INTERNATIONAL CIVIL AVIATION ORGANIZATION

TWENTY SIXTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/26)

Bangkok, Thailand, 7 – 10 September 2015

Agenda Item 1A: **Follow-up on the outcome of APANPIRG/25 Meeting**

1.1 :   **Review of the action taken by the ANC and the Council on the Report of APANPIRG/25**

REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION ON THE REPORT OF THE APANPIRG/25

(Presented by the Secretariat)

SUMMARY

This paper presents the action taken by the Air Navigation Commission (ANC) on the Report of the Twenty-Fifth Meeting of APANPIRG (APANPIRG/25).

Action by APANPIRG/26 is in paragraph 3.

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1.   INTRODUCTION

1.1   The Air Navigation Commission (ANC) referred the Report of the APANPIRG/25 (Kuala Lumpur, Malaysia 8-11 September 2014) Meeting to its Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP). The AN-WG/SRP reviewed the report, specifically all the Conclusions and Decisions, including those that required the Commission and/or Council action or may impact other regions on 21 January 2014. The Attachment to this Working Paper presents the action taken by the ANC on the Conclusions and Decisions on the recommendations of the WG/SRP. ANC has noted that all other follow-up action would be taken by the Secretary General in accordance with established practice. 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. The Report was subsequently approved by the ANC on 26 February 2015.

1.2   The ANC acknowledged with appreciation, the efforts made by APANPIRG to report on their work related to the ASBU structure and modules. The Observer of International Business Aviation Community (IBAC) considered the regional implementation of the ASBU modules to be encouraging and that it serve as an example for the other regions to follow.

2.   ANC ACTIONS ON APANPIRG/25 REPORT

2.1   The Air Navigation Working Paper (AN-WP/8916) on the review of the Report of the 25th 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 A to the Working Paper AN-WP/8916 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 198th Session of the ANC held on 26 February 2015 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/25 Report, as outlined in this Working Paper and, in particular, to Appendix A to the Working Paper AN-WP/8916; 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 REPORTOF THE TWENTY FIFTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP
(APANPIRG/25)
(Item 19822)**

(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 report of the APANPIRG/25 Meeting. Action by the Air Navigation Commission is in paragraph 2.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All ANB Sections, Regional Offices
REFERENCES
*APANPIRG/25 Report This working paper relates to Strategic Objectives A and C *Principal references

1.   **INTRODUCTION**

1.1   The Air Navigation Commission referred the Report of the APANPIRG/25 Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The Twenty Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25) was held in Kuala Lumpur, Malaysia from 8 to 11 September 2014. The meeting was attended by by 122 participants from 23 Member States, 2 Special administrative regions of China and four international organisations.

1.2   The AN-WG/SRP reviewed the report on 21 January 2014. Appendix A to this working paper presents the analysis of the conclusions and decisions, and the recommendation of the WG/SRP to the ANC. Appendix B contains an update on open actions items from the review by the ANC of the APANPIRG/24 meeting. 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 terms of reference of the APANPIRG as presented in the Report and noted that the Basic Operational Requirements and Planning Criteria (BORPC) will no longer apply with the development of the new Air Navigation Plan format. This applies to all PIRGs and the WG/SRP recommends it be addressed in the next consolidated report to Council on PIRGs and RASGs.

2.2   In relation to conclusion 25/7 on the amendment to figure 3-1 of Annex 14, Volume II the WG/SRP noted the conclusion and the Secretariat confirmed the correction action will be included in the next amendment of Annex 14. The Secretariat confirmed they review the report and process any items addressed to them without awaiting ANC review. In addition, the WG/SRP noted the work programme contains recurring tasks to capture the update of the annexes based on items such as identified by this conclusion.

2.3   In reviewing the Conclusion 25/14 the WG/SRP expressed concern at the low level of access to ICAO annexes and documents, noting only 12% of participants at the meeting reported having access to Annex 15. It was noted that ICAO are moving to digital rights management and concern was expressed that this may further impact on the available access to ICAO documents, especially if further charges are applied to more than three copies of each manual. While acknowledging that access restrictions may often be a problem in the individual States, the WG/SRP recommended that the ANC advise the Council of the concern and that the safety assessment of the new digital rights project take account of the impact on a State's ability to access and implement ICAO provisions.

