



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 5: Review of Outstanding Conclusions and Decisions of APANPIRG

STATUS OF OUTSTANDING CONCLUSIONS AND DECISIONS OF APANPIRG

(Presented by the Secretariat)

1. INTRODUCTION

1.1 The Group, in its last meeting, noted the information provided on the follow-up action taken by States and ICAO on the outstanding Conclusions and Decisions of the Group's earlier meetings. The Group agreed to review the position in each meeting and maintain a list of outstanding conclusions and decisions, on which further action is required.

2. DISCUSSION

2.1 The follow-up action taken by States and ICAO and the present status of the outstanding conclusions and decisions in the ATS/AIS/SAR and CNS/MET fields are given in Appendix A and Appendix B to this paper respectively. The follow-up action taken by States and ICAO Secretariat on the conclusions and decisions of APANPIRG/12 are given in WP/19.

3. ACTION BY THE APANPIRG/13

3.1 The meeting is invited to:

- a) note the progress made on conclusions and decisions of APANPIRG/12 as given in WP/19;
- b) note the progress made on the outstanding conclusions and decisions up to APANPIRG/11 as given in Appendix A and Appendix B to this paper; and
- c) decide on a consolidated list of outstanding conclusions and decisions on which further action is required.

OUTSTANDING CONCLUSIONS/DECISIONS OF APANPIRG IN ATS/AIS/SAR FIELDS

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 2/28		Implementation of Area Control Service That in view of recent improvements in the point-to-point communications and imminent improvement in HF air-ground communication, States concerned be urged to take urgent action to upgrade advisory and flight information services to area control service in the area over the Bay of Bengal by early 1993 along major ATS routes in their respective FIRs to enhance the safety of the rapidly increasing air traffic movement.	Area Control Services is now provided over the most of the Bay of Bengal area except for the southern portion where point-to-point communications are not reliable.	On-going
C 3/24		Implementation of RVSM & RNP in the Pacific Region That, Australia, New Zealand and United States requested to prepare proposals for the implementation of RVSM and RNP in the Pacific Region based on the work done by the ISPACG.	a) RNP-10 has been implemented in most of the Pacific Region. Central Pacific in October 2002. b) RNP4 implementation being considered. Note: RVSM was implemented in the Pacific Region on 24 February 2000. This action on RVSM was completed.	On-going On-going
C 4/2	C	States in the Asia Region to review their SAR system That, a) States in the Asia Region review their SAR system in the context of the matters which require urgent addressing in the PAC Region and detailed in Appendix B, and advise the ICAO Regional Office. Noted the Conclusion.	a) Review of Asian States SAR is continuing. The ICAO Regional Office is actively fostering the enhancement of SAR throughout the Region as part of the normal work programme. Shortcomings and Deficiencies will be listed as they become apparent.	On-going

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Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 6/13		SAR Agreements That, a) States are encouraged to develop formal SAR agreements on a bi-lateral or multi-lateral basis; and b) ICAO establish and maintain a register of SAR agreements between States.	a) The Regional Office continues to encourage States at regular intervals b) A register has not yet been established. Monitoring undertaken by ATS/AIS/SAR/SG This Task is superseded by Conclusion 11/9.	On-going Closed On-going Closed
C 6/19	C	Japan Area "G" That, the Task associated with Japan area "G" be removed from the work programme of ATS/AIS/SAR/SG as the problem had been determined not to be of an ATS or AIS technical nature, noting that APANPIRG and ICAO will take further steps as appropriate. Noted the conclusion and requested the Secretary General to pursue the subject as a matter of high priority and report the outcome to the Council and inform the APANPIRG accordingly.	The Task has been removed from the work programme of ATS/AIS/SAR/SG. No progress could be made by the Secretariat on this subject. Japan is currently undertaking internal co-ordination with respect to resolving this issue.	On-going
C 8/9	ANC	Co-ordinated Activity – SAR That, ICAO undertakes co-ordinated activity on a regional basis to improve the level of SAR response throughout the Asia/Pacific Region. Noted the conclusion and requested the Secretary General to take appropriate action.	A SAREX and associated Search and Rescue Seminar is being organised initially for the Bay of Bengal followed by the South China Sea and Pacific areas. a) A SAREX and associated SAR seminar focused on the Bay of Bengal area is programmed to take place in 2003; b) A similar project will be organized for the South China Sea and Pacific islands areas.	On-going 2003 On-going

