance metrics for the air navigation systems.	ICAO APAC Office APAC States	To note
C24/4	Follow-up to AN-Conf/12 Recommendations by States and International Organizations	That, the States and International Organizations, on the basis of analysis contained in the Appendix A to Report on Agenda Item 2, takes follow-up action as appropriate on the applicable recommendations of the AN-Conf/12	ICAO APAC Office	To note
D24/5	Follow-up to AN-Conf/12 Recommendations by APANPIRG	That the subgroups of APANPIRG study the recommendations of the AN-Conf/12, initiate appropriate follow-up actions and submit a report on the outcomes of these actions to APANPIRG/25.	ICAO APAC Office APANPIRG Sub Groups	To note

C24/6	Airfield Pavement	That, ICAO be invited to provide the definition of ‘unrestricted operations’ in the ACN-PCN guidance material and the level of traffic for operation of an aircraft to be considered as overload or normal.	ICAO APAC Office	To consider as a new work item (issue Job-card)
C24/7	Establishment of Runway Safety Team at Airports	That, States in APAC Region establish Runway Safety Teams comprising all the stakeholders at their airports and Runway Safety Programmes should address the mitigation measures in a timely manner taking into RASG activities and report the action taken to Regional Office.	ICAO APAC Office States	To note
C24/8	Minimum Vertical Clearance between Aircraft and an Object on aircraft stands	That ICAO be invited to: i) carry out studies based on the best practices followed at airports worldwide and develop guidance for parking low height equipment in-between the aircraft stands; and ii) carry out feasibility studies regarding the provision of guidance for minimum vertical clearances between an aircraft and an object on aircraft stands.	ICAO APAC Office	To consider as a new work item (issue Job-card)
C24/9	Review of SARPS on Obstacle Limitation Surfaces (OLS)	That, recognizing the advancement of air navigation systems and the need for land use optimization around aerodromes, ICAO be invited to review the OLS requirements.	ICAO APAC Office	To consider addressed by Job-card AP005
D24/10	AOPWG Task List	That the AOPWG Task List contained in Appendix A to the Report on Agenda Item 3.1 be adopted as the current work programme for the AOPWG of APANPIRG.	ICAO APAC Office	To note
C24/11	Reliance on FPL and ATS Message Converters	That, considering the airspace capacity, efficiency and safety benefits intended by the full implementation of PANS/ATM Amendment 1 changes, States are urged to: a) report to the ICAO Asia/Pacific Regional Office the: i. current status of ATM automation and conversion systems; and ii. planned date of implementation of full capability to process NEW format FPL and ATS messages without conversion; and b) where converters are utilized, upgrade ATM Automation and supporting systems to fully support Amendment 1 changes without using converters.	ICAO APAC Office	To consider addressed by briefing to be provided in 195 th session
D24/12	Dissolution of the FPL&AM Implementation Task Force	That, considering the successful implementation of Amendment 1 to the Fifteenth Edition of ICAO Doc 4444 (PANS/ATM), the Asia/Pacific Flight Plan and ATS Messages Implementation Task Force (FPL&AM/TF) be dissolved, and any on-going tasks be delegated to the ATM Sub-Group.	ICAO APAC Office	To note
C24/13	Air Traffic Flow Management Capacity Assessments	That States be urged to establish capacity assessment and adjustment mechanisms, and regular review for all aerodromes and ATC sectors where traffic demand is expected to reach capacity, or is experiencing traffic congestion, and to report the assessment outcomes to the Asia/Pacific Regional Office prior to 1 May 2014.	ICAO APAC Office States	To note

C24/14	Air Traffic Flow Management Information Sharing	That States, where ATFM processes are in place, including within adjacent airspace, be urged to share information, which may include: a) capacity assessment: including factors of interest affecting capacity, such as special use airspace status, runway closures and weather information; b) traffic demand information: which may include flight schedules, flight plan, repetitive flight plan data as well as associated surveillance updates of flight status; and c) ATFM Daily Plan.	ICAO APAC Office	To note
C24/15	Asia/Pacific ATFM Steering Group	That, States participate in, and support the Asia/Pacific ATFM Steering Group to develop a common Regional ATFM framework, which addresses ATFM implementation and ATFM operational issues in the Asia/Pacific region.	ICAO APAC Office States	To note
C24/16	South China Sea ATS Facilities	That the provision of surveillance and communications services in the South China Sea area, where radar, ADS-B and/or VHF voice communications are currently not provided, be reviewed by China, Hong Kong China, Malaysia, Philippines, Singapore and Viet Nam, to consider: a) enhancement of current services; b) delegation or amendment of airspace service volumes; and c) cooperative agreements to exchange communications and surveillance capability.	ICAO APAC Office	To note
C24/17	AIDC Implementation	Recognizing that States implementing AIDC messaging may be doing so without previous knowledge or experience, and significant safety, ATC capacity and workload benefits arise from implementation of an appropriately selected initial suite of AIDC messages; States should: a) engage as soon as possible in AIDC trials to develop knowledge and address any related ATM or communications system issues; b) implement operational AIDC messaging as a matter of priority, in accordance with APANPIRG Conclusion 19/19; and c) implement as far as practicable, the AIDC messages Advanced Boundary Information (ABI), Coordinate Estimate (EST), Acceptance (ACP), Transfer of Control (TOC) and Assumption of Control (AOC).	ICAO APAC Office	To note
C24/18	ATS Route Catalogue Version 12	That Version 12 of the Asia and Pacific Region ATS Route Catalogue, appended as Appendix A to the Report on Agenda Item 3.2 replace Version 11 on the Asia/Pacific Regional Office's web site	ICAO APAC Office	To note

