



International Civil Aviation Organization

**THIRTEENTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/13)
Bangkok, 9 to 13 September 2002**

Agenda Item 1: Review of Council and ANC action on APANPIRG/12 Report

FOLLOW-UP ACTION ON APANPIRG/12 CONCLUSIONS AND DECISIONS

(Presented by the Secretariat)

1. INTRODUCTION

1.1 The APANPIRG/12 meeting held in Bangkok, Thailand from 20 to 24 August 2001 formulated 37 conclusions and 10 decisions. The Report of APANPIRG/12 was reviewed by the Council at the 5th Meeting of its 165th Session on 1 March 2002 and the Air Navigation Commission at the 4th meeting of its 159th Session on 21 February 2002. The actions taken by the Council and the ANC are included in WP/2.

2. DISCUSSION

2.1 The Attachment to this paper gives the follow-up action taken by States and ICAO and the present status of the conclusions and decisions of APANPIRG/12. The meeting may wish to review the present status of these conclusions and decisions and decide on those conclusions and decisions which require further action or monitoring as the case may be. Following the review by the meeting, the conclusions and decisions on which further action or monitoring is required will be taken in the list of outstanding conclusions and decisions for further review in the future meetings of the Group.

2.2 As agreed during APANPIRG/11, the following nomenclature will be used:

On-going : Requiring further action(s)
Completed : Follow-up action(s) completed
Closed : Superseded/overtaken by other action(s)/event(s)

3. ACTION BY APANPIRG/13

3.1 The Group is invited to:

- a) note the progress made on conclusions and decisions of APANPIRG/12 as given in the Attachment; and
- b) decide on those conclusions and decisions on which further actions are required.

CONCLUSIONS/DECISIONS OF APANPIRG/12

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 12/1		<p>Observation of non-compliance of RVSM operational approval procedures</p> <p>That, States are urged to co-operate with APARMO to investigate RVSM approval status of operators and aircraft with the aim of resolving problems of RVSM non-compliant operations.</p>	States were urged to co-operate with APARMO in this regard.	On-going
C 12/2	ANC	<p>Implementation of RVSM in the Western Pacific/South China Sea area</p> <p>That, States are urged to continue their efforts to implement RVSM in the Western Pacific/South China Sea area in order to realize the foreseen benefits as early as possible.</p> <p><i>Noted the conclusion and was pleased to receive information that RVSM had been implemented successfully in this designated area effective from 21 February 2002.</i></p>	The implementation of RVSM in the Western Pacific/South China Sea area which took place at 1930 UTC on 21 February 2002 went smoothly. Phnom Penh, Kota Kinabalu/Kuala Lumpur, Manila, Singapore, Bangkok, Ho Chi Minh FIRs and Sanya AOR were involved in this implementation. RVSM Task Force has been progressing its tasks towards the next phase implementation in the remainder of Western Pacific/South China Sea area, more specifically in Hong Kong, Bali/Jakarta/Ujung Pandang, Vientiane, and Hanoi FIRs and Sanya AOR, on 31 October 2002, which will complete RVSM implementation in the Western Pacific/South China Sea area.	On-going
C 12/3	ANC	<p>Implementation of RVSM in the Bay of Bengal area and beyond in conjunction with the planned implementation in the Middle East Region</p> <p>That, States are urged to implement RVSM in the Bay of Bengal area and beyond in conjunction with the planned implementation in the Middle East Region on 27 November 2003 in order to realize the end-to-end seamless RVSM operation between Asia/Middle East/Europe south of the Himalayas.</p> <p><i>Noted the conclusion and requested the Secretary General to urge the States concerned to implement RVSM to provide an end-to-end Asia/Europe RVSM environment.</i></p>	RVSM Task Force defined the airspace in which RVSM will be implemented on 27 November 2003, which includes Bangkok, Calcutta, Chennai, Colombo, Delhi, Dhaka, Jakarta, Karachi, Katmandu, Kuala Lumpur, Lahore, Male, Mumbai and Yangon FIRs. All States concerned have agreed to the implementation date of 27 November 2003. RVSM Task Force has been progressing its tasks towards the planned implementation in the Bay of Bengal and beyond.	On-going

