



## 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

- Agenda Item 1: Follow-up on the Outcome of APANPIRG/24 Meeting**
- 1.3: Review status of implementation of APANPIRG outstanding Conclusions and Decisions**

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

(Presented by the Secretariat)

**SUMMARY**

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

*Strategic Objectives:*

- A: **Safety** – Enhance global civil aviation safety
- B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.

Refer Para 3 for action by APANPIRG/25

## 1. INTRODUCTION

1.1 APANPIRG/24 reviewed the progress made on the outstanding Conclusions and Decisions including the Conclusions and Decisions of its 23<sup>rd</sup> 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 12 outstanding Conclusions and 1 Decision up to APANPIRG/23, the follow-up actions taken by States and ICAO on 6 Conclusions and 1 Decision are in progress. The present status of the outstanding Conclusions and Decisions up to APANPIRG/23 are given in **Appendix A** to this Working Paper.

## 3. ACTION BY THE MEETING

3.1 The meeting is invited to note the progress made on the outstanding Conclusions and Decisions up to APANPIRG/23 as given in **Appendix A** to this paper.

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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	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 20/68	Expanded WV SIGMET Test Development	<p>That,</p> <p>a) Japan be invited to further develop an expanded WV SIGMET Test utilizing automated templates in consultation with the Darwin VAAC; and</p> <p>b) upon completion of a) above, Japan conducts the expanded WV SIGMET Test and produce an analysis to the OPMET/M TF/8 meeting for further review and subsequent reporting to the CNS/MET SG/14 meeting to determine the next phase of the test.</p>	<p>Develop WV expansion SIGMET test</p> <p>Conduct and report on trial test</p>	<p>Japan/ VAAC Darwin</p> <p>Japan</p>	<p>Updated WV expansion SIGMET Test</p> <p>Test results included in OPMET/M TF/8 and CNS/MET SG/14 reports</p>	<p>Revised target date July 2014</p>	<p><b>CLOSED</b></p> <p>Efforts suspended due to earthquake/Tsunami and accidental release of radioactive material; Japan to resume work on developing an expanded SIGMET test for volcanic ash in the APAC Region; Australia to assist.</p> <p>Draft Conclusion formulated by MET SG/18 to establish a volcanic ash exercises steering group in the APAC region will overtake this action.</p>

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D 21/9	Develop Sub-Regional volcanic Ash Contingency Plan	That,  a) in view of the recent volcanic activity in Iceland, the CNS/MET Sub-Group be requested to develop sub-regional volcanic ash contingency plans; and  b) urge States to designate appropriate contact points to establish/maintain contacts in the interim period until the sub-regional volcanic ash contingency plans become available.	CNS/MET SG to develop volcanic ash contingency plans  States to provide POC for volcanic ash events	ICAO APAC  ICAO APAC	Volcanic ash regional contingency plan  Contingency contact list  Assignment of duties – CNS/MET SG/14 D14/30 to METWARN/I TF and MET/ATM TF	Revised date- July 2014  Jan 2011	a) <b>IN PROGRESS</b> A framework for APAC regional contingency plans developed (Mar 2011); Ad-hoc group to consider input to ATM VACP.  b) <b>COMPLETED</b>

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Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 21/46	<b>Improvements to WAFS Implementation</b>	<p>That, the WAFSOPSG is invited to discuss and consider the following improvement measures in WAFS implementation:</p> <p>a) the WAFS Provider States inform users in advance about forthcoming changes to the contents of the WAFS forecasts; and</p> <p>b) further guidance be provided regarding the specific actions to be taken by the MET service providers and all relevant end users of WAFS upon receiving the administrative message.</p> <p><i>Note: Guidance should also include any requirement for a user State to generate its own administrative message for a product affected by a received administrative message.</i></p>	<p>Determine changes, if necessary, to the WAFS change bulletin notice</p> <p>Determine further guidance, if necessary, for users of WAFS administrative messages</p>	<p>WAFSOPSG/6 (March 2011)</p> <p>WAFSOPSG/6 (March 2011)</p>	<p>Update WAFS bulletin notice, if required</p> <p>Update guidance on WAFS administrative messages, if required</p>	<p>July 2011</p> <p>Sept 2013</p>	<p>a) <b>COMPLETED</b> WAFSOPSG/7 (Sep 2012) Conclusion 7/8.</p> <p>b) <b>COMPLETED</b> WAFSOPSG/8 Conclusion 8/9: ICAO updated the <i>Guidance for Handling WAFS SIGWX Correction Messages</i> on the WAFSOPSG website (April 2014)</p>