C24/19	Electronic AIP	That, considering that Electronic AIP (eAIP) is part of Phase 2 of the AIS-AIM Transition Roadmap, due for completion by 14 November 2013 to coincide with the publication of Amendment 37 to Annex 15, and that few Asia/Pacific States' internet-accessible eAIP as reported to ICAO Regional Office comply with the Annex 15 requirements for Integrated Aeronautical Information Packages, States are urged to: a) implement internet-accessible electronic AIP (eAIP) as soon as possible; b) ensure the eAIP has the unconditional authority of the State, without disclaimers referring to a separately published paper product; c) permit open access to the eAIP either without the need for registration or, if registration is required, access to eAIP is automatically and immediately available; d) provide the facility to register for an update/amendment notification service; e) ensure the eAIP complies with Annex 15 requirements for content and structure; f) report eAIP implementation and its internet hyperlink to the ICAO Asia/Pacific Regional Office; and g) having implemented internet-accessible eAIP, on receipt of advice from the ICAO Asia/Pacific Regional Office, discontinue the forwarding of paper or CD copies of AIP, AIP SUP, AIC and NOTAM Checklists to the Regional Office.	ICAO APAC Office	To note that reliable internet access was not globally available or assured and that sole reliance on electronic systems for such information as the AIP was risky
C24/20	Basic Air Navigation Plan Amendment Procedure and Guidance for Submission of ATS Route Amendments	That, to further improve the quality and processing time of proposals to amend ATS route information in the Basic Air Navigation Plan, the Doc 9673 Amendment Procedure provided on the Asia/Pacific website should be replaced with the Amendment Procedure and Guidance for Submission of ATS Route Amendments appended as Appendix E to the Report on Agenda Item 3.2.	ICAO APAC Office	To consider that the amendment procedure and guidance could be of global interest
C24/21	Survey of Differences between States NOTAM Operations and Chapter 3 of the Guidance Manual for AIS in the Asia/Pacific Region – OPADD Edition 3.0	That, recognizing the potential for inconsistencies in NOTAM format within the Asia Pacific Region, States should complete the OPADD Survey attached at Appendix F to the Report on Agenda Item 3.2 and forward the completed survey to the ICAO Asia/Pacific Office by 31 December 2013.	ICAO APAC Office States	To note
C24/22	Search and Rescue Agreements	Recognising the difficulties of enacting Search and Rescue (SAR) Agreements, States should be urged to make arrangements for senior civil and military decision-makers to facilitate the implementation and maintenance of SAR Agreements as early as possible.	ICAO APAC Office	To note

C24/23	Asia/Pacific SAR Contact List	That, States should be urged to provide contact details of SAR managers or senior SAR staff who may respond in a timely manner to aeronautical non-emergency and administrative SAR matters to the Asia/Pacific Regional Office, for incorporation into an Asia/Pacific SAR Contact List.	ICAO APAC Office	To note
C24/24	ADS/C and CPDLC Problem Reporting and Analysis	That, FIT-Asia States are requested to: <input type="checkbox"/> register on the FIT-Asia website (http://www.ispacg-cra.com), and report their registration to the ICAO Asia/Pacific Regional Office by 31 December 2013; <input type="checkbox"/> report problems relating to Automatic Dependent Surveillance-Contract (ADS-C) and Controller Pilot Data-Link Communications (CPDLC) services to the Central Reporting Agency (CRA) for analysis, utilizing the FIT-Asia website; and <input type="checkbox"/> ensure the CRA analysis is reported to FIT-Asia.	ICAO APAC Office States	To note
C24/25	En-Route Monitoring Agency Role and Tasks	Considering the requirement for a defined process of monitoring airframe Required Communication Performance (RCP) and Required Surveillance Performance (RSP) compliance, and analysis of data-link performance affecting horizontal separation standards that utilise data-link, Asia/Pacific States should: a) in collaboration with RASMAG, assign an En-Route Monitoring Agency (EMA) for each FIR; and b) support the assigned EMA with the provision of information regarding i. observed aircraft horizontal navigation performance; and ii. observed non-compliant data-link performance of individual aircraft; and iii. aircraft data-link approvals, and c) recognise the potential benefit of EMAs in providing risk analysis to support horizontal separation implementation.	ICAO APAC Office	To note
C24/26	Repetitive Non-RVSM Approved Aircraft Operating as RVSM Approved Flights	That, Asia/Pacific States should, except where a specific non-RVSM operation is authorised, deny entry to operate within RVSM airspace for aircraft that have been confirmed as non-RVSM approved over a significant length of time, or by intensive checking.	ICAO APAC Office	To consider the need for a global solution to the issue of RVSM flights denied due either to lack of flight plan or approval, and for Council to note To note