APANPIRG/13-WP/19 Attachment

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C 12/4		<p>Inter-regional co-ordination between the Asia and Middle East Regions in relation to RVSM implementation</p> <p>That, ICAO facilitate inter-regional co-ordination between the Asia and Middle East Regions involving States concerned with the aim of joint harmonized implementation of RVSM.</p>	<p>A Joint Interface Meeting of RVSM Task Forces between the Asia/Pacific and Middle East Regions involving India, Maldives and Pakistan from the Asia Region and Afghanistan, Islamic Republic of Iran, Oman, the United Arab Emirates (UAE) and Yemen from the Middle East Region, as well as IATA and IFALPA, is scheduled in Abu Dhabi, UAE, from 19 to 20 October 2002.</p>	On-going
C 12/5	ANC	<p>Implementation of the EMARSSH Project</p> <p>That, to gain benefits in terms of safety, efficiency and capacity enhancements that meet the objectives envisaged in the <i>Global Air Navigation Plan for CNS/ATM Systems</i> (Doc 9750), participant States and international organizations concerned are urged to make full commitment to the EMARSSH project to meet the implementation date of 28 November 2002.</p> <p><i>Noted the conclusion and requested the Secretary General to call upon participating States and international organizations to make a full commitment to this project.</i></p>	<p>Six EMARSSH Task Force meetings have taken place since APANPIRG/12. The revised ATS route structure has been agreed to by all States concerned and IATA. AIS documentation will be promulgated on AIRAC date of 5 September 2002 with an effective date for implementation of the revised route structure and subsequent deletion of some previous routes of 28 November 2002.</p>	On-going
C 12/6		<p>Regional Contingency Planning Survey</p> <p>That, ICAO survey States in the Asia/Pacific Region to determine the status of contingency planning and the extent to which contingency plans are exchanged between neighboring States.</p>	<p>A survey from States on the status of their National Contingency Plan arrangements has not been completed. Nevertheless, a framework for National Contingency Plans was presented to States at ATS/AIS/SAR/SG/12. States were encouraged to use this framework in developing their Plans in coordination with their neighbouring States.</p>	On-going

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 12/7	ANC	<p>Guidance Manual for Aeronautical Information Services in the Asia/Pacific Region</p> <p>That, the <i>Guidance Manual for Aeronautical Information Services in the Asia/Pacific Region</i> shown at Appendix G to the Report on Agenda Item 2.1 be published in accordance with the established procedures.</p> <p><i>Noted the conclusion and that the guidance manual would be published in accordance with established procedures.</i></p>	The first edition of the Guidance Manual will be distributed to States in the Region shortly.	On-going
C 12/8	C	<p>Special Implementation Project for an AIS Seminar in 2002</p> <p>That, ICAO urgently consider a proposal for an Asia/Pacific Special Implementation Project to be established in order to hold an AIS Seminar in 2002 with the primary objective to improve AIS in relation to AIS automation and quality assurance programme.</p> <p>Noted the conclusion and that such a project would be put forward for the Council's approval through established procedures.</p>	ATS/AIS/SAR/SG AIS Automation Task Force developed a detailed programme of the Seminar. The AIS Seminar is planned in Bangkok in mid-December 2002.	On-going
D 12/9	ANC	<p>Development of lateral offset procedures for application in the Asia/Pacific Region</p> <p>That, as a matter of urgency, the ATS/AIS/SAR/SG develop lateral offset procedures for application in the Asia/Pacific Region, and in co-ordination with other regional planning groups and bodies concerned, develop global offset procedures.</p> <p><i>Noted the conclusion and that the development of lateral offset procedures for regional implementation should be in accordance with global guidelines.</i></p>	ATS/AIS/SAR SG/12 meeting reviewed progress to develop regional and global lateral offset procedures. The meeting noted that APANPIRG/12, D12/9 had been overtaken by events and ICAO had revised the global guidelines and issued a State letter. Work is ongoing by SASP to develop further guidelines and global procedures are being progressed by ICAO HQ. At the regional level, ISPACG is considering implementing of 1 NM lateral offsets in the South Pacific Region in September 2002 and the results of this activity should be analysed before proceeding with a regional implementation programme. The meeting recommended that APANPIRG/13 D 12/9 is no longer relevant.	On-going

