

APANPIRG/18 List of Conclusions related to ATM/AIS and SAR

Conclusion 18/1	<p>Bird Control Committee</p> <p>That, States establish by July 2008 a national bird control committee</p> <ul style="list-style-type: none"> i) to study, analyze and adopt measures to prevent bird hazards in its aerodromes and their vicinity, and ii) monitor the implementation of bird control programme by the aerodrome operator, to find out its effectiveness and suggest measures.
Conclusion 18/2	<p>Non-Provision of Safety-Related Data by States</p> <p>That, as a result of the non-provision of safety related data to approved regional safety monitoring agencies as required by APANPIRG Conclusion 16/4, Fiji, Lao PDR, Myanmar, Papua New Guinea and Tahiti be included in the APANPIRG List of Deficiencies in the ATM/AIS/SAR Fields in accordance with APANPIRG Conclusion 16/6.</p>
Conclusion 18/3	<p>Prevalence of LHDs from ATC Unit-to-ATC Unit coordination errors</p> <p>That, in noting the continued prevalence of RVSM Large Height Deviation (LHD) occurrences resulting from ATC Unit-to-ATC Unit coordination errors, as reported by RMAs assessing RVSM operations within Asia Pacific Region, the Regional Office:</p> <ul style="list-style-type: none"> a) draws to the attention of States that investigations into LHD should concentrate in this area, and b) highlights the APANPIRG recommendation that States work towards the implementation of compatible AIDC capabilities based on the Asia/Pacific AIDC ICD between ATC units as soon as possible.
Conclusion 18/4	<p>Consequences of global RVSM long term height monitoring</p> <p>That, the Regional Office draw to the attention of the RVSM airspace safety monitoring agencies within the Asia Pacific Region the ICAO proposed provisional global RVSM long-term height monitoring requirements and request that those agencies prepare a regional impact statement summarizing the estimated consequences for the Region, including consideration of numbers of airframes required to be monitored, for initial review by RASMAG/8 in late 2007.</p>
Conclusion 18/5	<p>Adopt Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation</p> <p>That, the <i>Guidance Material for the Asia/Pacific Region ADS/CPDLC/AIDC Ground Systems Procurement and Implementation</i> as shown in Appendix C to the APANPIRG/18 Report on Agenda Item 3.2 be adopted and circulated as regional guidance material.</p>
Conclusion 18/6	<p>Establishment of Japan RMA</p> <p>That, subject to review by RASMAG/8, JCAB be approved as an APANPIRG Regional Monitoring Agency (RMA) for the Fukuoka FIR.</p>

Conclusion 18/7	<p>Conduct regional ATFM Seminar</p> <p>That, noting the provisions of GPI- 6 <i>Air Traffic Flow Management</i> and the increasing numbers of actual and planned ATFM implementations occurring in the Asia/Pacific Region, the ICAO Asia/Pacific Regional Office conduct, with assistance from States experienced in ATFM, a 3-day Air Traffic Flow Management Seminar during 2008.</p>
Conclusion 18/8	<p>Adopt Version 3 Asia/Pacific AIDC ICD</p> <p>That, the Version 3 <i>Asia/Pacific Regional Interface Control Document for ATS Interfacility Ground/Ground Data Communications</i> as shown in Appendix G to the APANPIRG/18 Report on Agenda Item 3.2 be adopted and circulated as regional guidance material.</p>
Conclusion 18/10	<p>Clarification of intent of Annex 2 in relation to variations in true airspeed</p> <p>That, noting the importance of full ATC awareness of actual aircraft speed differentials in the application of reduced longitudinal separation and that a 5 percent variation in speed meant the difference between M.080 and M.084, ICAO be invited to:</p> <ul style="list-style-type: none"> a) clarify the intent of paragraph 3.6.2.2 of Annex 2 – <i>Rules of the Air</i> in relation to the terminology “inadvertent changes”; and b) review the 5 percent parameter as applicable to variations in true airspeed described in paragraph 3.6.2.2 b) of Annex 2 to establish whether this parameter should be reduced in areas where reduced longitudinal separation standards were being applied.
Conclusion 18/11	<p>Endorsement of the Use of ICARD System</p> <p>That, so as to facilitate and enhance the management of the five-letter name-codes in the Asia and Pacific Region:</p> <ul style="list-style-type: none"> a) States endorse the use of the ICAO Five-Letter Name Codes and Route Designators (ICARD) database, initially developed by the EUR/NAT Office and Euro control; and b) the Regional Office provide all necessary guidelines to facilitate the regional implementation of ICARD.
Conclusion 18/12	<p>Assistance to States to improve AIS capability</p> <p>That, in follow up to the comprehensive survey on AIS conducted in the Asia/Pacific Region in 2006/2007, ICAO undertake a special implementation project during the second half of 2008 for a workshop/seminar to be held on AIS automation.</p>
Conclusion 18/13	<p>Amendment to Chapter 3 of <i>Guidance Manual for Aeronautical Information Services (AIS) in the Asia/Pacific Region</i></p> <p>That the amended Chapter 3 (OPADD) of the <i>Guidance Manual for Aeronautical Information Services (AIS) in the Asia/Pacific Region</i> as shown in Appendix J to the APANPIRG/18 Report on Agenda Item 3.2 be adopted and circulated as regional guidance material.</p>