C24/27	Prioritization of AIDC Implementation to Address LHDs	<p>Considering that ATS Inter-facility Data Communications (AIDC) is an important means of minimizing Large Height Deviations (LHD), Asia/Pacific States should support the expedition of AIDC through collaborative projects at the following significant LHD interface areas:</p> <p>a) Indonesia: between Jakarta and Chennai/Ujung Pandang/Brisbane/Melbourne FIRs;</p> <p>b) India: between Chennai and Kuala Lumpur FIRs;</p> <p>c) Philippines: between Manila and Fukuoka/Taibei/Hong Kong/Ho Chi Minh/Singapore/Kota Kinabalu/ Ujung Pandang FIRs; and</p> <p>d) China: between –</p> <p>i. Urumqi and Lahore FIRs; and</p> <p>ii. Beijing and Ulaan Baatar FIRs.</p>	ICAO APAC Office	To note
C24/28	Timely implementation of ATN/AMHS	<p>That,</p> <p>a) States/Administrations hosting BBIS hubs be urged to review the feasibility and realize interim ATN connectivity using IDRP prior to complete readiness of all the member States in the Region by 2014/15. This will realize early operational benefits of network resiliency and AMHS operations, particularly in the instances where incompatible versions of AMHS currently preclude AMHS connectivity;</p> <p>b) BBIS and BIS States/Administrations be urged to resolve bilateral issues on urgent basis paving the way for effective use of the network and thereby ensuring utilization of resources and the investment made by the States; and</p> <p>c) States hosting BIS nodes be urged to aggressively take up implementation of ATN/AMHS connectivity as per the Regional Plan to complete regional ATN/AMHS network in the whole APAC region by the end of 2015.</p>	ICAO APAC Office	To note
C24/29	Interface Control Document for ATN IPS (IP V.4)	That, the ICD for ATN IPS (IP v.4) as provided in Appendix A to the Report on Agenda Item 3.4 be adopted as the regional guidance material.	ICAO APAC Office	To note
C24/30	XML Trial over ATN/AMHS	That, ICAO be invited to provide guidance on the requirements for end-user product/message in respect of XML coded NOTAM and OPMET messages.	ICAO APAC Office	To request the advice of the Secretariat on an appropriate response to the request

D24/31	Aeronautical Communication Services Implementation Coordination Group – (ACSICG)	That, a) the name “ATN Implementation Coordination Group” be replaced by “Aeronautical Communication Services Implementation Coordination Group” and b) the revised TOR of ACSICG provided in Appendix B to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note
D24/32	Common Regional Virtual Private Network (VPN) Task Force	That, a Task Force with Subject Matter Experts (SME) be established to study the virtual private network and develop a detailed proposal by 2016. The Task Force reports the outcome of its study to APANPIRG through ACSICG and CNS SG.	ICAO APAC Office	To note
D24/33	APAC RCP/RSP Implementation Framework	That, APANPIRG Sub-groups include in their work program and implementation initiatives, consideration of the required communication performance (RCP) and required surveillance performance (RSP) framework.	ICAO APAC Office APANPIRG SGs	To note
C24/34	Adoption of Global Operational Data Link Document (GOLD) Edition 2	That, the Global Operational Data Link Document (GOLD) Edition 2 provided in Appendix D to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note that the scheduled publication as a Doc is November 2014
C24/35	Revised regional Aeronautical Mobile Service Strategy	That, the revised regional AMS strategy provided in Appendix E to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note

C24/36	RNAV Substitution for Conventional Instrument Flight Procedures	That, considering the intent of US AC 90-108 and issues concerning the application of GNSS capability for aircraft flying conventional instrument flight procedures: a) Asia/Pacific States should publish material that: i) includes approval for authorized operators with the appropriate RNAV capability to include the listing of conventional navigation aids in flight plans, provided the operator has approval for navigation aid substitution and an appropriate, up-to-date database; ii) includes acceptance of navigation substitution approvals of foreign States; and iii) supports ATC separation standards for navigation aid substitution; and b) ICAO HQ be invited to: i) expedite development of global navigation aid substitution provisions; and ii) review the current Flight Plan contents to consider the listing of aircraft navigation capabilities rather than the listing of specific equipment carried (revisions should include the addition of Item 18 PBN codes for navigation specifications not currently included).	ICAO APAC Office	To note that development of provisions is in hand
C24/37	New PBN Navigation Specifications	Considering that the RNP2, RNP0.3 and Advanced RNP Navigation Specifications were to be significantly valuable for future planning, ICAO be urged to: a) expedite standards and guidance associated with these navigation specifications; b) provide adequate training material and courses to enable effective implementation; and c) expedite the development of procedure design standards in Doc 8168 for low RNP value missed approach and departure operations.	ICAO APAC Office	To note that development of provisions is in hand
C24/38	PBN Procedures with Vertical Guidance	That, given the difficulties that some States had with insufficient fleet capability for Baro-VNAV and no Space Based Augmentation System (SBAS), ICAO was urged to consider additional guidelines on alternative provisions to enable compliance so as to better align with the intent of Assembly Resolution A37-11 where practicable.	ICAO APAC Office	To request the Secretariat provides more information on the issue
C24/39	Asia/Pacific Regional PBN Implementation Plan Ver. 4	That, recognizing the need for alignment of PBN Strategies and Guidance Material, as well as development of the Asia/Pacific Seamless ATM Plan, the Asia/Pacific Regional PBN Implementation Plan Version 4.0, provided in Appendix F to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note
D24/40	Dissolution of the PBN Task Force	That, the Performance-based Navigation Task Force (PBN/TF) be dissolved.	ICAO APAC Office	To note