2.4   The WG/SRP noted the progress reported on the Five Letter Name Codes (5LNC). The Secretariat advised the process of reducing duplicates is on-going utilising the ICARD application. Additionally the FLTOPSP has been requested to review the safety impact of duplicate 5LNCs on aircraft navigation databases and a possible amendment to Annex 11 is being considered. The ICARD application does not have the ATS Route designator function with a possible impact on capacity and efficiency outcomes. The WG/SRP requested greater focus on this issue and that progress be made on developing the new ICARD application.

2.5   The WG/SRP considered the conclusion related to the ASIA/Pacific SAR Task Force and welcomed the availability of the information provided as very relevant to the on-going consideration of the GADSS concept of operations. The WG/SRP commended the work of this group and felt it appropriate to recommend to Council that it request other regions, using an appropriate mechanism, to provide similar information for their regions.

2.6   It was noted that most of the issues in SAR are related to implementation and the WG/SRP welcomed the secondment of an expert from Australia to ICAO for a period of two years. The Secretariat confirmed the expert will be addressing the on-going implementation issues in the region, however, may be limited by a lack of an ICAO travel budget.

2.7   The WG/SRP also commented on the proliferation of PLBs and the possible impact on the capacity of the existing SAR systems. The WG/SRP supported the Conclusion 25/19 and urged ICAO to work with the IMO on how best to manage the growth in PLB alerts.

2.8   Noting the IP09 submitted by India on Simultaneous Take-off and go-around concerns invites ICAO to consider developing standard guidelines to deal with situations resulting in close encounters between aircraft going around and an aircraft taking off, the WG/SRP recollected the safety recommendations FRAN-2013-048 and FRAN-2013-049SR addressed to ICAO in 2013 as well as a 2013 NTSB safety recommendation to the FAA following the investigation of five Mid-Air collision category incidents involving go-arounds. The WG/SRP suggested this may be an emerging safety issue and that further study may be needed to examine the procedural design and operation issues of go-arounds.

2.9   The WG/SRP was informed of the work of the Common Regional VPN Task Force (CRV TF) on the change of the AMHS/SITA interconnection Architecture moving from IP4 to IP6 which becomes the enabler for the ASBUs. It is a ground-ground IP network which will replace the old point to point network similar to Europe and Caribbean, effectively having a service provider supplying the necessary infrastructure and each State connecting. This is an important issue for inter-regional interoperability and ICAO need to ensure there is harmonisation of the various protocols to be developed, including adequate governance and redundancy.

2.10   In relation to the development of an interface control document for ATS Interfacility Data Communication (AIDC), it was noted that the progress in this region as well as the progress documented in the GREPECAS/17 report. The WG/SRP suggested caution to ensure the proposed implementations take account of the future requirements outlined in the GANP such as SWIM and FF-ICE which will rely on the inter-ATS data exchange of AIDC.

2.11   The WG/SRP queried the update on GAGAN and plans for seamless navigation implementation and whether the various SBAS solutions are compatible. It was confirmed that the systems are interoperable and no issues have been identified at this time.

3.   **CONCLUSION**

3.1   The WG/SRP reviewed the open issue items from the review of the previous APANPIRG/24 meeting. The recommendations of the WG/SRP are contained in appendix B.

4.   **ACTION BY THE AIR NAVIGATION COMMISSION**

4.1   The Air Navigation Commission is invited to:

        a) note the APANPIRG/25 Report and the report of the ANC WG/SRP thereon, as contained in this paper;

        b) request the Secretary General to take specific action on the conclusions and decisions of the meeting, as proposed in Appendix A hereto;

        c) advise the Council on the possible safety impact of a new digital rights project;

        d) advise the Council on the work of the Asia/Pacific SAR Task Force and request other regions, using an appropriate mechanism, to provide similar information for their regions; and

        e) Request the appropriate panel(s) to review the various recommendations of States related to procedural design and operational issues of go-arounds and potential mid-air collisions.