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Appendix A – ATS/AIS/SAR

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 8/39		<p>CNS/ATM Training Workshops and Seminars</p> <p>That, the ICAO Regional Office continue to arrange CNS/ATM training workshops and seminars with the assistance of CNS/ATM Stakeholders and partners as necessary.</p>	Several CNS/ATM workshops and seminars were held in the year 2000. and are planned for 2002. Further workshops and seminar will be programmed to be held in 2003/04.	On-going 2003/04
C 9/1	C	<p>Implementation of the Revised South China Sea ATS Route Structure</p> <p>Noting the need to expedite progress, it is reiterated that, in the interest of improved efficiency and to enhance the on-going safety of operations over the South China Sea (SCS), China and Viet Nam are strongly urged to continue their efforts, under the auspices of ICAO, with the aim of resolving outstanding issues which will permit the early implementation of the Revised South China Sea ATS Route Structure.</p> <p>Noted the conclusion, its relation to APANPIRG/8 Conclusion 8/2 and the need to continue the on-going efforts of the parties with the support of ICAO to implement the revised South China Sea ATS route structure.</p>	<p>Outstanding issues have been resolved between China and Viet Nam and all SCS States are continuing their efforts in working towards an implementation date of 1 November 2001.</p> <p>The revised South China Sea ATS route structure was implemented on 1 November 2001.</p>	On-going Post-implementation review
C 9/2		<p>Transition to WGS-84 in the ASIA/PAC Region</p> <p>That, in order to achieve uniformity in aeronautical data publication across the Regions, those States which have not yet determined and published WGS-84 data, urgently undertake to complete the task in the shortest possible time frame.</p>	ICAO Regional Office continues to undertake follow-up action with States concerned. The non-implementation of WGS-84 is listed as a Deficiency.	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 9/3	ANC	<p>Examine the Possibility of Including the Asia Region to the Implementation Schedule of RVSM in the Pacific Region</p> <p>In view of the RAN/3 agreement for an RVSM implementation schedule for the Pacific Region, there should be an examination of the capacity needs, fuel-saving benefits and height-keeping performance for routes in the Asian Region, and if warranted, the RVSM implementation schedule should be developed to include the Asian Region.</p> <p>Noted the conclusion and its basis on capacity needs and fuel saving benefits.</p>	<p>The ICAO RVSM/TF is planning for and facilitating the implementation of RVSM in Asia Region.</p> <p>A target implementation date of 21 February 2002 has been set for the Western Pacific/South China Sea area except for the Hong Kong FIR and the Sanya AOR.</p> <p>RVSM across the Bay of Bengal through India and the Middle East Region is planned for 27 November 2003.</p>	Completed
C 9/6	C	<p>Establishment of Area Control Service and 10-Minute Longitudinal Separation using Mach Number Technique</p> <p>That, States,</p> <ul style="list-style-type: none"> a) Identify ATS routes where the 10-minute longitudinal separation minima for RNAV equipped aircraft using MNT could be applied and subsequently implement such minima before the end of 1999. b) Identify ATS routes where 10-minute longitudinal separation minima can be applied for RNAV equipped aircraft without using MNT. <p>Noted the conclusion.</p>	<ul style="list-style-type: none"> a) With respect to the application of MNT, the ICAO Regional Office will progress an amendment to Doc 7030 to streamline the existing provisions an amendment proposal to the Regional Supplementary Procedures (Doc 7030) (APAC-S 00/5), which enables the application of the minimum longitudinal separation of 10 minute using MNT within the whole Asia/Pacific Region, was approved on 21 September 2001. b) Implementation subject to provisions of ICAO separation standards. 	<div>On-going Completed</div> <div>On-going</div>