APANPIRG/13-WP/19 Attachment

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			Consideration should be given to conduct a study of States' requirements to implement lateral offsets and based on this information, to develop a coordinated approach to regional implementation.											
C 12/10	C	Special Implementation Project – International Seminar and SAREX That, ICAO urgently consider a proposal for an Asia/Pacific Special Implementation Project to be established with the primary objective to improve search and rescue services, co-ordination and cooperation between States. <i>Noted the conclusion and that such a project would be put forward for the Council's approval through established procedures.</i>	Due to other priorities in the ATM field, it was decided to defer the Special Implementation Project on the International Seminar and SAREX to 2002. States will be approached regarding the hosting of this SAREX/Seminar. When this decision has been finalized, other States of the Bay of Bengal area will be invited to contribute to the conduct and organizational aspects of making this event a success.	On-going										
D12/11		ATS/AIS/SAR Subject/Task List That, the ATS/AIS/SAR Subject/Task List as contained in Appendix I to the Report on Agenda Item 2.1 be adopted as the current work assignment for the ATS/AIS/SAR Sub-Group replacing the current Subject/Tasks List as assigned by APANPIRG/11.	ATS/AIS/SAR/SG/12 meeting reviewed and updated the Subject/Task List. This updated List is at Appendix A to the Report on Agenda Item 7. The meeting formulated the Draft Decision 12/9.	Completed										
C 12/12		Need to monitor AFTN circuit performance That, States concerned closely monitor performance of the following AFTN circuits and coordinate upgrading the circuits capacity, in accordance with the AFTN plan. <table><tr><td>1. Manila/Singapore</td><td>6. Hong Kong/Manila</td></tr><tr><td>2. *Nadi/Apia Faleolo</td><td>7. Kuala Lumpur/Chennai</td></tr><tr><td>3. Mumbai/Colombo</td><td>8. Colombo/Singapore</td></tr><tr><td>4. Christchurch/Papeete</td><td>9. Tokyo/Singapore</td></tr><tr><td>5. Mumbai/Nairobi</td><td>10. Colombo/Male</td></tr></table>	1. Manila/Singapore	6. Hong Kong/Manila	2. *Nadi/Apia Faleolo	7. Kuala Lumpur/Chennai	3. Mumbai/Colombo	8. Colombo/Singapore	4. Christchurch/Papeete	9. Tokyo/Singapore	5. Mumbai/Nairobi	10. Colombo/Male	States concerned were requested to monitor loading condition and upgrade circuit capacity as specified in Table CNS-1A AFTN Plan. Consequently, - Manila/Singapore - upgraded to 300 baud; - Nadi/Apia - reconfigured to Apia/USA and implemented; - Mumbai/Colombo - planned for upgrading to 2400 bps in 07/02.	States are expected to complete action by the end of 2002.
1. Manila/Singapore	6. Hong Kong/Manila													
2. *Nadi/Apia Faleolo	7. Kuala Lumpur/Chennai													
3. Mumbai/Colombo	8. Colombo/Singapore													
4. Christchurch/Papeete	9. Tokyo/Singapore													
5. Mumbai/Nairobi	10. Colombo/Male													

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		*the Apia Faleolo/Nadi AFTN circuit will be rerouted by Apia Faleolo/USA upon approval of the amendment proposal to ASIA/PAC ANP.	Testing going on; - Christchurch/Papeete - upgraded to 2400 bps; - Hong Kong/Manila – upgraded to 300 baud; - Kuala Lumpur/Chennai – upgrading planned for 07/02; - Colombo/Singapore – upgrading planned for 12/02; - Tokyo/Singapore – upgrading planned for 12/02; and - Colombo/Male – upgrading planned for 12/02.	
C12/13		Regional ATN Planning Documents That, the ASIA/PAC ATN ATS Message Handling System Plan, ATN Addressing Plan, ATN Network Service Access Point (NSAP) Address Registration Form and ATN Routing Architecture Plan be adopted and circulated to States in the ASIA/PAC and adjacent regions.	The ATN Planning Documents were published and distributed to States in ASIA/PAC region and adjacent regions.	Completed
C 12/14	ANC	ATN Transition Plan That, the ASIA/PAC ATN Transition Plan provided in Appendix A to the report on Agenda Item 2.2 be adopted and the ASIA/PAC ATN Router Plan contained in Table CNS-1B be included in PART IV-CNS of ASIA/PAC FASID. <i>Noted the Conclusion and requested the Secretary General to monitor related developments in other regions.</i>	Editorial changes were made to the plan and presented to the ATN Transition Task Force. A proposal for amendment to the FASID is being processed.	Completed
D 12/15		Amendment of the Subject/Tasks List of the ATN Transition Task Force That, the updated Subject/Tasks List of the ATN Transition Task Force provided in Appendix B to the report on Agenda Item 2.2 be adopted.	The changes adopted by APANPIRG included in the Subject/Tasks List of the Task Force and presented to the Fourth Meeting of the Task Force to note and to take appropriate action.	Completed