C24/41	Navigation Strategy for the Asia/Pacific Region	That, the revised navigation strategy provided in Appendix G to the Report on Agenda Item 3.4 be adopted for the Asia/Pacific Region.	ICAO APAC Office	To consider if this might be of interest to other regions, and for consideration by the MET section in ICAO HQ
C24/42	Timeframe for Data-sharing in the Bay of Bengal Sub-region	That, States concerned be urged to consider the timeframe established for data-sharing in the Bay of Bengal Sub-region as provided in Appendix H to the Report on Agenda Item 3.4.	ICAO APAC Office	To note
C24/43	Processing altitude information in ADS-B Message	That, States/Administrations implementing ADS-B based surveillance services be urged to be fully aware of the safety implications and difference between geometric and barometric altitude. Geometric altitude information shall not be displayed on ATC displays used for the provision of air traffic services. States may choose to use geometric altitude in ATM systems for other purposes.	ICAO APAC Office	To note
C24/44	Amendment to ADS-B Implementation and Operation Guidance Document (AIGD)	That, the revised AIGD provided in Appendix I to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note
C24/45	Exchange ADS-B performance monitoring result	That, States be encouraged to exchange findings/result of their ADS-B performance monitoring including experience gained in conducting the required performance monitoring.	ICAO APAC Office	To note
C24/46	Need for adequate Logistics and Spares Support for ADS-B service	That, States consider making maintenance arrangements including requirements for spares pool and/or maintenance contract for all ADS-B system acquisitions and existing systems already in operation if these arrangements do not yet exist.	ICAO APAC Office	To note
C24/47	Surveillance Strategy for the Asia/Pacific Region	That, the revised surveillance strategy for the Asia/Pacific Region provided in Appendix J to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	To note
C24/48	Migration to WAFS gridded global forecasts in WMO GRIB Edition 2 code form as soon as possible	That, in view of the cessation of GRIB1 on 14 November 2013, States be invited to: a) urgently migrate to receiving, decoding and using the WAFS gridded global forecasts in WMO GRIB Edition 2 code form as soon as possible, if they have not already done so; and b) if required, urgently contact their workstation/software providers or consider contacting another State already using the GRIB2 datasets for assistance in migrating to GRIB2.	ICAO APAC Office	To note

C24/49	Improvements to SIGMET Implementation and Distribution	That, the ICAO be invited to urge: a) MWOs to improve upon the compliance and availability of SIGMET information; and b) Regional OPMET databanks to ensure that all SIGMET data is forwarded to the SADIS and WIFS Providers in accordance with section 1.2.2 of Appendix 6 to ICAO Annex 3 — Meteorological Service for International Air Navigation.	ICAO APAC Office	To urge compliance
C24/50	Use of VONA format	That, States be invited to consider ways to ensure implementation of the VONA format to report volcanic activities by Volcano Observatories.	ICAO APAC Office	To urge all relevant States to comply
C24/51	Assessment of bilateral agreements for the provision of SIGMET services	That, in coordination with ICAO, States to investigate and assess the feasibility of implementing effective bilateral agreements for the provision of SIGMET services as a corrective action towards resolution of air navigation deficiencies listed in the MET field.	ICAO APAC Office States	To note
D24/52	Survey on the implementation of meteorological competency	That, ICAO coordinates a survey on the level of implementation of competency assessment, qualifications and training for meteorological personnel providing service for international air navigation and report the result to the MET SG/18 meeting.	ICAO APAC Office	To note
D24/53	Guidance on QMS, competencies and cost recovery	That, ICAO investigates opportunities to provide States with guidance information regarding implementation of QMS, competencies and cost recovery within the APAC Region		To note
C24/54	Asia/Pacific Seamless ATM Plan	That, the Asia/Pacific Seamless ATM Plan Version 1.0 attached as Appendix B to the Report on Agenda Item 3.6 be endorsed, and made available on the ICAO Asia/Pacific Regional Office web site.	ICAO APAC Office	To note
C24/55	State Seamless ATM Planning	That, given the urgency and priority of Seamless ATM planning for the Asia/Pacific as acknowledged by the 46th Conference of Directors General of Civil Aviation (DGCA, Osaka, Japan, 12-16 October 2009) and APANPIRG/22 (05-09 September 2011), States should be urged to: a) review Version 1.0 of the Asia/Pacific Seamless ATM Plan and utilise the Plan to develop planning for State implementation of applicable Seamless ATM elements; b) ensure relevant decision-makers are briefed on the Seamless ATM Plan; c) submit the first Regional Seamless ATM Reporting Form to the ICAO Regional Office by 01 March 2014; and d) where possible, participate and contribute to Seamless ATM system collaborative training and research initiatives.	ICAO APAC Office States	To note
D24/56	Seamless ATM Seminars/Workshops	That, ICAO be urged to facilitate Asia/Pacific Seamless ATM Planning and Implementation Seminars/ Workshops for Asia/Pacific and trans-regional States.	ICAO APAC Office	To note