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Appendix A – ATS/AIS/SAR

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 9/8		ATS Route Amendments It is reiterated that, States should provide information regarding implemented, re-aligned or deleted ATS routes to ICAO by 30 April of each year in order to permit the periodic update of the Document of ATS Route Network.	Some information has been received. The Document of ATS Route Network has been revised and updated.	On-going
C 9/9		Human Factor in the Provision of ATS That, a) ICAO consider holding Human Factors seminars in the Asia/Pacific Region which are focused directly on Human Factors associated with the provision of ATS, and; b) States be urged to make regular presentations to Sub-Group meetings regarding “lessons learned” relating to Human Factors associated with the implementation of the new CNS/ATM Systems.	a) The first ATS Human Factors Seminar was conducted in 2000. b) Very little information has been received from States. States are urged to provide information to ICAO on lessons learned.	On-going On-going
	ANC	Noted the conclusion		
D 9/39		CNS/ATM Training and Human Resource Development Task Force That, a CNS/ATM Training and Human Resource Development Task Force be established with the following Terms of Reference: a) Recommend a strategy for a regional approach towards planning the development and implementation of CNS/ATM training; b) Recommend a co-ordination mechanism for the establishment of regional training capabilities in CNS/ATM systems;	The Task Force held its first meeting in July 1999. A Regional CNS/ATM Training & Human Resource Development Strategy was developed. Further work may be progressed when the outputs of the ICAO Human Resource Planning and Training Needs Study Group become available.	On-going

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D 9/39		<p>c) Recommend a framework for regional training plans and consider the applicability of including this material in the Regional Air Navigation Plan;</p> <p>d) Take into consideration the work of ICAO TRAINAIR, the ICAO Regional Human Resources Planning and Training Needs Study Group and the APANPIRG/7 Training Task Force and recommend mechanisms for regional integration of the outputs from these group.</p>		
C 9/51	C	<p>Strengthening the Regional Office Resources</p> <p>That, the ASIA/PAC Regional Office resources be strengthened to permit the proper maintenance of the ASIA/PAC FASID and implementation of uniform methodology for the identification of shortcomings, the first step being the filling of the vacant AIS/MAP post.</p> <p>Noted the conclusion and requested the Secretary General to take appropriate action thereon</p>	Secretary General has been requested to take appropriate action.	On-going
C 10/1		<p>Application for SSR Code Allotment</p> <p>That States, which require additional SSR Codes, forward their application to the Regional Office, listing the required information and justification in accordance with paragraph 5.3 of the Asia/Pacific SSR Code Management Plan.</p>	<p>An earlier request from Myanmar is being co-ordinated with ICAO. SSR Codes have been allocated to Myanmar.</p> <p>There have been no requests from other States.</p>	Completed
C 10/2		<p>Uniform Promulgation of FIR Boundary Way-points</p> <p>That, States review their aeronautical materials and that of their adjacent States and, through co-ordination with adjacent States, ensure uniform promulgation of FIR boundary way-points using WGS-84 as the basis of the Datum.</p>	ICAO continues to monitor situation and will co-ordinate with individual States where the uniform promulgation of FIR Boundary way-points has not been achieved.	On-going

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C 10/3		<p>ANP Amendment Proposal to include SIGMET in VOLMET Broadcasts (ASIA)</p> <p>That, the ASIA/PAC Air Navigation Plan (Doc 9673) be amended to add a requirement for inclusion of SIGMET in VOLMET broadcasts for the Asia Region.</p>	Amendment proposal APAC 99/9-ATS has been drafted. On-going consultation with provider States and users is continuing.	On-going
C 10/4		<p>Implementation of Area Control Service and 10-Minute Longitudinal Separation using Mach Number Technique in the Bay of Bengal area</p> <p>1) That, States in the Bay of Bengal area</p> <p>a) Complete the upgrade of airspace from advisory and flight information services to area control service along ATS routes, as appropriate;</p> <p>b) complete the implementation of 10-minute longitudinal separation minima using Mach Number Technique; and</p> <p>c) identify ATS routes where 10-minute longitudinal separation minima for RNAV equipped aircraft without using MNT could be applied and implement such minima.</p> <p>2) That, Sub-regional ATS Co-ordination Groups concerned place a high priority on items 1) a), b) and c) above.</p>	<p>1)</p> <p>a) Implemented;</p> <p>b) Implemented;</p> <p>c) Implementation subject to provisions of ICAO separation standards</p> <p>2) Implementation continues to be co-ordinated through the Bay of Bengal ATS Co-ordination Group (BBACG).</p>	<p>Completed</p> <p>Completed</p> <p>On-going</p> <p>Closed</p>