APANPIRG/13-WP/19 Attachment

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 12/16		<p>Strategy for the Provision of Precision Approach and Landing Guidance System</p> <p>That, the Strategy for the Provision of the Precision Approach and Landing Guidance System provided in Appendix C to the report on Agenda Item 2.2 be adopted.</p>	The strategy was brought to the attention of States for compliance.	Completed
C 12/17		<p>Strategy for the Implementation of GNSS Navigation Capability in the ASIA/PAC Region</p> <p>That, the Strategy for the Implementation of GNSS in the ASIA/PAC Region provided in Appendix D to the report on Agenda Item 2.2 be adopted.</p>	The strategy was brought to the attention of States for compliance.	Completed
C 12/18	ANC	<p>Checklist for GNSS Implementation</p> <p>That, the Checklist for introduction of GNSS based operations contained in Appendix E to the report on Agenda Item 2.2 be circulated to States in the ASIA/PAC region to serve as a guidance material.</p> <p><i>Noted the Conclusion and requested Secretary General to monitor related developments in other regions to harmonize GNSS-based operation.</i></p>	The checklist was provided to States for their use in planning and implementing GNSS as per the strategy adopted by APANPIRG.	Completed
C 12/19		<p>Protection of Aeronautical Frequency Spectrum</p> <p>That States:</p> <ul style="list-style-type: none"> a) assign high priority to the aeronautical spectrum management; b) participate in the development of States' position for WRCs at the national level to ensure support to ICAO position; 	<p>ICAO Position was presented to the APT Preparatory Group Meetings for WRC-2003. The conclusion was brought to the attention of States to take appropriate action. List of CAA and APT contact points were provided to States.</p> <p>APT Meeting schedules were also provided to States with a request to participate at APT Meetings.</p>	<p>Completed</p> <p>Completed</p> <p>On-going</p>

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		<p>c) ensure, to the extent possible that, aviation representatives are included in States delegation to the Asia-Pacific Telecommunity (APT) Conference Preparatory Group meetings and at WRCs; and</p> <p>d) ensure participation of designated focal point or contact person at the Regional Preparatory Group Meeting for WRC-2003 to be held from 15 to 16 November 2001 followed by the AMCP WG-F Meeting to be held from 19-27 November 2001 in Bangkok and attendance at APTAPG Meetings and WRC 2003.</p> <p><i>C</i></p> <p><i>Noted the Conclusion and requested the Secretary General to continue to encourage States to participate at various levels in different fora to provide support for the ICAO Position at forthcoming WRC-2003</i></p>		<p>On-going</p> <p>On-going</p>
C 12/20		<p>Requirement for a new WAFS area of coverage “M”</p> <p>That,</p> <p>a) The ASIA/PAC ANP be amended to include under the WAFS a new area of coverage “M” (FASID Chart MET 7) as shown in Appendix G to the Report on Agenda Item 2.2; and</p> <p>b) FASID Tables MET 5 and MET 6, as developed by APANPIRG/11, be amended to include requirement for SWH prepared by the WAFC Washington for the new WAFC area of coverage “M” as given in Appendices H and I to the Report on Agenda Item 2.2.</p> <p>Note: FASID Chart M should be a mercator projection, with coordinates 100°E and 70°N; 110°W and 70°N; 110°W and 10°S; 100°E and 10°S.</p>	Proposal for Amendment of FASID circulated to States.	On-going

APANPIRG/13-WP/19 Attachment

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 12/21		SADIS strategic assessment tables That, the ASIA/PAC SADIS strategic assessment tables, as given in Appendix E to the report, be adopted and forwarded to the SADISOPSG for planning the future SADIS bandwidth requirements.	The subject matter was discussed by the SADISOPSG/7.	Completed
C 12/22	C	GRIB Training Workshop That, the SADIS Provider State be invited to arrange for a GRIB training workshop, in co-ordination with ICAO, WMO and other States as necessary, in the ASIA/PAC Regions in 2002. <i>Noted the conclusion and requested the Secretary General to invite SADIS Provider state to hold this workshop in coordination and WMO.</i>	The workshop is planned to hold in November 2002.	On-going
C 12/23		WAFS Area of Coverage “E” That, ICAO be invited to consider extending the WAFS area of coverage “E” to the north up to 45°N to cover northern part of Japan.	The extended area “E” chart has been launched by WAFC London in November 2001.	Completed
C 12/24		Amended ASIA/PAC WAFS Transition Plan and Procedures That, the ASIA/PAC WAFS Transition Plan and Procedures be amended as shown in Appendix K to the Report on Agenda Item 2.2 to reflect considerable progress in transition to the final phase of WAFS in the regions.	Chairman of the ASIA/PAC WAFS Transition Task Force made the necessary changes	Completed
C 12/25		Application of EUR OPMET update procedure in the ASIA/PAC Regions That, the procedure similar to the EUR OPMET update procedure be developed and introduced in the ASIA/PAC Regions.	The procedure is to be developed by the OPMET Exchange Task Force.	On-going