APPENDIX A: CONCLUSIONS AND DECISIONS

Number	Description	ANC Proposed Comment
Conclusion 25/2	APAC Regional Air Navigation Priorities and Targets	Noted
Conclusion 25/3	Air Navigation Report Forms (ANRFs) and Responsibility Matrix	Noted
Conclusion 25/4	Seamless ATM Implementation Guidance	Noted
Conclusion 25/5	Web-based Seamless ATM Implementation Progress Reporting Process	Noted
Conclusion 25/6	Seminar/Workshop on the Aerodrome related Aspects of the Seamless ATM Plan Implementation	Noted
Conclusion 25/7	Amendment to Figure 3-1 of Annex 14, Volume II	Noted, included in next ICAO Annex 14 amendment cycle
Conclusion 25/8	Guidance on Airport Operations in Thunderstorm/Lightning Conditions	Noted
Conclusion 25/9	ACI APEX (Airport for Excellence) Programme	Noted
Conclusion 25/11	Human Performance Initiatives	Noted
Conclusion 25/13	ATS Route Catalogue Version 13	Noted
Conclusion 25/14	Access to ICAO Annexes and Documents	Supported, ANC to request Council to consider the impact that any new digital distribution system may have on access by State personnel.
Conclusion 25/15	Aeronautical Information Management (AIM) Transition Reporting	Noted
Conclusion 25/16	Duplicated 5LNC (Five Letter Name Code)	Supported, ANC to request greater focus on this issue
Conclusion 25/17	ICARD ATS Route Designators Function Access	Supported, ANC to request that the ICARD application be upgraded to include the ATS Route designator function.
Conclusion 25/18	Cospas-Sarsat Alert Responses	Supported, ANC to recommend to Council that all regions adopt a similar conclusion if they have not already done so.
Conclusion 25/19	Personal Locator Beacon	Supported, ANC to recommend that ICAO, in cooperation with the IMO, be urged to consider means of effectively managing PLB alerts.

Number	Description	ANC Proposed Comment
Conclusion 25/20	Global SAR Coordination	Supported, ANC to acknowledge commitment of Australia to provide a seconded expert.
Conclusion 25/22	Provision of MH370 Feedback	Noted
Conclusion 25/23	Data Link Implementation Strategy Guidance	Noted
Conclusion 25/24	Contact Details for Airspace User Reporting of ADS-C/CPDLC Problems to ANSPs	Noted
Conclusion 25/25	Submission of FPLs as Traffic Sample Data (TSD)	Noted
Conclusion 25/26	Flights in RVSM Airspace by non-approved State Aircraft	Noted
Conclusion 25/27	AN- Conf/12 Recommendations	Noted
Conclusion 25/28	AMHS Naming Registration Procedure and Form	Noted
Conclusion 25/29	Proposal for Amendment to the regional Air Navigation Plan FASID CNS Tables	Noted
Conclusion 25/30	Change of AMHS/SITA Interconnection Architecture	Noted
Conclusion 25/31	CRV (Common Regional VPN Task Force) Cost Benefit Analysis	Noted
Conclusion 25/33	CRV Concept of Operations (CONOP)	Noted
Conclusion 25/34	Aeronautical Common Regional Virtual (CRV) Private Networking APAC Stage I	Noted
Conclusion 25/35	Adoption of Pan Regional ICD for AIDC	Noted
Conclusion 25/38	Harmonization for AIDC Implementation	Noted
Conclusion 25/39	Navigation Strategy for the Asia/Pacific Region	Noted
Conclusion 25/40	Revised ADS-B Implementation and Guidance Document	Noted
Conclusion 25/41	Flight Plan Item 10 ADS-B Indicators	Noted
Conclusion 25/42	Regulations for Compliance of ADS-B Transmissions	Noted
Conclusion 25/43	Promote Understanding of SWIM in APAC Region	Noted
Conclusion 25/45	Improvement of OPMET Data Format	Noted
Conclusion 25/46	Improvement of OPMET Data Availability for Aerodromes Listed in ANP FASID Table MET 2A	Noted
Conclusion 25/48	APAC MET/ATM Seminar	Noted
Conclusion 25/49	Update of ATM/AIS/SAR, AOP, CNS and MET Deficiency List	Noted