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Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 10/7	C	<p>Carriage of ACAS and Pressure-Altitude Reporting Transponders</p> <p>That,</p> <p>a) ICAO survey States in the Asia Pacific Region and ascertain the implementation plans of States regarding the carriage of ACAS and pressure-altitude reporting transponders with respect to APAC-S 98/4 B ASIA/PAC RAC;</p> <p>b) Operators upgrade to ACAS as soon as possible.</p> <p>Noted the conclusion in relation to the worldwide implementation of ACAS II by January 2003 and requested the Secretary General to initiate a worldwide survey to ascertain the implementation plans of States for ACAS II.</p>	<p>a) ICAO conducted a survey on 22 October 1999, and information provided by States was compiled. In order to obtain additional and more specific information, ICAO conducted the 2nd survey in Aug 2000.</p> <p>b) ATS/AIS/SAR SG recognized a need to establish a transition period to allow operators to use TCAS version 6.04 as an interim measurement before equipping their aircraft with ACAS II completely by 1 January 2002.</p>	<p>Completed</p> <p>On-going</p>
C 10/27	C	<p>ASIA/PAC Basic ANP and FASID</p> <p>That, the draft ASIA/PAC Basic ANP and FASID be updated and processed in accordance with established procedures.</p> <p>Noted the conclusion and requested the Secretary General to arrange for the completion, approval and publication of the documents as a matter of priority, in accordance with established procedures.</p>	<p>The ASIA/PAC Basic ANP and FASID were approved by the President of the Council on 11 August 2001.</p>	<p>Completed</p>
C 10/37		<p>Development of General Contingency Plans</p> <p>That, The Asia Pacific Regional and State Y2K Contingency Plans and SLOAs or MOUs be used to form the basis on which to develop general contingency arrangements which will permit the continuation of air traffic in the event of any significant degradation of air traffic services and systems.</p>	<p>States have agreed to revise their general contingency plans using their Y2k State Contingency Plans as a model. A target date for finalization of State Contingency Plans to be the end of 2004- 2003.</p>	<p>On-going 2003</p>

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C 11/1	ANC	<p>RVSM Minimum Monitoring Requirements</p> <p>That, ICAO be requested to develop globally applicable short and long-term RVSM minimum monitoring requirements for aircraft.</p> <p>Noted the conclusion and that SASP is studying the short- and long –term objectives for RVSM monitoring.</p>	The ICAO Separation and Airspace Safety Panel (SASP) is studying the short- and long-term objectives for RVSM monitoring.	On-going
C 11/4		<p>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</p> <p>That, the revised Guidance Material on CNS/ATM Operations in the Asia/Pacific Region be adopted and circulated to States and appropriate International Organizations.</p>	<p>The Air Navigation Commission on reviewing the report of APANPIRG/11, was of the view that the revised edition of the document should not include material on the application of separation based on ADS until proposed amendments to the Procedures for Air Navigation Services – Rules of the Air and Air Traffic Services (PANS-RAC, Doc 4444), had been approved by ICAO.</p> <p>The revised Guidance Material on CNS/ATM Operations in the Asia/Pacific Region will be published in accordance with the guidance provided by the Air Navigation Commission, as soon as practicable.</p> <p>* This Task is superseded by Conclusions 12/38 and 12/39.</p>	On-going Closed
C 11/6		<p>Mandatory Carriage and Operation of Pressure-Altitude Reporting Transponders</p> <p>That, States take immediate steps to mandate the carriage and operation of pressure-altitude reporting transponders within all FIRs in the Asia/Pacific Region.</p>	Two surveys have been conducted in conjunction with the survey relating to the carriage of ACAS II for the purpose of monitoring the implementation status in the Region.	On-going

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C 11/7	C	<p>Implementation of ACAS II</p> <p>That States;</p> <p>a) promulgate their implementation plans mandating the carriage and operation of ACAS II; and</p> <p>b) where this is in advance of the globally agreed date of 1 January 2003, provide for the continuing use of TCAS with Version 6.04A logic with a transition plan to phase out systems with Version 6.04A logic by 1 January 2002.</p> <p>Noted the conclusion and requested the Secretary General to urge States to take action to mandate the carriage of ACAS II by the globally agreed date of 1 January 2003.</p>	<p>Two surveys have been conducted. The secretariat continues to monitor the implementation. The result was presented to APANPIRG in the ATS/AIS/SAR/SG/11 Report.</p>	<p>On-going 1 January 2003</p> <p>On-going 1 January 2003</p>
C 11/8		<p>SAR Capability Matrix</p> <p>That,</p> <p>a) the “SAR Capability Matrix” be distributed to States for information and action as appropriate; and</p> <p>b) States provide information to ICAO by 30 April 2001 to permit the periodic update of the Matrix.</p>	<p>a) The “SAR Capability Matrix” was distributed to States;</p> <p>b) Updated information was presented at ATS/AIS/SAR/SG/11.</p>	<p>On-going</p> <p>On-going</p>