D24/57	Dissolution of APSAPG	That, considering the submission of the Draft Seamless ATM Plan to APANPIRG, and subject to the Seamless ATM Plan being approved, the Asia/Pacific Seamless ATM Planning Group (APSAPG) be dissolved, and any on-going tasks be delegated to the appropriate Sub-Group.	ICAO APAC Office	To note
D24/58	Addition of the APANPIRG Air Navigation Deficiencies for Noncompliance with Annex 14 SARPs	That, the AOP Air Navigation Deficiencies reported and identified in Appendix B1 to Report on Agenda Item 4 be added to the APANPIRG Air Navigation Deficiencies listed in Appendix B.	ICAO APAC Office	To note
D24/59	ATM/AIS/SAR, AOP, CNS and MET Deficiency List	That, the list of air navigation deficiencies reported and identified in ATM/AIS/SAR, AOP, CNS and MET Deficiency List be updated as detailed in Appendix A to D to the Report on Agenda Item 4.	ICAO APAC Office	To note

— END —



International Civil Aviation Organization

DRAFT MINUTES

DRAFT
AN Min. 194-7
27/12/13

AIR NAVIGATION COMMISSION

194TH SESSION

Minutes of the Seventh Meeting

(ANC Chamber, Wednesday, 27 November 2013, at 1000 hours)

PRESIDENT: Mr. C. Schleifer-Heingärtner

SECRETARY: Ms. Nancy Graham, D/ANB

COMMISSIONERS:

ACTING SECRETARY: Mr. V. Galotti, DD/SSI

Mr. A.H. Alaufi
Mr. D.C. Behrens
Mr. M.A. Costa Junior
Mr. J.I. Dow
Mr. M.G. Fernando
Mr. P.D. Fleming
Mr. R. González
Mr. J. Herrero
Mr. A.A. Korsakov
Mr. R. Monning
Mr. H. Park
Mr. F. Tai
Mr. A.H. Tiede
Mr. S. Vuokila
Mr. H. Yoshimura
Mr. F. Zizi

ALSO PRESENT:

Mr. D. Fitzpatrick – Alternate Representative of Portugal
on the Council
Mr. J-L. Ammeloot – EASA Representative to ICAO

SECRETARIAT:

Mr. M. Elamiri – DD/SMM
Mr. Y. Wang – C/AGA
Mr. J. Cheong – TO/AGA
Mr. G. Ville – TO/AGA
Mr. M. Costa – C/AIG
Mr. A. De Kock – TO/AIG
Mr. M. Hoummady – C/AST
Mr. C.M. Dalton – C/ATM
Mr. S. Da Silva – TO/ATM
Mr. N. Hinchliffe – TO/ATM
Mr. E. Lassooij – TO/ATM
Mr. H. Matthiesen – TO/ATM
Mr. H. Gourdji – C/CMO
Ms. L. McGuigan – IO/DGS
Mr. R. Macfarlane – C/IIM
Dr. T. Evans – C/MED
Mr. G. Brock – C/MET
Mr. M. Fox – C/OPS
Mr. Y. Fattah – C/SAST
Ms. C. Kim – TO/SAST
Ms. T. Pak – Consultant, SAST
Mrs. D. Cooper – PO/PW
Ms. L. Wirtanen – Précis Writer

OBSERVERS:

Mr. M.T. Comber – IATA
Mr. P. Ingleton – IBAC
Mr. M.F. Jackson – IFALPA
Dr. R. Stilwell – IFATCA

Mr. F. Ortiz Acheritogaray – Chile
Mr. L.M. García Lancharos – Colombia
Mr. S. Dutta – India
Mr. A. Boulmane – Morocco
Mr. A.J. Baraybar González – Peru
Mr. K. Yillikçi – Turkey

Programme 1: ATM - Airspace Optimization**(19306)****Preliminary review of proposed amendment to the PANS-ATM related to 9.3 KM (5 NM) terminal separation based on RNP 1, 45 degrees RNAV arrival and departure separation, PBN lateral separation and VOR/GNSS lateral separation AN-WP/8741.PDP, Discussion Papers No. 1 and 2**