Number	Description	ANC Proposed Comment
Conclusion 25/51	Consultation with Airspace Users on ANS Charges	Noted
Decision 25/1	Development of the New APAC eANP	Noted
Decision 25/10	ATFM/SG Terms of Reference	Noted
Decision 25/12	Amend Regional ATM Contingency Plan Task Force (RACP/TF)Terms of Reference	Noted
Decision 25/21	Search and Rescue (SAR) Library	Noted
Decision 25/32	Terms of Reference of the APAC Aeronautical Common Regional VPN Task Force (CRV TF)	Noted, ANC urges the PIRG to ensure the ICD takes account of future concepts such as SWIM and FF-ICE
Decision 25/36	Dissolving Inter-regional AIDC Task Force	Noted
Decision 25/37	AIDC Implementation Task Force	Noted
Decision 25/44	APANPIRG Performance-based Navigation Implementation Coordination Group (PBNICG)	Noted
Decision 25/47	Establishment of a Volcanic Ash Exercises Steering Group in the APAC Region	Noted
Decision 25/50	APANPIRG Contributory Bodies Structure Review Task Force (ABSRTF)	Noted

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APPENDIX B: OPEN ACTION ITEMS

Action	PIRG Reference	PIRG Conclusion Decision	Secretariat Comment/Update
ANC should task a suitable expert group to address the matter	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
To consider if this might be of interest to other regions, and for consideration by the PBN section in ICAO HQ	C24/41	That, the revised navigation strategy provided in Appendix G to the Report on Agenda Item 3.4 be adopted for the Asia/Pacific Region	This conclusion was shared with other regions as part of the Secretariat process of sharing information of PIRGs among regions. The AOI section considered the regional strategy and confirmed that it was consistent with the relevant provisions of the GANP.
To request the Secretariat provides more information on the issue	C24/38	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.	No need for further follow-up. A37-11 addresses this issue.
To request the advice of the Secretariat on an appropriate response to the request	C24/30	That, ICAO be invited to provide guidance on the requirements for end-user product/message in respect of XML coded NOTAM and OPMET messages	XML coded Digital NOTAM is still under development by the FAA and EUROCONTROL. There are no current plans to develop guidance material. This will likely be an issue that will be addressed by the Information Management Panel (IMP) as part of their review of NOTAM.

Action	PIRG Reference	PIRG Conclusion Decision	Secretariat Comment/Update
			XML-coded OPMET, the situation is similar to Digital NOTAM. There are no current plans to develop guidance material and the issue will be addressed by the MET Panel. This panel is still being formed and has yet to have their first meeting.
To consider as a new work item (issue Job-card)	C24/9	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.	The task is being progressed by the joint ADOP/IFPP task force on OLS, and the expected date for completion is 2018, as in the AN work programme.
To consider as a new work item (issue Job-card)	C24/6	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.	The relevant material has been drafted and it will be included in the comprehensive updating of Aerodrome Manual, Part 3, which is expected for completion in 2018 as in the AN work programme.