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C 11/9	C	<p>Search and Rescue Agreements between States and Establishment of a Search and Rescue Register</p> <p>That, States are to complete their SAR agreements with their neighbouring States and forward such agreements to the ICAO office to be included in a register on SAR Agreements.</p> <p>Noted the conclusion and requested the Secretary General to urge States to complete SAR agreements with their neighbouring States and forward such agreements to ICAO.</p>	States have been urged to complete their SAR agreements with their neighboring States. Information has been received from some ASEAN States on signed agreements with their neighbours.	On-going
C 11/10	ANC	<p>Development of a Revised ATS Route Structure - Asia to/from Europe/Middle East, South of the Himalayas (EMARSSH)</p> <p>That, taking into account the introduction of Required Navigation Performance (RNP), Area Navigation (RNAV) and Reduced Vertical Separation (RVSM) into the Asia Pacific region, States, ICAO and IATA develop a revised ATS route structure - Asia to/from Europe and the Middle East south of the Himalayas, to gain the benefits of existing aircraft capabilities together with CNS/ATM enhancements.</p> <p>Noted the conclusion and requested the Secretary General to organize an interregional coordination meeting to address interface issues to ensure end-to-end connectivity in the revised ATS route structure.</p>	A Task Force was established, led by a Core Team. Three Seven sub-regional meetings have taken place. Phase 1 implementation involving Australia, Indonesia, Malaysia and Singapore took place on 29 November 2001. Further Task Force meetings are planned to complete the work. Implementation of the revised route structure is scheduled for AIRAC Date of 28 November 2002.	On-going 28 November 2002

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
C 11/11		<p>Planning and Implementation Strategy</p> <p>That, to achieve the success of the project, the following Strategy will be used:</p> <ul style="list-style-type: none"> a) development of a set of principles for restructuring the routes; b) development of a project plan; c) form a small project or core team to initiate, develop and lead the project through to implementation; d) plan a number of sub-regional meetings to progress the work; and e) full co-ordination with adjacent regions with regard to the development of the route structure and procedures to be maintained. 	<ul style="list-style-type: none"> a) a set of Principles were adopted and agreed to; b) a project plan has been formulated; c) a Core Team was established consisting of Australia, Hong Kong, China, India, Singapore, IATA and ICAO as Chairman of the Core Team; d) seven meetings have taken place in Brisbane, Bangkok and Cairo. Further meetings, including a post-implementation review meeting, are planned for Paris and Delhi this year; and e) inter-regional coordination is being was conducted throughout the planning and implementation of this project. 	<p>Completed</p> <p>On-going Completed</p> <p>Completed</p> <p>On-going</p> <p>On-going</p>
C 11/12		<p>Principles to be Used in the Development of the Route Network</p> <p>That, the following Principles will be used in developing this route structure:</p> <ul style="list-style-type: none"> 1. that, using the advantages of CNS/ATM implementation, a revised ATS trunk route structure between Southeast Asia and Europe/Middle East will be developed. The planning of these routes structures should take advantage of existing and on-going CNS/ATM technologies in order to provide safe and efficient air traffic management with the least impact to environmental concerns; 2. that, these ATS trunk routes be developed primarily for international long-haul and medium-haul flights, however they may also be used where necessary for other regional and domestic operations; 	<p>All 5 Principles are being considered in the development and implementation of the revised ATS route structure.</p>	<p>On-going</p>

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		<p>3. that, as much as possible, planning of ATS trunk routes will be on the basis that each route is laterally separated from each other;</p> <p>4. that, the development of these route structures will be fully co-ordinated amongst the involved Asia/Pacific ATS Providers and airlines. Also, due to the length of these trunk routes, harmonisation is required with both MID and EUR Regions; and</p> <p>5. that co-operation is required between all concerned states and the aviation industry to ensure an efficient flow of international aircraft operations between Asia, Europe and the Middle East.</p>		