Conclusion 18/14	<p>Review of the NOTAM format</p> <p>That, in light of various terminologies in common use for NOTAM, such as date-time of filing, date-time of origination, effective, applicable, period of validity, comes into force and the need for NOTAMC and NOTAMR to be explicit and unambiguous, ICAO be invited:</p> <ul style="list-style-type: none"> a) to review and revise Annex 15 – <i>Aeronautical Information Services</i>, Appendix 6 - NOTAM Format, Instructions for the Completion of the NOTAM Format, Section 5 – Item B to provide that NOTAMC and NOTAMR shall have immediate effect and prohibit a NOTAMC and a NOTAMR with a future date-time coming into force; and b) to define the terminologies used for NOTAM in the Instructions for Completion.
Conclusion 18/15	<p>Strategies to implement eTOD</p> <p>That, in light of the experiences encountered by States attempting to implement Annex 15 provisions on eTOD, ICAO be invited to:</p> <ul style="list-style-type: none"> a) hold an eTOD Workshop in the Asia and Pacific Region during 2008; b) make available the <i>Guidelines for Electronic Terrain, Obstacle and Aerodrome Mapping Information</i> (Doc 9881), as soon as possible; and c) provide specific guidance on cost recovery and property rights of eTOD material.
Conclusion 18/16	<p>State Non-Compliance with AIRAC notification periods</p> <p>That, in light of the longstanding concerns of APANPIRG in respect to the importance of regular and ongoing compliance by AIS service providers with Annex 15 – <i>Aeronautical Information Services</i> provisions on AIRAC notification periods, and in order to make stakeholders aware of the AIRAC system, the Regional Office urge States to:</p> <ul style="list-style-type: none"> a) implement robust measures as soon as practicable to promulgate relevant information to aviation administrations, airport authorities, project managers, airspace planners, construction companies, etc, and b) specifically include this item in their safety oversight programmes.
Conclusion 18/17	<p>JWG Review of Regional SAR Capability Matrix</p> <p>That, the Regional Office seeks the assistance of the United States in coordinating a review of the format of the Asia/Pacific SAR Capability Matrix by the ICAO-IMO Joint Working Group on SAR, with particular guidance sought in relation to COSPAS SRSAT capabilities including Local User Terminal and SAR Point of Contact.</p>
Conclusion 18/18	<p>Promulgate Recommendations of the ICAO February 2007 SAR Workshop</p> <p>That, the recommendations made by the ICAO SAR Workshop held at Bangkok, Thailand on 26 February - 2 March 2007, as shown in Appendix M to the APANPIRG/18 Report on Agenda Item 3.2, be promulgated regionally by the ICAO Asia/Pacific Regional Office and be taken into account by States and the Regional Office in considering their future SAR activities.</p>