THESE ARE DRAFT MINUTES AND MAY NOT YET BE APPROVED BY THE ANC

International Civil Aviation Organization

DRAFT MINUTES

DRAFT
AN Min. 198-5
6/3/15

AIR NAVIGATION COMMISSION

198TH SESSION

Minutes of the Fifth Meeting

(ANC Chamber, Thursday, 26 February 2015, at 1000 hours)

PRESIDENT: Mr. F. Zizi

ACTING SECRETARY: Mr. R.R. Macfarlane, DD/AN

COMMISSIONERS:

Mr. S. Allotey
Mr. J. Bollard
Mr. R. Carboni
Mr. A.M.F. Crespo
Mr. M.G. Fernando
Mr. D. Fitzpatrick
Mr. M. Halidou
Mr. E.Ö. Héðinsson
Mr. J. Herrero
Mr. C. Hurley
Mr. A.A. Korsakov
Mr. J. Metwalli
Mr. R. Monning
Ms. K.L. Riensema
Mr. F. Tai
Mr. W. Voss
Mr. H. Yoshimura
Mr. K. Yu

OBSERVERS:

Mr. D. Gamper	– ACI
Mrs. C. Stewart-Green	– CANSO
Mr. F. Hofmann	– IAOPA
Mr. M.T. Comber	– IATA
Mr. P. Ingleton	– IBAC
Mr. V. Galotti	– ICCAIA
Mr. M.F. Jackson	– IFALPA

OBSERVERS (cont'd):

Mr. M.E. Vidal Arriagada	– Chile
Mr. P. Machuca	– Colombia
Mr. C.K. Kanga	– Côte d'Ivoire
Mr. S. Dutta	– India
Mr. A.J. Baraybar González	– Peru
Dr. K. Yillikçi	– Turkey
Mr. C. Flores Álvarez	– Venezuela

ALSO PRESENT:

Mr. J-L. Ammeloot – EASA Representative to ICAO

SECRETARIAT:

Mr. C.M. Dalton	– C/AMO
Mrs. E. Gnehm	– TO/OPS
Mr. G. De Leon	– TO/IMP-AN
Mr. G. Iovino	– TO/IMP-SAF
Mr. Y. Wang	– C/AOI
Mr. M. Marin	– TO/AMO
Mrs. D. Cooper	– PO/PW
Ms. D.J. Cooper	– Précis Writer

**19832   Review of the report of the first meeting of the Safety Management Panel (SMP/1)
AN-WP/8925 and DP No. 1**

1.   The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8925 which presented the group's review of the report of the first meeting of the Safety Management Panel (SMP/1). He drew attention to the panel's decision to postpone work on safety management system (SMS) provisions for ground handling operations; and that amendments to the SMP terms of reference and work programme job cards were pending the ANC review of the report of the High-level Safety Conference in its 199th Session as new tasks were expected from that review.

2.   The AN-WG/SRP Chairperson also highlighted the SMP/1 proposed amendment to Annex 19 — *Safety Management* which introduced minor changes to the eight critical elements of a State safety oversight system in Appendix 1 to allow States with a USOAP CMA effective implementation below 60 per cent to continue work in this regard. He underscored the need to ensure that future developments in safety management did not widen the implementation gap between States; and that the SMP work programme should take this into account.

3.   It was remarked that an important part of the rollout plan was the inclusion of State experiences on implementation of the State safety programme (SSP) and SMS. Even though the safety management website already reflected nine cases, States should be encouraged to report their experiences and this was *noted*. A further observation underscored the need to share this information due to the longstanding problem of varying State interpretations of the implementation procedures and, given the 2017 date for implementation, the SMP should focus on developing appropriate implementation strategies. This was *agreed*.

4.   TO/OPS indicated that two SMP working groups would meet at the end of March to progress work related to guidance material and other support tools for SSP and SMS implementation. Additionally, a matrix would be provided on the SMP website to facilitate the identification of guidance material, categorized by subject, that had been developed by other organizations to serve as a basis for the development and identification of additional guidance.

5.   Referring to paragraph 2.3, it was explained that at the last Aerodrome Design and Operations Panel (ADOP) meeting, ground handling issues had been extensively discussed with divided views as to whether there was a need for further provisions on the subject and it was subsequently determined that as a starting point, an ADOP group on ground handling, in coordination with the Flight Operations Panel and the SMP, would develop guidance material on SMS implementation for ground handlers followed by a review of the need for additional Annex or PANS provisions.