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OUTSTANDING CONCLUSIONS/DECISIONS IN THE CNS/MET FIELDS

Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
C 5/19	C	<p>Need for technical assistance to support WAFS implementation in the ASIA/PAC Regions</p> <p>That, ICAO initiate action to provide technical assistance in terms of equipment and training of personnel under the Technical Co-operation Programme to those States that are in need of assistance to receive WAFS products by satellite broadcast.</p> <p>Noted the conclusion and requested the Secretary General to take action as appropriate.</p>	<p>The use of SADIS and ISCS/2 by ASIA/PAC States has continued to grow and further expansion is expected. Implementation of the SADIS and ISCS/2 is being monitored to define the extent of the assistance required.</p>	On-going
C 5/23		<p>Operation of the OPMET data banks as an OPMET Data Regional Exchange Points (ODREP) under the ROBEX Scheme</p> <p>That,</p> <p>a) Bangkok, Brisbane, Nadi, Singapore and Tokyo OPMET data banks be designed as ODREPs under the ROBEX Scheme; and</p> <p>b) ICAO develop a draft proposal for amendment of the regional procedures given in the introductory text to Part IV – Meteorology of the MID/ASIA (Doc 8700) and NAT/NAM/PAC (8755) ANPs and arrange for a consequential amendment of the list of the ODREPs as given in the ROBEX Handbook and their responsibilities as follows:</p> <p>i) Bangkok ODREP/OPMET data bank be responsible for the ASIA/PAC MID and ASIA/PAC AFI (except south east part of the region) OPMET data exchanges;</p>	<p>— OPMET data banks have been implemented.</p> <p>— ROBEX Handbook has been amended to reflect operation of OPMET data banks/ODREPs.</p> <p>– New Table MET 4C OPMET Data Banks has been included in the draft ASIA/PAC FASID.</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p>

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		<p>ii) Brisbane ODREP/OPMET data bank be responsible for the ASIA/PAC SAM and ASIA/PAC South-east AFI OPMET data exchanges;</p> <p>iii) Nadi ODREP/OPMET data bank be responsible for the South PAC NAM OPMET data exchanges;</p> <p>iv) Singapore ODREP/OPMET data bank be responsible for EUR ASIA/PAC OPMET data exchanges;</p> <p>v) Tokyo ODREP/OPMET data bank be responsible for the ASIA/PAC NAM OPMET data exchanges.</p> <p><i>Noted the conclusion on the understanding that necessary co-ordination would be made with the APIRG and GREPECAS.</i></p>		
C-6/27		<p>Area of Responsibilities of the Designated OPMET Data Banks to Support the ROBEX Scheme</p> <p>That,</p> <p>a) The areas of responsibilities of the designated OPMET Data Banks to support the ROBEX Scheme be defined as follows:</p> <p>i) Areas of responsibility of Bangkok OPMET Data Bank — Bangkok, Bombay, Calcutta, Delhi and Karachi Main and/or TAF Collection Areas;</p> <p>ii) Area of responsibility of Brisbane OPMET Data Bank — Port Moresby, Sydney, and Auckland Main and/or TAF Collection Areas;</p> <p>iii) Area of responsibility of Nadi OPMET Data Bank — Nadi TAF Collection Area;</p>	<p>OPMET Data Banks have been implemented.</p> <p>ASIA/PAC and global OPMET data are available on the ISCS and SADIS broadcasts.</p>	Completed

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		<p>iv) Area responsibility of Singapore OPMET Data Bank—Singapore, Jakarta and Kuala Lumpur Main and/or TAF Collection Areas; and</p> <p>v) Area of responsibility of Tokyo OPMET Data Bank—Beijing, Hong Kong, Tokyo and Seoul Main and/or TAF Collection Areas.</p> <p>b) Data banks exchange the METAR/TAF Bulletins collected within their areas of responsibility with other data banks; and</p> <p>c) Data banks disseminate the METAR/TAF Bulletins within their areas of responsibility to meet operational requirements.</p> <p><i>Noted the conclusion with the understanding that its substance will be incorporated in a proposal to amend the relevant regional air navigation plans.</i></p>		
C 9/18		<p>Operational efficacy of OPMET messages</p> <p>That,</p> <p>a) ICAO carry out a survey on the operational efficacy of the ISCS/2; and</p> <p>b) Results of the survey be made available to the ISCS/2 provider State and reported to the COM/MET/NAV/SUR SG/3 Meeting.</p>	<p>– Proposal to carry out a survey on the operational efficacy of the ISCS/2 was forwarded to the ISCS Provider State for review and consideration.</p> <p>– The United States was invited to review the proposed survey form and to provide comments.</p>	<p>To be completed in 2002 2004 - 2005</p>
C 9/30		<p>Global exchange of OPMET messages</p> <p>That, ICAO develop a proposal to amend Annex 3 and the regional air navigation plans to introduce a requirement for the global exchange of OPMET messages and their dissemination by the ICAO satellite broadcasts.</p>	<p>Requirements regarding the global exchange of OPMET information have been included in Amendment 72 to Annex 3 adopted by the Council on 7 March 2001.</p>	<p>Completed</p>