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C 21/48	Update of SADIS and ISCS User Guide	<p>That, the SADISOPSG and WAFSOPSG consider the need to update the SADIS and ISCS User Guides by aligning with regional Meteorological Watch Offices requirements (Regional FASID Tables)</p> <p><i>Note: To achieve this, the following steps should be taken in time for the regional SIGMET advisory trial (1 April 2011)</i></p> <p>a) <i>Regional amendment proposals on FASID Table MET 1B;</i></p> <p>b) <i>Develop global database based on Regional requirements in a); and</i></p> <p>c) <i>Consider global database on SIGMET requirements for use in SADIS and ISCS User Guides</i></p>	<p>Amendment Proposals to Tables in the Regions, where necessary</p> <p>HQ IT develop global database of FASID Table MET 1B</p> <p>Incorporate SIGMET requirements in SADIS Users Guide (as a link to the global database)</p>	<p>ICAO APAC</p> <p>ICAO HQ</p> <p>WAFSOPSG/6 (March 2011)</p> <p>SADISOPSG/15 (May 2011)</p>	<p>Up-to-date FASID Tables MET 1B for all Regions</p> <p>Global MWO database</p> <p>Provide link to global database for SIGMET requirements</p>	<p>Dec 2010</p> <p>Mar 2011</p> <p>Apr 2011</p>	<p>a) <b>COMPLETED</b></p> <p>b) &amp; c) <b>IN PROGRESS</b> (all regions submitted latest version table in excel format to HQ in Nov 2010, except for NAM) WAFSOPSG/6 noted development of database at HQ (but will not meet target date)</p> <p>Development of a global database of SIGMET requirements is underway in ICAO headquarters (along with the development of a database for all MET Tables contained in the air navigation plan).</p>

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Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 22/36  A	<b>Amendment to Regional Supplementary Procedures on ADS-B</b>	That, the Regional Supplementary Procedure Doc7030 MID/ASIA Chapter 5 be amended in accordance with the established procedure to include regional requirements on ADS-B as provided in the <b>Appendix N</b> to the report on Agenda Item 3.4.	Prepare and process PfA to SUPP	ICAO APAC Office  ICAO HQ/ ANB/ATM	Proposal for amendment (PfA) processed and submitted to HQ.  Sharing of APANPIRG's PfA for DOC 7030 related to ADS-B with other regions.	March 2012/rev May 2012  Rev May 2013	<b>COMPLETED</b>  PfA was approved by President of Council on 4 Dec. 2013 and States notified on 11 December 2013
C 22/42  A & C	<b>Improvement of WAFC SIGWX charts</b>	That, the WAFSOPSG be invited to request the WAFC Provider States to provide SIGWX chart verification results, if any, to illustrate the degree of accuracy of their SIGWX charts.	Invite WAFSOPSG to request WAFC provider States to improve SIGWX charts	ICAO APAC Office	Letter to Secretary WAFSOPG	February 2012	<b>CLOSED</b> APANPIRG Conclusion 22/42 was considered by the WAFSOPSG/8 and resulted in <b>no further actions</b> due to unresolved challenges in the comparison of the simplified object representations of the phenomena on SIGWX charts with the more complex nature of actual SIGWX phenomena