6.   On the same subject, DP No. 1 to AN-WP/8925 was introduced, which was intended to contribute to the understanding of the issue of ground handling operations and SMS. It was *agreed* that DP No. 1 be transmitted as a possible contribution to ADOP and SMP work.

7.   Concluding its consideration of AN-WP/8925 and DP No. 1, the Commission:

   a)   *noted* the SMP/1 Report and the report of the AN-WG/SRP thereon, as contained in AN-WP/8926; and

   b)   *agreed* to review the SMP terms of reference and work programme after its review of the recommendations of the Second High-level Safety Conference 2015 (HLSC 2015).

19820   Review of the report of the seventeenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)
AN-WP/8914

8.   The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8914 which presented the group's review of the report of the seventeenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17).

9.   In response to a query on the methodology for reporting to Council on regional activities when no action item called for specific Council attention, the President clarified that the annual consolidated report to Council would take into account all regional implementation and planning group reports.

10.   It was remarked that in providing ICAO's position to the ITU WRC-15, referenced in paragraph 2.4.1, not only was there a challenge in obtaining information from the designated State focal points for frequency spectrum, but it was also emphasized that those technical experts should be included in the State delegations to the conference in order to defend ICAO's position. The President indicated that a proposal on the strategy for the ITU WRC-15 would be presented to the Commission in its 199th Session and TO/IMP-AN added that the requested information had been provided from the two regional offices for the requested focal points although he realized the importance of enhancing this support in all regions.

11.   Concluding its consideration of AN-WP/8914, the Commission:

a) *noted* the GREPECAS/17 Report and the report of the ANC WG/SRP thereon, as contained in AN-WP/8914;

b) *requested* the Secretary General to take specific action on the conclusions and decisions of the meeting as proposed in Appendix A to AN-WP/8914; and

c) *considered* tasking the AN-WG/SRP to review the PPRC reports of the GREPECAS.

19821   Review of the report of the seventh meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/7)
AN-WP/8915

12.   The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8915 which presented the group's review of the report of the seventh meeting of the Regional Aviation Safety Group – Pan America (RASG-PA/7).

13.   While not underestimating the good work done by the RASG-PA, the President echoed comments of others on the difficulty in capturing the substance of the group's work using the generic reporting format.

14.   Concluding its consideration of AN-WP/8915, the Commission:

a) *noted* the RASG-PA/7 Report and the report of the ANC WG/SRP thereon, as contained in AN-WP/8915; and

b) *agreed* to develop guidance on the content and structure of the regional reports and discuss with the Secretariat and RASG chairs the most appropriate method to ensure effective communcation.

19822   Review of the report of the twenty-fifth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25) AN-WP/8916

15.   The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8916 which presented the results of the group's review of the report of the twenty-fifth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25).

16.   The President acknowleged, with appreciation, the efforts made by APANPIRG to report on their work related to the ASBU structure and modules; and the Observer of IBAC considered the regional implementation of the ASBU modules to be encouraging and that it serve as an example for the other regions to follow.

17.   The concerns raised in paragraph 2.3 (Conclusion 25/14, Access to ICAO Annexes and Documents) were supported. As the Council was presently reviewing the matter of digital rights management, the President indicated that this would provide an opportunity to voice the need for States' access to ICAO documentation, and he would share the ANC's concerns with the President of the Council accordingly, in advance of the consolidated report to Council on PIRG activities.

18.   In regard to paragraph 2.5, on the subject of the Asia/Pacific SAR Task Force, it was remarked that in tandem with the AN-WG/SRP recommendation, an AN Work Programme task should be developed based on the GADSS concept of operations and that work on related Annex provisions should be initiated. It was *agreed* to recommend to Council that information be sought from other regions on their search and rescue operations.

19.   C/AMO, referring to paragraph 2.8 on the concerns of India related to simultaneous take-off and go-around and the AN-WG/SRP suggestion that further study was required to examine the procedural design and operation issues of go-around, remarked that it appeared to be a relatively small issue which did not affect international procedures and a review would require significant Secretariat resources. In this regard, the Secretariat was *requested* to assess the situation to determine whether this was an emerging safety issue and whether further study was needed.