Conclusion 18/19	<p>Registration of ELT Beacons</p> <p>That, States be requested to designate by March 2008 a registering agency for registering ELT Beacons, coded with the country code of the State and unique code of that beacon in a database as specified in paragraph 5.3.2.2 of Annex 10 Volume III and the guidance provided in Appendix I to Chapter 5 ‘Emergency Locator Transmitter Coding’ of the Annex.</p>
Conclusion 18/20	<p>Promote relationships between APANPIRG, APMHSA and the ICAO-IMO Joint Working Group</p> <p>That, recognizing that APANPIRG, the Asia-Pacific Heads of Maritime Safety Agencies (APHMSA) and the ICAO-IMO Joint Working Group on SAR discuss common SAR matters of relevance to the Asia/Pacific Region, the Regional Office seek the assistance of the United States in coordinating the SAR reporting activities of APANPIRG with the other two groups on a reciprocal basis.</p>
Conclusion 18/52	<p>Establishment of a regional Performance Based Navigation Task Force (PBN/TF)</p> <p>That, an Asia/Pacific PBN Task Force, with terms of reference as outlined in Appendix A to the APANPIRG/18 Report on Agenda Item 3.5, be established to develop a PBN implementation plan for the Asia/Pacific Region and address related regional PBN implementation issues.</p>
Conclusion 18/53	<p>Development of State PBN Implementation Plans</p> <p>That, the Regional Office encourage States to begin development of their State PBN implementation plans in harmony with the development of the Asia/Pacific Regional PBN implementation plan being coordinated by the Asia/Pacific PBN Task Force for submission to APANPIRG/19 (2008).</p>
Conclusion 18/54	<p>Globally harmonized SARPS and guidance material for PBN</p> <p>That, ICAO be invited to continue to ensure development and maintenance of globally harmonized PBN SARPs and guidance materials to keep pace with operational PBN implementation demands, including development of model documentation suitable for adaptation by State regulatory authorities in implementing State aircrew and airframe approval processes for PBN.</p>
Conclusion 18/55	<p>Designation of contact person for PBN implementation</p> <p>That, by 31 December 2007, States designate a focal contact person responsible for performance based navigation implementation and provide details of the contact person to ICAO Asia/Pacific Regional Office accordingly.</p>
Conclusion 18/58	<p>Adoption of APANPIRG On-line Deficiency Data Base</p> <p>That,</p> <ol style="list-style-type: none"> a) the APANPIRG Deficiency Data Base be adopted and linked to the ICAO APAC web site; and b) the Regional Office provide secured access to the on-line Deficiency Data Base to all CAAs and other authorities concerned within the ASIA/PAC States.

Conclusion 18/59	<p>Resolution of ATM and OPS Deficiencies in the South West Pacific Small Island Developing States (SIDS)</p> <p>That, in recognizing the safety implications of the long-standing ATM and OPS deficiencies in the South-West Pacific SIDS included in the APANPIRG Deficiency Data Base, ICAO, in coordination with the international organizations and regional bodies concerned, considers providing urgent assistance to these States in order to build their capacity to provide the required services in a sustainable and cost-efficient manner</p>
Conclusion 18/62	<p>Resolution of air navigation deficiencies</p> <p>That,</p> <ul style="list-style-type: none"> a) States establish action plans with fixed target dates for resolution of safety related deficiencies and inform ICAO Regional Office b) States to consider utilizing the services of the ICAO Technical Cooperation Bureau for rectification of the deficiencies identified and c) States, financial institutions, industry and other partners be requested to provide funding support or kind to technical cooperation projects developed to rectify deficiencies identified.

APANPIRG/18 List of Decisions related ATM/AIS and SAR

Decision 18/9	<p>Dissolution of AIDC Review Task Force</p> <p>That, having completed the Version 3 of the Asia/Pacific AIDC ICD in accordance with the APANPIRG Decision 17/13, the AIDC Review Task Force be dissolved. Any residual tasks with respect to ATN/AMHS transition support be dealt with by the ATNICG and CNS/MET Sub Group of APANPIRG.</p>
Decision 18/21	<p>ATM/AIS/SAR Subject/Task List</p> <p>That, the ATM/AIS/SAR Subject/Task Lists as contained in Appendices N and O to the APANPIRG/18 Report on Agenda Item 3.2 be adopted as the current work programme for the ATM/AIS/SAR Sub-Group.</p>
Decision 18/56	<p>Revised Terms of Reference for RASMAG</p> <p>That, the revised Term of Reference for the Regional Airspace Safety Monitoring Advisory Group (RASMAG) provided in Appendix B of the APANPIRG/18 Report on Agenda Item 3.5 be adopted.</p>
Decision 18/57	<p>Dissolution of RASMC/TF</p> <p>That, there being no need for further activity for the foreseeable future on mechanisms for regional funding arrangements for Asia/Pacific airspace safety monitoring, the RASMC/TF be dissolved</p>