



International Civil Aviation Organization

**The Third Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/3)**

Bangkok, Thailand, 03-07 August 2015

**Agenda Item 2: Review of Related High Level Meetings**

**APANPIRG/25 OUTCOMES**

(Presented by the Secretariat)

**SUMMARY**

This paper presents information (excerpts) relevant to the ATM Sub-group from the Twenty Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25, Kuala Lumpur, Malaysia, 8 to 11 September 2014).

**1. INTRODUCTION**

1.1 The Twenty Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/25) was held in Kuala Lumpur, Malaysia, from 08 to 11 September 2014. The meeting was attended by 122 participants from 23 Member States, 2 Special Administrative Regions of China and 4 International Organizations (CANSO, IATA, IBAC and IFALPA).

**2. DISCUSSION**

Conclusions and Decisions

2.1 APANPIRG/25 agreed to the following Conclusions And Decisions of interest to the ATM/SG:

<b>Planning, Reporting and Monitoring</b>	
Decision 25/1	<i>Development of the New APAC eANP (WP20, WP28)</i>
Conclusion 25/2	<i>APAC Regional Air Navigation Priorities and Targets (WP06, WP07)</i>
Conclusion 25/3	<i>Air Navigation Report Forms (ANRFs) and Responsibility Matrix</i>
Conclusion 25/4	<i>Seamless ATM Implementation Guidance</i>
Conclusion 25/5	<i>Web-based Seamless ATM Implementation Progress Reporting Process (WP05)</i>
Conclusion 25/6	<i>Seminar/Workshop on the Aerodrome related Aspects of the Seamless ATM Plan Implementation</i>
<b>Aerodrome Operations</b>	
Conclusion 25/7	<i>Amendment to Figure 3-1 of Annex 14, Volume II (ANC comment: Noted, included in next ICAO Annex 14 amendment cycle)</i>
Conclusion 25/8	<i>Guidance on Airport Operations in Thunderstorm/Lightning Conditions</i>
Conclusion 25/9	<i>ACI APEX (Airport for Excellence) Programme</i>
Decision 25/10	<i>ATFM/SG Terms of Reference</i>

<b>Air Traffic Management (ATM)</b>	
Conclusion 25/11	<i>Human Performance Initiatives (ATM/SG/3 and expected SAR seminar associated with a SAREX in Hong Kong, China, October 2015)</i>
Decision 25/12	<i>Amend Regional ATM Contingency Plan Task Force (RACP/TF) Terms of Reference</i>
Conclusion 25/13	<i>ATS Route Catalogue Version 13</i>
<b>Aeronautical Information Management (AIM)</b>	
Conclusion 25/14	<i>Access to ICAO Annexes and Documents (ANC comment: Supported, ANC to request Council to consider the impact that any new digital distribution system may have on access by State personnel)</i>
Conclusion 25/15	<i>Aeronautical Information Management (AIM) Transition Reporting</i>
Conclusion 25/16	<i>Duplicated 5LNC (Five Letter Name Code) (ANC comment: Supported, ANC to request greater focus on this issue)</i>
Conclusion 25/17	<i>ICARD ATS Route Designators Function Access (ANC comment: Supported, ANC to request that the ICARD application be upgraded to include the ATS Route designator function)</i>
<b>Search and Rescue (SAR)</b>	
Conclusion 25/18	<i>Cospas-Sarsat Alert Responses (ANC comment: Supported, ANC to recommend to Council that all regions adopt a similar conclusion if they have not already done so)</i>
Conclusion 25/19	<i>Personal Locator Beacon (ANC comment: Supported, ANC to recommend that ICAO, in cooperation with the IMO, be urged to consider means of effectively managing PLB alerts)</i>
Conclusion 25/20	<i>Global SAR Coordination (ANC comment: Supported, ANC to acknowledge commitment of Australia to provide a seconded expert)</i>
Decision 25/21	<i>Search and Rescue (SAR) Library</i>
Conclusion 25/22	<i>Provision of MH370 Feedback</i>
<b>Airspace Safety Monitoring</b>	
Conclusion 25/23	<i>Data Link Implementation Strategy Guidance</i>
Conclusion 25/24	<i>Contact Details for Airspace User Reporting of ADS-C/CPDLC Problems to ANSPs</i>
Conclusion 25/25	<i>Submission of FPLs as Traffic Sample Data (TSD)</i>
Conclusion 25/26	<i>Flights in RVSM Airspace by non-approved State Aircraft</i>
<b>Air Navigation Conference</b>	
Conclusion 25/27	<i>AN- Conf/12 Recommendations</i>
<b>CNS Facilities Supporting ATM</b>	
Decision 25/32	<i>Terms of Reference of the APAC Aeronautical Common Regional VPN Task Force (CRV TF)</i>
Decision 25/36	<i>Dissolving Inter-regional AIDC Task Force</i>
Decision 25/37	<i>AIDC Implementation Task Force</i>
Conclusion 25/38	<i>Harmonization for AIDC Implementation</i>
Conclusion 25/40	<i>Revised ADS-B Implementation and Guidance Document</i>
Conclusion 25/41	<i>Flight Plan Item 10 ADS-B Indicators (paragraph 2.3 in this paper, Secretariat to follow up. IOM reminder sent on 1April 15)</i>
Conclusion 25/42	<i>Regulations for Compliance of ADS-B Transmissions</i>
Conclusion 25/43	<i>Promote Understanding of SWIM in APAC Region</i>