20.   Referring to paragraphs 3.4.34 and 3.4.35 of the APANPIRG/25 Report, the Observer of IBAC remarked that the subsequent recommendation to States to refrain from imposing operational approvals for ADS-B OUT had not been implemented by several major States in the region; and it was *noted* that the regional office should be encouraged to assist in resolving this issue in order that certain aircraft were not excluded from the airspace. C/AMO clarified that the Secretariat was coordinating with the Asia-Pacific Regional Office on a suitable supplementary procedure for ADS-B mandatory carriage that would align with SARPs requirements, and an update on this issue would be provided to Commission in its 199th Session.

21.   Regarding Appendix B and in response to a query on the status of the update of the various AIS-related manuals (C24/30) and on the *Aerodrome Design Manual*, Part 3 – *Pavements* (Doc 9157) (C24/6), C/AMO indicated that he would provide the requested information via e-mail to the President and C/AOI confirmed that the amendment to Doc 9157 would be completed by 2018.

22.   Concluding its consideration of AN-WP/8916, the Commission:

   a) *noted* the APANPIRG/25 Report and the report of the ANC WG/SRP thereon, as contained in AN-WP/8916;

   b) *requested* the Secretary General to take specific action on the conclusions and decisions of the meeting, as proposed in Appendix A of AN-WP/8916;

   c) *agreed* to advise the Council that the Basic Operational Requirements and Planning Criteria (BORPC) will no longer apply with the development of the new Air Navigation Plan format, which applied to all PIRGs;

   d) *agreed* to advise the Council on the possible safety impact of a new digital rights project;

   e) *agreed* to advise the Council on the work of the Asia/Pacific SAR Task Force and request other regions, using an appropriate mechanism, to provide similar information for their regions; and

   f) *requested* the appropriate panel(s) to review the various recommendations of States related to procedural design and operational issues of go-arounds and potential mid-air collisions.

19823   Review of the report of the fourth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/4)
AN-WP/8917

23.   The Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning (AN-WG/SRP) introduced AN-WP/8917 which presented the results of the group's review of the report of the fourth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/4).

24.   Referring to paragraph 2.5, it was felt that the notion of COSCAPs eventually transitioning to RSOOs could be misleading as the focus was on project-based programmes to harmonize the regulatory framework and safety issues within the regions and, therefore, dependent on each region's circumstances. The President drew attention to the forthcoming review of the Report of the High-level Safety Conference under which this matter would be discussed.

25.   It was remarked that the APRAST, referenced in paragraph 2.6, carried out most of the work of the RASG-APAC and unfortunately its efforts were not captured in the RASG-APAC/4 Report and it was *agreed* that the RASG-APAC be requested to provide such information in future reports.

26.   Concluding its consideration of AN-WP/8917, the Commission:

   a) *noted* the RASG-APAC/4 Report and the report of the ANC WG/SRP thereon, as contained in AN-WP/8917; and

   b) *agreed* to develop guidance on the content and structure of the regional reports and discuss with the Secretariat and RASG chairs the most appropriate method to ensure effective communication.

PIRG and RASG reports — General considerations and establishment of an ad hoc working group

27.　　　　During the discussions of the GREPECAS/17, RASG-PA/7, APANPIRG/25 and RASG-APAC/4 Reports, general comments had been raised regarding the content of such reports. These comments touched on: the need to obtain the views of the PIRGs and RASGs on content to be included in their reports; the need for an efficient methodology to process reports; and the need for simplified reports with sufficient substance to provide information on worldwide implementation of the Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP).

28.　　　　In this regard, the Commission *agreed* on the establishment of an ad hoc working group chaired by Mrs. K. Riensema. A suggestion put forward for consideration by the ad hoc working group was for a permanent standing group to review all RASG/PIRG reports.

29.　　　　The meeting *adjourned* at 1130 hours.

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