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C 12/26		<p>Tropical cyclone advisories with the data designator “FK”</p> <p>That, the TCACs Honolulu, Miami, New Delhi, Darwin, Nadi and Tokyo, designated to provide the service in the ASIA/PAC Regions, issue the advisories using the data designator “FK” and ensure the routing of these bulletins to aviation users and London Centre for uplink to the SADIS broadcast.</p> <p>Note: Requirement for Honolulu TCAC in the ASIA/PAC Regions is covered by Conclusion 12/33 formulated by the meeting.</p>	Implemented by Japan and USA. Other TCACs have been notified through WMO Tropical Cyclone regional bodies.	On-going
C12/27	C	<p>Composition of the SADISOPSG</p> <p>That, the composition of the SADISOPSG be reviewed to replace the members representing States not participating in the cost recovery and hence not receiving the SADIS broadcast.</p> <p><i>Noted the conclusion and its relationship to the SADIS mandatory cost-recovery scheme.</i></p>	China designated a member for SADISOPSG in replacement to member from Singapore.	Completed
C 12/28		<p>Proposal for amendment of ICAO SUPPS, Doc 7030/4</p> <p>That, Regional Supplementary Procedures, ICAO Doc 7030/4, MID/ASIA and PAC, Part 3 – Meteorology – Aircraft Observations and Reports, be amended as shown in Appendix M to the Report on Agenda Item 2.2.</p>	Proposal for Amendment of the regional SUPPs circulated to states.	On-going
C 11/29		<p>Gia Lam Meteorological Watch Office (MWO)</p> <p>That,</p> <p>a) FASID Table MET 1B of the ASIA/PAC ANP be amended to delete requirement for Hanoi and Ho Chi Minh MWOs and to add requirements for Gia Lam MWO; and</p>	Proposal for Amendment of FASID circulated to States.	On-going

APANPIRG/13-WP/19 Attachment

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		b) Consequential amendments be made to FASID Table MET 2A, renamed as FASID Table MET 2B, FASID Table MET 3, Part I and Part II, renamed as FASID Tables 3A and 3B, accordingly.		
C 12/30	C	<p>Operation of the VAACs</p> <p>That, ICAO consider the proposal to amend Annex 3, and the Handbook on the IAVW – Operational Procedures and Contact List, Doc 9766 accordingly, that each VAAC should operate on a 24 hour basis.</p> <p><i>Noted the conclusion and requested the secretary General to develop proposals for amendment of Annex 3 and Doc 9766 to ensure operation of VAACs on a 24-hour basis.</i></p>	The requirement to be included in the Amendment proposal 73 to Annex 3.	On-going
C 12/31		<p>Volcanic ash advisory center</p> <p>That, FASID Table MET 3, Part II of the ASIA/PAC ANP, renamed as FASID Table MET 3B, be amended as shown in Appendix N to the Report on Agenda Item 2.2.</p>	Proposal for Amendment of FASID circulated to States.	On-going
C 12/32	ANC	<p>Volcanic Ash Advisory and SIGMET in graphical format</p> <p>That, ICAO give consideration to further improvement of the format in which the graphical advisory should be issued by VAACs and development of proposals for the format of a graphical SIGMET for volcanic ash, including the necessary guidance regarding procedures for dissemination of information.</p> <p><i>Noted the conclusion and requested the Secretary General to consider further improving the format of graphical advisories to be issued by VAACs and develop proposals for the graphical format of SIGMET messages for volcanic ash, including the necessary guidance regarding procedures for dissemination of information.</i></p>	The recommendation for BUFR-coded graphical volcanic ash advisories to be included in the Amendment proposal 73 to Annex 3.	On-going