<b>Aeronautical Meteorology</b>	
Conclusion 25/48	APAC MET/ATM Seminar (ATM/SG/3/WP24)
<b>APANPIRG Deficiencies</b>	
Conclusion 25/49	Update of ATM/AIS/SAR, AOP, CNS and MET Deficiency List
<b>APANPIRG Structure</b>	
Decision 25/50	APANPIRG Contributory Bodies Structure Review Task Force (ABSRTF)

2.2 Key excerpts from the APANPIRG/25 report were as follows.

*Integration of Human Factors in Research, Operations and Acquisition*

3.2.1 There was considerable discussion by the ATM/SG/2 on the Federal Aviation Administration’s (FAA’s) use of a multidisciplinary human factors analysis in the development and operations of ATM systems. India, Hong Kong, China and IFATCA all emphasised the importance of human-in-the-loop planning at the earliest stage of project management. The meeting considered that there was a significant need for improvement in human factors knowledge and input into the development of appropriate processes for system engineering, procedure design, procedures and training. APANPIRG/25 noted that a number of States at CNS SG/18 had highlighted the need for integration of Human factors in Research, Acquisition, Operations and Maintenance of CNS/ATM Systems.

3.2.2 APANPIRG/25 agreed to the following Conclusion:

**Conclusion APANPIRG/25-11: Human Performance Initiatives**

That, ICAO be urged to:

- a) conduct an Asia/Pacific human performance seminar/workshop for optimal Air Traffic Control (ATC) and Search and Rescue (SAR) operational safety and efficiency; and
- b) review the human performance provisions in the Asia/Pacific Seamless ATM Plan.

3.4.33 Taking into account that serviceable ADS-B capability was not always consistently indicated in Flight Plan data, CNS SG/18 meeting endorsed the Draft Conclusion 18/17 about Flight Plan Item 10 ADS-B Indicators which was adopted by the meeting as follows:

**Conclusion APANPIRG 25/41 – Flight Plan Item 10 ADS-B Indicators**

That, ICAO be invited to consider to amend relevant contents in Doc 4444 PANS/ATM Appendix 2 (A2-7) and Appendix 3 (A3-13) as shown below:

- o E Transponder — Mode S, including aircraft identification, pressure-altitude and ~~extended squitter (ADS-B out)~~ capability
- o L Transponder — Mode S, including aircraft identification, pressure-altitude, ~~extended squitter (ADS-B out)~~ and enhanced surveillance capability
- o B1 ADS-B ~~with dedicated 1 090 MHz ADS-B~~ “out” capability using 1 090MHz extended squitter.
- o B2 ADS-B ~~with dedicated 1 090 MHz ADS-B~~ “out” and “in” capability using 1 090MHz extended squitter.

- In this recommended amendment, there was duplication of indication of ADS-B carriage for aircraft where the Mode S transponder was the transmission device.*
- This recommendation would be unlikely to require significant changes to ATM systems; the descriptors were unchanged but their interpretation was clarified. Some adaptation changes could be required where ANSPs were currently using the descriptors as triggers for system processing such as controller HMI indications.*

**3. ACTION BY THE MEETING**

- 3.1 The meeting is invited to:
- a) note the information contained in this paper;
  - b) participate in the ATM Human Performance Mini-Seminar; and
  - c) discuss any relevant matters as appropriate.

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