1. The Commission resumed (194-6) its discussion of AN-WP/8741.PDP, which presented a preliminary review by the ANC Working Group of the Whole for AN Work Programme Deliverables Production (AN-WG/PDP) of the proposed amendment to the PANS-ATM related to 9.3 KM (5 NM) terminal separation based on RNP 1, 45 degrees RNAV arrival and departure separation, PBN lateral separation and VOR/GNSS lateral separation.
2. Turning to Initial Proposal 2 (5.4.1.2 Lateral Separation Criteria and Minima), on page A-3, a query was raised on what had happened to RNAV5 with the deletion of RNAV, because there were many RNAV5-approved aircraft in Europe, known as Basic RNAV, that included many sensors that had references in the PANS-ATM. Initial Proposal 2 was *agreed* with the change recommended by the Secretariat on page A-7.
3. Initial Proposal 3 (5.4.1.2.1.4 regarding lateral separation of aircraft), on page A-7, was *agreed* with no change.
4. In relation to Initial Proposal 4 (5.4.1.2.1.6 Lateral separation of aircraft on parallel or non-intersecting tracks or ATS routes), on page A-8, DP No. 1 was introduced that presented proposals to include the global navigation satellite system (GNSS) in the provisions and to reword Note 4. It was explained that introducing GNSS made the distinction between RNP2 and GNSS. It was also pointed out that trial phases where GNSS capability was used or being considered were being conducted in different parts of the world, as shown by examples in the APANPIRG/24 and NAT SPG/9 reports.
5. The Observer of IATA remarked that it was important not to miss out on operational experience by trying to obtain the optimum solution while there were immediate benefits with the technologies and procedures available right now. The Observer of IFATCA emphasized the critical nature of this Standard for air traffic controllers that was needed for high density surveillance airspace as well as for medium density procedural airspace. She pointed out that this was not a new proposal, having been reviewed by the Commission, and emphasized that the proposal was mature and necessary, and it was important to move forward.
6. In replying to a concern on whether the wording of the provisions was tightly aligned with the operational aspects, TO/ATM explained that the operational aspects were well explained in Circular 334, drafted by the Separation and Airspace Safety Panel (SASP) for this amendment, which would be published after the Commission's approval of the amendment proposal.
7. Replying to a query on whether SASP had considered GNSS and RNP2 to be equal, TO/ATM explained that the understanding of SASP was that GNSS and RNP were not equal; however, during the safety assessment developed for these provisions, SASP had considered that RNP2 was at least equal or better than a GNSS-equipped aircraft. It was also clarified that it was the intention of SASP to include GNSS. TO/ATM noted that the Secretariat supported the proposals as presented in DP No. 1.
8. The Observer of IBAC remarked that the proposed Note 4, on page 2, should refer exactly to what was required in the flight plan because Item 10 Equipment and Capabilities covered a number of items. He also pointed out that the material proposed for amendment in the PANS-ATM, in almost all of the cases, was critically dependent on both aircraft having capability. He emphasized, as on previous occasions, the criticality of having high integrity information about equipment and capabilities of the airplane and flight crew in the flight plan. C/ATM remarked that further work on Appendix 2 was

needed because of the difference between equipage and capability, and suggested that the ATMOPS Panel be tasked with this item.

9. Based on the discussion, Initial Proposal 4 was *agreed* with the changes proposed in DP No. 1 and the deletion of “navigation system” after “GNSS” in sub-paragraphs c), d) e) and in Note 4.

10. Initial Proposal 5 (5.4.1.2.1.7 RNAV operations (where RNP is specified) on intersecting tracks or ATS routes), on page A-10, was *agreed* with the changes recommended by the AN-WG/PDP.

11. Turning to Initial Proposal 6 (5.7 Separation of Departing Aircraft from Arriving Aircraft), on page A-14, the Principal of Champion Team 2 (CT-2) reported on the CT-2 proposal to task this item to the ATMOPSP and indicated that a new job card had been circulated to the panel for this purpose. TO/ATM remarked that the Secretariat supported this proposal and mentioned that the new proposal developed by ATMOPSP would be coordinated with SASP for their input. C/ATM emphasized the need to clarify the procedure for issuing job cards for tasks that involved the work of more than one panel. It was *agreed* to remove Initial Proposal 6 from the proposal for amendment and to refer this item to the ATMOPSP.

12. Initial Proposal 7 (Chapter 12 Phraseologies), on page A-16, was *agreed* with the changes proposed by the AN-WG/PDP.

13. Initial Proposal 8 (Appendix 2 Flight Plan), on page A-18, was *agreed* with the changes suggested by the Secretariat on pages A-18 and A-19 and a further change whereby the shaded text would be relocated to item g) in the equipment and capabilities list.

14. Drawing attention to the proposed date of 15 February 2014 for the replies from States, TO/ATM explained that although the period for replies was shorter than usual, it would allow an applicability date of 13 November 2014. Because an amendment was not planned for 2015, waiting until 2016 would be a considerable delay. A concern with the short timeframe was that it would reduce the time needed for coordination between different areas of expertise in States. In reply to a suggestion to consider changing the date to December 2014, C/ATM explained that the date was aligned with other consequential amendments. PO/PW also pointed out that this amendment would be presented as part of the consolidated PANS-ATM amendment for the final review in the 195th Session, and then would be circulated under cover of a President memorandum for the approval of the Council. Views were expressed in support of an applicability date in 2014 because the amendments were long overdue and included important PBN enhancements. The Commission *requested* the Secretariat to shorten the internal process as much as possible in order to allow States sufficient time to reply.