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C 12/33	C	<p>Honolulu tropical cyclone advisory centre</p> <p>That, FASID Table MET 3, Part I of the ASIA/PAC ANP, renamed as FASID Table MET 3A, be amended, as shown in Appendix O to the Report on Agenda Item 2.2, to reflect designation of the TCAC Honolulu with the area of responsibility covering portion of the Central Pacific from 140°W to 180°W.</p> <p><i>Noted the conclusion and its relationship to the designation of Honolulu as the tropical cyclone advisory centre for the Central Pacific area.</i></p>	Proposal for Amendment of FASID circulated to States.	On-going
C 12/34		<p>New FASID Charts MET 2 and MET 3</p> <p>That, the ASIA/PAC ANP be amended to include the new FASID Chart MET 2 and FASID Chart MET 3, as given in Appendices P and Q to the Report on Agenda Item 2.2, showing the areas of responsibility of TCACs and VAACs respectively.</p>	Proposal for Amendment of FASID circulated to States.	On-going
C 12/35		<p>ASIA/PAC Basic ANP and FASID, Part VI – Meteorology</p> <p>That, the regional procedures given in the introductory text to Part VI – Meteorology of the ASIA/PAC Basic ANP and FASID be amended as shown in Appendices R and S to the Report on Agenda Item 2.2.</p>	Proposals for Amendment of Basic ANP and FASID circulated to States.	On-going
C 12/36		<p>Chapter 8 – Meteorology of the ASIA/PAC CNS/ATM Plan</p> <p>That, the ASIA/PAC Regional Plan for the new CNS/ATM Systems be amended to include Chapter 8 – Meteorology as given in Appendix T to the Report on Agenda Item 2.2.</p>	To be incorporated in the next version of the Plan.	On-going

APANPIRG/13-WP/19 Attachment

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D 12/37		<p>Amendments to the Subject/Tasks List of the CNS/MET Sub-Group</p> <p>That, the updated Subject/Tasks List of the CNS/MET Sub-Group presented in Appendix V to the report on Agenda Item 2.2 be adopted.</p>	The amended Tasks List was noted by the CNS/MET/SG/6.	Completed
C 12/38		<p>Revision and Publication of Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</p> <p>That,</p> <p>a) the <i>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</i>, Chapter 4, paragraph 6 on the application of separation using ADS be revised in line with the views of the Air Navigation Commission (157-2) on reviewing the report of APANPIRG/11 as follows:</p> <p>6. Application of procedural horizontal separation using ADS</p> <p>Aircraft position information obtained by ADS may be used for the application of procedural horizontal separation minima contained in the PANS-RAC (Doc 4444), Part III. Area Control Service where aircraft position reports are necessary to apply the appropriate separation minimum.</p> <p><i>Note: - ICAO is processing amendments to the PANS-RAC to include procedures for the provision of ADS services for air traffic control with an applicability date in November 2002.</i></p> <p>b) the revised <i>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</i> be published by ICAO as soon as practicable.</p>	<p>Events have overtaken this Conclusion. The ANC (159-7) on agreeing to Amendment 1 to PANS-ATM (applicability date 28 November 2002), also agreed that the Asia/Pacific Guidance Material should be reviewed to ensure it was in accordance with the procedures contained in PANS-ATM. Accordingly, a comprehensive technical review was carried out by ANB and revealed significant differences with PANS-ATM, therefore it will be necessary to revise the Guidance Material. Also, the HQ review noted that informal ATS coordinating groups also publish similar guidance material and there is a need to consider whether a proliferation of such documents is necessary, particular in terms of promoting uniform application of ATS data link applications and supporting transparency between ICAO regions.</p> <p>A working paper is being presented to APANPIRG/13 addressing the above issues.</p>	On-going