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	€	Noted the conclusion and requested the Secretariat to develop a proposal to amend Annex 3 and the air navigation plans to provide for global exchange of OPMET information using all elements of the aeronautical fixed service, as appropriate.		
C 10/12		<p>Conclusion 10/12 – Need to monitor AFTN circuit loading</p> <p>That, States concerned closely monitor loading conditions on the following AFTN circuits and provide the result of monitoring of plans for upgrading circuits to ICAO.</p> <ol style="list-style-type: none"> 1. Manila/Singapore 2. Nadi/Apia-Faleolo 3. Nadi/Noumea 4. Hong Kong/Manila 5. Kuala Lumpur/Chennai 	<ol style="list-style-type: none"> 1. Manila/Singapore circuit upgraded to 300 baud. 2. Faleolo is planned to be routed via USA on 26 June 2002. 3. Nadi/Noumea already upgraded to 2400 bps. 4. Hong Kong/Manila already upgraded to 300 baud. 5. Kuala Lumpur/Chennai planned for upgrading in 07/02. 	This conclusion has been superceded by Conclusion 12/12. Action completed.
€ 10/16		<p>SADIS operational focal point in user States</p> <p>That, SADIS User States nominate an operational person involved with day to day SADIS operations in that State, to act as the SADIS operational focal point, and to provide the person's name, official title and contact details.</p> <p>Note:-</p> <p>a) To assist States in nominating the appropriate officer, the request to States should indicate clearly that the SADIS operational focal point would be expected to be available to respond to queries and receive information from the SADIS provider State and Secretary, SADISOPSG on operational matters;</p>	The required information has been collected from the SADIS User States. The completed list of the SADIS focal points has been forwarded to the Secretary of the SADISOPSG.	Completed

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		<p>and maintain contact with any other SADIS users in the State concerned; and</p> <p>b) On receipt of the information from States, the Secretary of the SADISOPSG should provide the information to the SADIS provider State, and include the list of the SADIS operational focal points in a future amendment to the SADIS User Guide.</p>		
C 10/19	C	<p>Future development of the WAFS</p> <p>That, ICAO give consideration to the future development of the WAFS with a view of meeting the States' requirements for WAFS and non-WAFS products after transition to the final phase of WAFS and RAFCs cease to operate.</p> <p>Noted the conclusion and requested the Secretary General to arrange for a study on how to meet any non-WAFS requirements indicated by States, in response to the survey requested in Conclusion 10/20.</p>	<p>Proposal is being studied by the Secretariat with assistance of the WAFSSG.</p> <p>The subject is included in the Agenda of the MET Divisional Meeting, September, 2002</p>	On-going
C 10/20		<p>Survey on future requirements of States for the WAFS and non-WAFS products and services</p> <p>That, States define their future requirements for the WAFS and non-WAFS products and services so that all requirements be met after transition to the final phase of the System.</p>	<p>A survey was undertaken by the ASIA/PAC WAFS Transition Task Force to assess the capability of States to obtain and process GRIB forecasts into Wind/Temp Charts on an operational basis.</p> <p>A survey was undertaken by the Task Force to assess the operational effectiveness of WAFS.</p>	Completed
C 10/21		<p>Internet access to the WAFS products and OPMET data</p> <p>That, ICAO consider developing the policy for use of the Internet by States to obtain the WAFS products and OPMET data for operational purposes.</p>	<p>The Uniform policy for the use of the Internet by States for operational purposes is being developed by the Secretariat as requested by the ANC. It is included in the agenda of the MET Divisional Meeting to be held in September 2002.</p> <p>The United Kingdom implemented the SADIS internet-</p>	On-going