15. Concluding its consideration of AN-WP/8741.PDP and DP Nos. 1 and 2, the Commission:

- a) *reviewed* the proposed amendment to the PANS-ATM presented in the Appendix to this working paper;
- b) *agreed* that the amendment proposal, as modified by action taken in a) above, be transmitted to States and appropriate international organizations for comments;
- c) *agreed* that the applicability date for the proposed amendment to the PANS-ATM be initially indicated as 13 November 2014, subject to further assessment; and
- d) *requested* the Secretary to present the results of the consultation in b) above for final review by the Commission in the 195th Session.

**Programme: All Programmes
(19424) Development of Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS), Regional Supplementary Procedures (SUPPS), Manuals and Circulars
AN-WP/8827**

16. The Acting Secretary introduced AN-WP/8827, which presented information on the development of Standards and Recommended Practices (SARPs), Procedures for Air Navigation Services (PANS), Regional Supplementary Procedures (SUPPS), Manuals and Circulars. The item had been identified and tasked to the Secretariat during the preliminary review of the PANS-AGA (193-4) when clarification had been sought on the definition of PANS. The paper provided the historical background for PANS and their current definitions, as well as information on other regulatory documents, manuals and circulars.

17. Turning to page 2, paragraph 3.3, one understanding was that PANS were complementary to SARPs, which differed from the statement that PANS were “operating procedures regarded as not yet having attained a sufficient degree of maturity for adoption as International Standards and Recommended Practices.” One opinion voiced was the need to consider modifying or eliminating a similar statement in the Foreword of the PANS because it led to confusion. It was also noted that in comparing the different PANS, no well-structured definition had been found that could be used as a guide for the future. It was also pointed out that the end users of the PANS included not only States, but also specific operators, a concept that was not captured in the definitions.

18. In relation to the development of guidance material for SARPs, it was pointed out that two different approaches were in use. One approach was the publication of manuals under the authority of the Secretary General, and the other was to include the guidance material in an attachment to the Annex, which was regulated through consultation with States and the approval by the Commission. In this regard, it was considered important to have a means of identifying when either of these approaches should be used.

19. Attention was drawn to the difference between the statements on documentation in the *Regional Supplementary Procedures* (Doc 7030) and the *ICAO Publications Regulations* (Doc 7231). Doc 7030 described ICAO technical publications as being prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council, and the text in the paper drawn from Doc 7231 stated that manuals were approved by the Secretary General and published under his authority.

20. Commenting on the importance of having a guide that would show the relationship between the various documents, a speaker also suggested that a mechanism be developed that would show how the documents could be transferred into the States’ national legislations.

21. It was proposed that AN-WP/8827 be used as the basis for a framework that would outline the hierarchy, responsibilities, and interrelationships of all documentation. The Acting Secretary remarked that because the PANS had evolved over time, many of the statements in current documents were no longer relevant, and therefore he was in favour of a guidance document that would be aligned with the current status of the documents.

22. Concluding its consideration of AN-WP/8827, the Commission *agreed* to establish an ad-hoc group under the ANC Working Group on Procedural Matters that would work with the Secretariat to develop a documentation framework.

Review of Panel Job Cards

DP No. 1 related to ATMOPSP job cards

DP No. 1 related to AP job cards

23. The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced the discussion paper which presented proposed job cards related to the Air Traffic Management Operations Panel (ATMOPSP) for the approval of the Commission.

24. The job cards presented in the Appendix were *agreed* as follows: job card ATMOPSP002 (ICAO standard phraseology), on page A-1; ATMOPSP003 (Limits of a vector), on page A-2; ATMOPSP004 (Clarification of procedures when being vectored for final approach), on page A-3,; and ATMOPSP005 (Intersection take-off phraseology), on page A-4.

25. The Chairperson of the AN-WG/SRP then introduced the discussion paper which presented proposed job cards related to the Aerodromes Panel (AP) for the approval of the Commission.

26. In the Appendix, job card AP005 rev 1 (Obstacle limitation surfaces at aerodromes and heliports/helidecks), on page A-2, a concern was raised by C/AGA on whether completing such a complex task by the first quarter of 2015 was feasible. In recalling that this topic had been raised at the 38th Assembly by India (A38-WP/413, paragraph 38.8), it was suggested that this reference also be included in the job card. It was *agreed* to change the date for the next review from November 2014 to March/April 2014 and to *request*, as part of this report, input on the completion date from the panel.

27. Job card AP006 (Strategic view of ICAO provisions for aerodromes), on page A-4, was *agreed* as presented in the discussion paper.

28. Turning to Job card AP007 (International provisions addressing ground handling at aerodromes), on page A-5, it was *agreed* to use the following wording for the problem statement: "There is a need to look at safety, efficiency and standardization issues associated with ground handling and determine the status and future needs of ICAO provisions in relation to ground handling at aerodromes."

29. In the Specific Details, the Observer of IATA suggested that reference be made not only to the IATA Safety Audit for Ground Operations (ISAGO) Standards Manual, but also to the Ground Handling Manual and the Ground Operations Manual on which the audits were based. In noting the close coordination of work between ICAO and IATA, he remarked that this task was a good example of how basic standards were produced while cross-referencing industry documents. The Observer of IBAC also suggested that IBAC be mentioned in connection with industry documentation because IBAC would be developing material for ground handling for business aircraft operations. The Commission *agreed* to add the references to the IATA manuals and the actions by IBAC as well as ACI.