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D 12/39		<p>Development of guidance material on the use of ADS for the application of separation</p> <p>That, the CNS/ATM/IC/SG review the provisions in the PANS-ATM. Part XII (Doc 4444) on ADS services, and develop guidance material on the use of ADS for the application of separation to be included in the <i>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</i> as appropriate.</p>	<p>In light of Amendment 1 to PANS-ATM and the review by ANB of the <i>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</i>, work on this item has not been progressed and needs to be taken into account in the overall review of this Guidance Material.</p>	On-going
D 12/40	C	<p>Inclusion of traffic forecast tables in the Asia/Pacific Regional Plan for the New CNS/ATM Systems</p> <p>That, the tables of the traffic forecast values for the nine major traffic flows across the Asia/Pacific region be included in the <i>Asia/Pacific Regional Plan for the New CNS/ATM Systems</i> as shown in Appendix A to the Report on Agenda Item 3.</p> <p><i>Noted the decision and that the traffic forecasts would assist States in planning future facilities and requested the Secretary General to monitor related developments in other regions to ensure a uniform approach.</i></p>	<p>In the light of September 11 2001, further work on revised traffic forecast tables is considered necessary.</p> <p>Based on the availability of updated traffic statistics, the tables will be incorporated in the document.</p>	On-going
D 12/41	ANC	<p>Establishment of a Target Level of Safety for the Asia/Pacific Region</p> <p>That, a target level of safety of 5×10^{-9} fatal accidents per flight hour per dimension be established for en-route systems in the Asia/Pacific Region where a TLS is required for implementation of separation minima.</p> <p><i>Noted that APANPIRG had established, by a regional agreement and in accordance with ICAO provisions, a target level of safety (TLS) of 5×10^{-9} fatal accidents per flight hour per dimension for en-route systems in the Asia/Pacific Regions, where a TLS is required for implementation of separation minima</i></p>	<p>A target level of safety of 5×10^{-9} fatal accidents per flight hour per dimension was adopted for en-route systems in the Asia/Pacific Region.</p>	Completed

APANPIRG/13-WP/19 Attachment

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 12/42	C	<p>State regulatory framework for safety oversight</p> <p>That, States establish the necessary regulatory framework to provide safety oversight of their air navigation services in accordance with Annex 11 and PANS-ATM provisions on airspace safety management applicable on 1 November 2001.</p> <p><i>Noted the conclusion and requested the Secretary General to urge States to establish the necessary regulatory framework to provide safety oversight arrangements of their air navigation services not only in accordance with Annex 11 and PANS-ATM but also Annex 14 provisions on safety management.</i></p>	The Asia/Pacific Airspace Safety Monitoring (APASM) Task Force has addressed this issue.	On-going
C 12/43	ANC	<p>Provision of ICAO guidance material on the establishment of airspace safety arrangements</p> <p>That, as matter of urgency, ICAO develop guidance material for States to establish safety management arrangements in accordance with Annex 11 and PANS-ATM provisions on airspace safety management applicable on 1 November 2001.</p> <p><i>Noted the conclusion and that the Secretariat had already made considerable progress in the development of draft material, which is scheduled for completion by mid-2002.</i></p>	ICAO is preparing a global guidance material.	On-going
D 12/44	ANC	<p>Establishment of a task force to develop an airspace safety system performance-monitoring structure for the Asia/Pacific Regions</p> <p>That, a Task Force be established reporting to APANPIRG to develop an airspace safety system performance monitoring structure and funding mechanism for the Asia/Pacific Region in accordance with ICAO provisions. The composition, guiding principles and Terms of Reference of the Task Force are as shown in the Appendix B to the Report on Agenda Item 3.</p> <p><i>Noted the decision and requested the Secretary General to develop provisions for a global approach to establishing airspace safety performance-monitoring arrangements.</i></p>	The APASM TF held three meetings and one working group meeting in Bangkok since APANPIRG/12 and prepared a business plan recommending the establishment of a Regional Airspace Safety Monitoring Agency (RASMA) for the Asia/Pacific Region, which will be presented in a working paper to APANPIRG/13.	Completed

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C 12/45		<p>Key Priorities for CNS/ATM Implementation.</p> <p>That, the updated key priorities for CNS/ATM implementation at Appendix E to the Report on Agenda Item 3 be adopted.</p>	The Key Priorities for CNS/ATM Implementation were reviewed at CNS/ATM/IC/SG/9 as well as at ATS/AIS/SAR/SG/12.	Completed
D 12/46		<p>Amendment to the Terms of Reference of the CNS/ATM/IC/SG</p> <p>That, the CNS/ATM/IC/SG should continue as an active Sub-Group of APANPIRG and the revised Terms of Reference be adopted as shown in Appendix F to the report on Agenda Item 3.</p>	The Terms of Reference of the CNS/ATM/IC/SG were reviewed at APANPIRG/12.	Completed
D 12/47		<p>Follow-up actions on the Conclusions of ALLPIRG/4 Meeting</p> <p>That, the following conclusions of ALLPIRG/4 meeting be addressed by the relevant sub-groups as part of their work programme and report its outcome.</p> <p>Conclusions 4/1, 4/2, 4/8 and 4/13- CNS/ATM IC SG</p> <p>Conclusions 4/3 and 4/7- ATS/AIS/SAR SG</p> <p>Conclusions 4/3 - CNS/MET SG</p> <p>Conclusions 4/10 and 4/11- All Subgroups</p> <p>Note: Cited ALLPIRG/4 conclusions are given below:</p> <p>Conclusion 4/1 - A general framework and terms of reference for interregional coordination meetings</p> <p>That the Council agree to adopt a general framework and terms of reference for interregional coordination meetings (IRCMs) as set out in Appendices A and B to the report on Agenda Item 2.</p> <p>Conclusion 4/2 - Interregional meetings specifically dedicated to interface areas</p> <p>That ICAO convene interregional meetings, as and when required, to address the specifically focussed interface problems and other issues of neighbouring States and/or neighbouring regions as a whole.</p>	Both CNS/ATM/IC/SG and ATS/AIS/SAR/SG noted the results of ALLPIRG/4 Conclusions. Action already in hand as part of the work programme of the Sub-Groups. Further follow-up action will be taken as appropriate.	On-going