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	ANC	Noted the conclusion and its relationship to APIRG/12 conclusion 12/27 and requested the Secretary General to consider developing a uniform policy for the use of the Internet by States to obtain WAFS products and OPMET data for operational purposes, as well as for the dissemination for AIS products.	based service as a back-up to the SADIS broadcast to be provided only to States and users authorized to receive SADIS and ISCS broadcasts. SADIS FTP back-up service has been operational since May 2002.	
C 10/22		Dissemination of ASIA/PAC OPMET data to WAFC Washington That, a) Tokyo ROBEX OPMET Data Bank forward ASIA/PAC METAR bulletins to the WAFC Washington; b) Brisbane and Nadi ROBEX OPMET Data Bank forward ASIA/PAC TAF bulletins to the WAFC Washington; and c) The operational procedures and the respective responsibilities of the data banks to facilitate distribution of the ASIA/PAC OPMET data to the WAFCs London and Washington be as shown in Appendix I to the report on the Agenda Item 2.2.	The ASIA/PAC and global OPMET data is available at the Washington WAFC from the Centres concerned and from London WAFC for the ISCS broadcast.	Completed
C 10/23		Revision of the ROBEX Scheme That, in order to facilitate distribution of the ASIA/PAC OPMET information to the WAFC London and Washington for uplink to the satellite broadcasts, the ROBEX Scheme be revised as shown in Appendix J to this Report on Agenda Item 2.2.	The revised ROBEX Scheme is being implemented. The collection areas of some ROBEX Centres have been extended. Task to be carried out by OPMET/E TF.	On-going 2003
C 11/24		Conclusion 11/24 – Protection of Aeronautical Frequency Spectrum That States, 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	Follow up actions were taken. Focal points were designated by almost all the States. List of contact points for both CAA and Telecom Regulators were prepared and forwarded to States to facilitate co-ordination.	Superseded by Conclusion 12/19. Action completed.

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	ANC	<p>ICAO position;</p> <p>c) Ensure to the extent possible aviation representatives are included in States delegation to the APT Conference Preparatory Group meetings and at WRCs.</p> <p>d) Designate a focal point contact person responsible for the preparation of WRC-2003 issues and provide notification of appointment to the ICAO Regional Office.</p> <p>Noted the Conclusion and requested the Secretary – General to accord high priority to the ICAO's role in safeguarding the aeronautical interest at WRC-2003.</p>		
C 11/26	ANC	<p>Authorized access to the global WAFS graphical products via the Internet</p> <p>That, ISCS and SADIS provider States consider the possibility of providing global availability of WAFS products via the Internet, to the authorized ISCS and SADIS users.</p> <p>Noted the conclusion and that the Secretary General was developing a policy for the operational use of the Internet by States to access WAFS products as well as OPMET data, and for the dissemination of AIS Information.</p>	<p>The subject matter was discussed by the SADISOPSG/6 and 7. The United Kingdom implemented the SADIS internet-based service as a back-up to the SADIS broadcast to be provided only to States and users authorized to receive SADIS and ISCS broadcasts. SADIS FTP back-up service has been operational since May 2002.</p> <p>A policy for the operational use of the Internet by States is being developed by ICAO. It is included in the agenda of the MET Divisional meeting to be held in September 2002.</p>	On-going
C 11/32		<p>WAFS Tables MET 5 and 6 of the ASIA/PAC ANP (FASID)</p> <p>That, Tables MET 5 and 6 of the ASIA/PAC ANP (FASID) be amended as shown in Appendices H and I to the report.</p>	<p>The ASIA/PAC Basic ANP and FASID have been approved by the Council.</p> <p>Amendment proposal for FASID circulated to States.</p>	On-going
C 11/33		<p>SIGMET Special Implementation Project</p> <p>That, ICAO urgently consider a proposal for the</p>	<p>The SIP Project Proposal will be put forward for Council approval in 2001.</p>	On-going

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	C	ASIA/PAC Special Implementation Project be established with the primary objective to improve implementation of SIGMET procedures. Noted the conclusion and that such project would be put forward for Council approval through established procedures.	The SIP Proposal is being revised in order to reduce the cost and will be put forward in 2003.	2003