30. In relation to Part II, Required Action, the following changes were *agreed*: in paragraph 1, to delete the second sentence, and in Deliverables, to delete "and recommended way forward for ICAO"; and in paragraph 2, to replace the paragraph by "Provide recommendation on what ICAO should consider for its future work programme that would complement and complete a regulatory package for the safety, efficiency and standardization of ground handling operations", in By Whom/Resources, to replace "AP/PASG" by "AP", in Deliverables, to replace "Procedures for PANS-Aerodromes" by "Proposed work programme" and in Timescales to replace "Q4/2017" by "Q3/2014".

31. Responding to a query on whether this item should also be addressed to the Operations Panel, the Chairperson explained that the AP had been given a lead role because they had already begun the work in this area, and it was complementary to Job Card AP006. He pointed out that it was most probable that the work would require coordination with other experts. A speaker recalled that a task

related to the Safety Management Panel (SMP) and work with contractors would also need to be considered, but pointed out that the first step was to conduct a gap analysis and identify the work items.

**Programme 5: ATM – Global Management
(19420) Review of the report of the twenty-fourth meeting of the Asia Pacific Air
Navigation Planning and Implementation Regional Group (APANPIRG/24)
AN-WP/8825**

32. The Commission *agreed* to waive the 48-hour rule for availability of reports from standing working groups to allow consideration of AN-WP/8825.

33. The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8825, which presented a review of the report of the twenty-fourth meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24).

34. In Appendix A, page A-1, in relation to the PIRG conclusion/decision on the five-letter name codes, the President noted that action by the Commission had been completed. He recalled that a briefing had been given by the Secretariat, and remarked that more information would be forthcoming on this topic.

35. The Commission *agreed* on the following: to make the PIRGs and RASGs aware that the Commission had not stopped reviewing individual PIRG meeting reports and would, during its 195th Session, commence the review of the RASG meeting reports; to provide PIRGs and RASGs with C/DEC 183/9, C-MIN 199/6; and to inform APANPIRG members on the status of the items in the report. It was also *agreed* to request the Secretariat to present a briefing on the runway safety programme; and to provide further information on the difficulties that some States had with insufficient fleet capability, BARO-VNAV, and the lack of a space-based augmentation system (SBAS).

36. Responding to a request for an update on the recent expansion of the Implementation Support and Development Section – Safety (ISD-SAF), the Secretary explained that implementation was the new emphasis for the Section, based on the fairly poor implementation rate of the more than 10,000 ICAO Standards. The rotation of staff, an approach that would be used more frequently, was to strengthen the resources in the section. She mentioned that the work of ISD-SAF had included the development and coordination of a training course for Regional Officers at Headquarters in November. ISD-SAF also worked in the area of safety by providing assistance and working with the Regional Offices in developing specific ICAO plans of action for States and, with the Regional Offices and TCB, packages to assist States in improving both their safety record and compliance.

37. Concluding its consideration of AN-WP/8825, the Commission:

- a) *noted* the APANPIRG/24 Report and the report of the AN-WG/SRP thereon, as contained in AN-WP/8825; and
- b) *requested* the Secretary General to take specific action on the conclusions and decisions of the meeting, as proposed in Appendices A and B to AN-WP/8825.

**Programme 5: ATM – Global Management
(19421) Review of the report of the forty-ninth meeting of the North Atlantic Systems
Planning Group (NAT SPG/49)
AN-WP/8826**

38. The Commission *agreed* to waive the 48-hour rule for availability of reports from standing working groups to allow consideration of AN-WP/8826.

39. The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8826, which presented a review of the report of the forty-ninth meeting of the North Atlantic Systems Planning Group (NAT SPG/49).

40. The Commission *agreed* to review the direction given to SASP such that its work was coordinated with global activities as, for example, trials in the North Atlantic, to ensure timely development of global provisions.

41. Concluding its consideration of AN-WP/8826, the Commission:

- a) *noted* the NAT SPG/49 Report and the report of the AN-WG/SRP thereon, as contained in AN-WP/8826; and
- b) *requested* the Secretary General to take specific action on the conclusions and decisions of the meeting, as proposed in Appendices A and B to AN-WP/8826.

Other business

Farwell to Mr. Vincent Galotti, DD/SSI/ANB

42. On behalf of the Commission, Mr. Mervyn Fernando bid farewell to Mr. Vincent Galotti, DD/SSI/ANB, who was retiring after many years of service to ICAO. Mr. Mike Jackson, the Observer of ACI, then spoke on behalf of the industry observers, expressing their sincere appreciation for his contribution to the work of the Commission. As a special recognition, the President presented Mr. Galotti with a diploma attesting to his service to the Commission and commented on his valuable contribution that drew on broad experience in aviation to promote the mission of the Organization. Mr. Galotti thanked everyone for their kind words. He remarked on the long history of cooperation between the Commission and ANB.

43. The meeting was *adjourned* at 1250 hours.