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		<p>Conclusion 4/3 - Increased emphasis on addressing interregional issues and missing elements</p> <p>That, with a view to facilitating interregional planning and the harmonization of air navigation systems, ICAO and the CNS/ATM partners put more emphasis on the addressing of interregional issues and the missing elements as outlined in Appendix C to the report on Agenda Item 2.</p> <p>Conclusion 4/7 - Adoption of a uniform format for the reporting of WGS-84 implementation</p> <p>That the table available at Appendix D to the report on Agenda Item 2 be adopted as a uniform format for the reporting of WGS-84 implementation by PIRGs and States.</p> <p>Conclusion 4/8 - Environmental benefits of CNS/ATM systems</p> <p>That:</p> <ul style="list-style-type: none"> a) ICAO Regional Offices and PIRGs support ICAO/CAEP efforts to expand the methodology for the quantification of CNS/ATM environmental benefits to each region by collecting data, as necessary; b) ICAO/CAEP continue its work on the expansion of the methodology for the assessment of the environmental benefits associated with the implementation of CNS/ATM systems to the various regions; and c) ICAO proceeds with the revision of the methodology for inclusion in the <i>Global Air Navigation Plan for CNS/ATM Systems</i> (Doc 9750) at the earliest opportunity. <p>Conclusion 4/10 - Reporting of shortcomings and deficiencies</p> <p>That where a State, by virtue of Article 38, has notified ICAO of a difference to Standards and Recommended Practices governing the actual provision of facilities and services listed in an air navigation plan, the non-implementation of a facility or service, in the context of the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies, should not be reported as either a shortcoming or a</p>	<p>Conclusion 4/8: CNS/ATM/IC/SG/9 considered the advantages of establishing a Working Group to develop a position paper regarding environment benefits of CNS/ATM systems for consideration at the next CNS/ATM/IC/SG meeting. The Secretariat recommended that the Working Group's first priority should be the development of Terms of Reference for an environmental Task Force. Australia, Japan, New Zealand and the United States of America agreed to participate in the Working Group. Input would be sought from other States and Organizations. To save on cost, it was suggested that the co-ordination could be achieved by e-mail and, if necessary, conference telephone facilities.</p> <p>It was further proposed that a dedicated area on the ICAO Asia/Pacific web-site be established, where States and Organizations could post environmental papers and related materials.</p>	

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		<p>deficiency when it has no negative impact on safety, regularity and/or efficiency.</p> <p>Conclusion 4/11 - Single definition</p> <p>That ICAO be invited to refine the following single definition of a shortcoming/deficiency with a view to its incorporation into the uniform methodology for the identification and reporting of air navigation shortcomings and deficiencies:</p> <p>“A <i>deficiency</i> is a situation where a facility, service or a procedure is not provided in accordance with ICAO Standards and Recommended Practices which has a negative impact on the safety, regularity and/or efficiency of international civil aviation”.</p> <p>Conclusion 4/13 - Database developments</p> <p>That ICAO:</p> <ol style="list-style-type: none"> post promptly all tabular material from all regional air navigation plans relating to facilities and services to an ICAO-controlled web site in a simple PDF format; invite CNS/ATM partners to post their relevant planning material on the web site referred to in a) above; provide appropriate free access to relevant ICAO Headquarters' Sections, Regional Offices, PIRGs and participating CNS/ATM partners; maintain the currency of this database, <i>inter alia</i>, to take account of amendments made to hard copy ANPs; with the assistance of PIRGs and interested CNS/ATM partners, refine and develop the database, as a matter of urgency, to provide access and functionality commensurate with its use as a planning tool and in line with ICAO sale of publications 		