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C 22/44 C	<b>SIGMET template and example for no VA expected</b>	That,  a) ICAO consider modifying the SIGMET template in Annex 3 to include an example to report a situation when no ash is expected in the forecast section of a SIGMET; and  b) the Asia/Pacific SIGMET Guide be amended accordingly with an example of a SIGMET satisfying the condition in a).	ICAO to consider modification of Annex 3 provisions relating to SIGMET	ICAO HQ/ ANB/MET   ICAO APAC Office	Amendment to relevant provision of Annex 3.   Amendment to Asia/Pacific SIGMET guide.	March 2012	<b>COMPLETED</b> Am76 to Annex 3 adopted by Council 27 Feb 2013 (AN 10/1.1-13/39 refers) Applicability 14 Nov 2013;  SIGMET Guide updated accordingly on APAC eDocuments website (Nov 2013).
C 23/21	<b>IMS Operational Concept</b>	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.	ICAO HQ ANB/IIM   APANPIRG/ ATNICG	IMS operational concept of IMS and IPv6 network configuration developed  CBA for IPv6 and IMS/SWIM implementation conducted	IPv6 network configuration at global level  CBA for IP based regional common network conducted	March 2015  April 2014 Completed	<b>IN PROGRESS</b>



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C 23/37	Preparations for WRC-15	<p>That,</p> <p>a) States consider national and international requirements for aeronautical services identified in the WRC-15 Agenda and develop national positions in line with ICAO Position to ensure the availability and protection of this spectrum for aviation use;</p> <p>b) States actively participate and support WRC-15 aeronautical spectrum issues through national and international meetings including APT Preparatory Group for WRC-15, ITU-R Working Party 5B and JTG 4-5-6-7; and</p> <p>c) States be encouraged to establish consultative groups of aviation industry participants to assist in the preparations for WRC-15 as appropriate.</p>	<p>ICAO APAC Office</p> <p>States</p>	<p>State letter Ref. : T 8/8.10:AP017 /13 (CNS)</p> <p>a) National position for WRC-15 developed in line with ICAO position by States;</p> <p>b) States actively participated various forum for WRC-15;</p> <p>c) ICAO state letter issued urging States to establish industry consultative group</p>	<p>September 2013</p> <p>December 2014</p> <p>December 2014</p> <p>January 2013</p>	<p>SL issued on 31 Jan. 2013</p> <p>On Going</p> <p>On Going</p> <p>Complete</p>	<p>In Progress</p>

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C 23/38	<b>A SIP Workshop on Radio Spectrum Management</b>	That, a Special Implementation Programme (SIP) Workshop on radio spectrum management including revision to the overall ICAO Spectrum Policy and relevant frequency assignment planning criteria be organized in the Asia/Pacific Region.	ICAO APAC office	SIP Workshop on radio spectrum management conducted	July 2014	Proposed SIP for 2014 was not approved and further postponed to 2015	IN PROGRESS
C 23/41	<b>VAAC Backup Procedures in the ASIA/PAC Region</b>	That, Australia, Japan and New Zealand considers the further development of:  a) VAAC Backup Procedures in the Asia-Pacific Region, as given at <b>Appendix Q</b> to the Report on agenda item 3.4, in order to include Tokyo, Wellington and Darwin VAACs; and  b) Procedures for VAAC Backup Tests between Tokyo, Wellington and Darwin VAACs for inclusion in the Asia/Pacific Regional SIGMET Guide.	a) Japan, New Zealand and Australia;  b) ICAO APAC Office	a) VAAC Backup Procedures for Tokyo/Wellington/Darwin; and  b) Appendix (VAAC Backup Test Procedures) in ASIA/PAC Regional SIGMET Guide	November 2012  (Revised March 2013) (Revised based on expected time-frame for Darwin/Wellington procedures)	<b>In Progress</b>	<b>IN PROGRESS</b>  a) a) Regional SIGMET Guide template under review (including VAAC Backup Procedures) for adoption in APAC Region.  b) VAAC Backup Test procedures have been developed between Wellington and Darwin for inclusion in the Asia/Pacific Regional SIGMET Guide

**Status of Outstanding Conclusions/Decisions – Action Plan**

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C 23/45	<b>Implementation of Quality Management Systems for Meteorological Service Provision</b>	That ICAO, in coordination with the World Meteorological Organization (WMO), considers urgent strategies to foster the implementation of quality management systems for meteorological service amongst States in the Asia/Pacific Region in light of the ICAO Annex 3 – Meteorological Service for International Air Navigation requirement applicable 15 November 2012.	ICAO APAC office	Strategy/plan	October 2012  (Revised June 2013)	<b>In Progress</b>	<b>IN PROGRESS</b> States surveyed on QMS status; ICAO/WMO in discussion on plan for assistance

\* **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 -13:

**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.