

## Annex 4

### Overview of APANPIRG and key outcomes from APANPIRG/27

#### 1. About APANPIRG

1.1. The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was established by the ICAO Council in 1991.

1.2. Membership is open to all ICAO Contracting States that provide services in the region and are part of the region's Air Navigation Plan. Furthermore, user States are entitled to participate in APANPIRG Meetings as a non-member. International Organisations recognised by the Council may be invited as necessary to attend APANPIRG meetings as observers.

1.3. The objectives of APANPIRG are to:

- a) Ensure continuous and coherent development of the Asia/Pacific Regional Air Navigation Plan (ANP) and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO Standards and Recommended Practices (SARPs) and Global Air Navigation Plan (DOC 9750) and reflecting global requirements;
- b) Facilitate the implementation of air navigation systems and services as identified in the ANP with due observance to the primacy of air safety, regularity and efficiency; and
- c) Identify and address specific deficiencies in the air navigation field.

1.4 To assist APANPIRG in its planning and implementation work, a number of contributory bodies (i.e., sub groups, working groups, steering groups, coordination groups, task forces, etc.), were created charged with preparatory work on specifically defined problems requiring expert advice for their resolution.

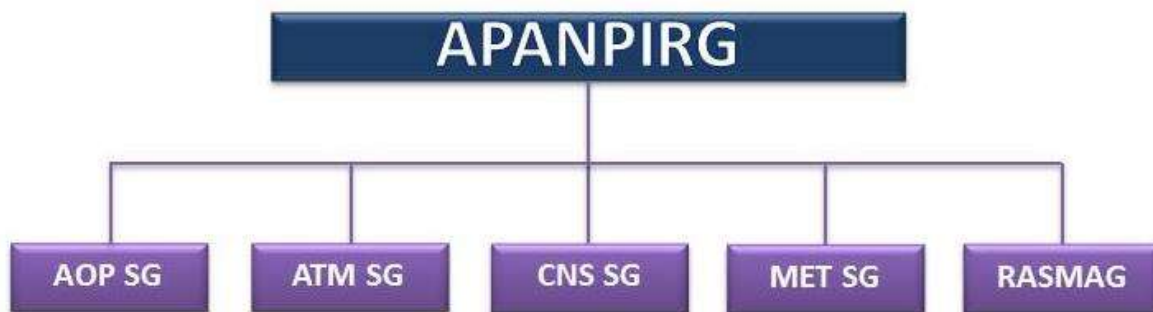


Figure 1: APANPIRG structure

- AOP SG: Aerodrome Operations and Planning Sub Group  
ATM SG: Air Traffic Management Sub Group  
CNS SG: Communications, Navigation and Surveillance Sub Group  
MET SG: Meteorology Sub Group  
RASMAG: Regional Airspace Safety Monitoring Advisory Group

## **2. Outcomes from APANPIRG/27**

2.1. The Twenty-seventh Meeting of the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/27) was held in the ICAO APAC Regional Office, Bangkok, Thailand, from 5-8 September 2016.

2.2. Outcomes from APANPIRG/27 discussions included a total of 50 Conclusions that deal with matters which, in accordance with the Group's Terms of Reference, require the attention of States or actions by ICAO in accordance with established procedures, and 6 Decisions that deal with matters of concern only to the APANPIRG and its contributory bodies. These included a number of outcomes with direct or indirect relevance to aeronautical meteorological services.

2.3. APANPIRG/27 decided to establish an Asia/Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF) (Decision APANPIRG/27/2 refers) and to invite ICAO to organize an A-CDM seminar/workshop (Conclusion APANPIRG/27/3 refers) in order to facilitate implementation of A-CDM at high density aerodromes. The Seminar on Airport Collaborative Decision Making (A-CDM) and First Meeting of the Aerodrome Collaborative Decision Making Task Force (A-CDMTF/1) was held in Kunming, China, 19 to 21 April 2017.

2.4. In order to realign the data in the MET Tables in the new APAC ANP with current operational requirements as advised by States, a proposal for amendment to the ANP, Volume II, Part V – Meteorology, Table MET II-1, Table MET II-2 and Table MET II-3 was endorsed (Conclusion APANPIRG/27/49 refers). The amendments were subsequently approved as part of the Proposal for Amendment of the ICAO, Asia and Pacific Regions, Air Navigation Plan, Volume II (Serial No. APAC-II 16/06-AOP/CNS/MET/AIM - Revised).

2.5. Recognizing that regional implementation of the ICAO Meteorological Information Exchange Model (IWXXM) is contingent upon the operational availability of extended air traffic services message handling system (AMHS) services, States were urged to expedite operational status of extended AMHS services (Conclusion APANPIRG/27/50 refers). However, based on further coordination within the ICAO Secretariat, the dissemination of a State letter on this topic was delayed pending clarification by other expert groups, including the Aeronautical Communication Services Implementation Coordination Group (ACSICG), with respect to the precise nature of the AMHS requirements.

2.6. In order to promote coordination between the meteorology (MET) and air traffic management (ATM) communities in the Region, States and international organizations concerned were urged to nominate experts for the Meteorological Requirements Working Group (MET/R WG) from both the MET and ATM fields and to actively participate in the work programme of the MET/R WG (Conclusion APANPIRG/27/51 refers). Subsequent hosting of the 2017 MET/ATM seminar and joint plenary session of MET/R WG/6 and the seventh meeting of the Air traffic Flow Management Steering Group (ATFM/SG/7) by Japan promoted greater ATM participation in MET/R WG discussions and work programme.

2.7. In response to reported general uncertainty among States with respect to applicability of ICAO safety management system (SMS)-related SARPs (in Annex 19) to the designated meteorological authority and meteorological service provider, ICAO was invited to consider providing guidance to facilitate States' uniform interpretation and implementation of the SMS-related SARPs with respect to their applicability to the designated meteorological authority and meteorological service provider (Conclusion APANPIRG/27/52 refers).

2.8. Draft guidance material was endorsed to support implementation of the Annex 3 provisions that indicate aerodrome warnings related to the occurrence or expected occurrence of tsunami are not required where a national public safety plan for tsunami is integrated with the “at risk” aerodrome concerned (Conclusion APANPIRG/27/53 refers). This regional guidance material is now available on the ICAO APAC website.

2.9. Recognizing that the resolution of air navigation deficiencies in all fields in the APANPIRG database has lacked significant progress over several years, which was due in part to inadequate information in the Reporting Form, e.g., infrequent updates and lack of concise and concrete Corrective Action Plans with defined target dates, States/Administrations were urged to establish action plans with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies (Conclusion APANPIRG/27/56 refers).