



International Civil Aviation Organization

**Fourteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group
(ATM/AIS/SAR/SG/14)**

Bangkok, Thailand, 28 June – 2 July 2004

Agenda Item 8: Any other business

**OUTCOMES OF THE APANPIRG
FUTURE DIRECTIONS TASK FORCE (FDTF)**

(Presented by the Secretariat)

SUMMARY

This paper summarizes the report of the First Meeting of the APANPIRG Future Directions Task Force which reviewed the Terms of Reference and the effectiveness and efficiency of the APANPIRG contributory bodies. The Task Force concluded that there was substantial duplication of the work of the CNS/ATM/IS/SG with the ATM/AIS/SAR/SG and the CNS/MET/SG, and under its present TORs and working practices, the CNS/ATM/IC/SG was not undertaking an effective work programme that significantly contributed to the work of APANPIRG and recommended that the Sub-Group be dissolved.

1. INTRODUCTION

1.1 This paper provides details on the recommendations made at the APANPIRG Future Directions Task Force meeting held on 17-19 May 2004 at the ICAO Asia/Pacific regional Office, Bangkok, Thailand.

1.1.1 The first meeting of APANPIRG held in 1992 established four Sub-Groups: ATS/AIS, CNS/ATM, COM/MET and NAV/SUR. In 1994, APANPIRG dissolved the CNS/ATM Sub-Group as it had completed its tasks of developing the ASIA/PAC Regional Plan for the New CNS/ATM System, and established the CNS/ATM Implementation Coordination Sub-Group (CNS/ATM/IC SG) to proceed with the detailed implementation planning of the CNS/ATM Systems and to coordinate implementation of elements CNS/ATM systems.

1.1.2 The fourteenth meeting of APANPIRG recognized that there was a need to undertake a major review of the Terms of Reference and work programme of the Sub-Groups of APANPIRG taking into account the outcome of the Eleventh Air Navigation Conference (AN-Conf/11). In this context, the Future Direction Task Force (FDTF) was formed by APANPIRG/14. The FDTF was expected to make recommendations as to the changes that would be necessary in the operation of the contributory bodies of APANPIRG and to ensure that APANPIRG was fulfilling its mandate in line with the Procedural Handbook in the functioning of the Sub-Groups taking into account results of AN-Conf/11. While undertaking this task, the FDTF was also required to ascertain the need to maintain and update the ASIA/PAC Regional Plan for the CNS/ATM Systems vis-à-vis the Global Air Navigation Plan for the CNS/ATM Systems.

2. DISCUSSION

Review of Terms of Reference of APANPIRG's Contributory Bodies and Related Task Lists

2.1 The FDTF carried out a thorough review of the terms of reference of the contributory bodies of APANPIRG and the coordination, effectiveness and efficiency of the ATM/AIS/SAR, CNS/MET and the CNS/ATM/IC Sub-Groups to achieve the APANPIRG objectives.

Terms of Reference of the CNS/MET Sub-Group

2.2 The FDTF reviewed the TOR of the CNS/MET Sub-Group and noted that the TOR were broad and covered all the important issues. The COM/MET/NAV/SUR Sub-Group was established by APANPIRG/7 in 1996 in its Decision 7/37 by the combination of the former NAV/SUR and COM/MET Sub-Groups established by APANPIRG/1 in 1992 in its Decisions 1/3 and 1/4. The Sub-Group was renamed as the CNS/MET Sub-Group and its current TOR based on the recommendation of the APANPIRG Sub-Group Work Programme Review Task Force was adopted by APANPIRG/11 in 2000. The Sub-Group follows its TOR and Subject/Tasks List to address both the conventional and the new CNS systems. The FDTF also noted that, of the 40 Tasks, the Sub-Group had completed 29 Tasks, and actions were taken on the remaining 11 tasks.

Terms of Reference of the ATN Transition Task Force

2.3 The FDTF reviewed the TOR of the ATN Transition Task Force. The FDTF noted that the ATN Transition Task Force had completed six meetings and adequately addressed the TOR. The ATN Transition Task Force was expected to complete its tasks by the end of 2005. The FDTF did not recognize the need to suggest any changes.

Terms of Reference of the ADS-B Study and Implementation Task Force

2.4 The FDTF reviewed the TOR of the ADS-B Study and Implementation Task Force. (ADS-B/TF), which was established by APANPIRG/13 in 2002 (Decision 13/19) and reports to APANPIRG through the CNS/MET/SG. It had conducted 2 meetings. The FDTF did not recognize the need to propose any change to the TOR.

2.4.1 In regard to a request made by the ADS-B/TF/2 (May 2004) to bring to the attention of the FDTF to explore the possibility of identifying an appropriate body to develop a framework of regulatory materials required to assist States to progress implementation of the new CNS technology. The FDTF expressed the view that related ICAO Panels were developing associated SARPs and guidance materials. The regulatory framework could be developed by the Task Force concerned as there was no other suitable contributory body under APANPIRG to undertake such task.

List of APANPIRG Contributory Bodies, Associated Group and Related Issues

2.5 The FDTF reviewed a comprehensive list of contributory bodies, associated groups and issues as reviewed by APANPIRG/14 meeting. It was also noted that APANPIRG/13 in its Decision 13/42 had proposed to include a table of contributory bodies, associated groups and issues in the APANPIRG meeting reports for periodic review by Sub-Groups. In the list, the CNS/ATM/IC Sub-Group was responsible for only one item on environmental issue. As this Table would be reviewed and updated by the Sub-Groups, the FDTF did not review the list in detail but noted the activities and various tasks undertaken by the contributory bodies of APANPIRG.

Terms of Reference of the ATM/AIS/SAR Sub-Group

2.6 The FDTF reviewed the TOR of the ATM/AIS/SAR/SG and recalled the establishment of the ATM/AIS/SAR/SG in 1992 by APANPIRG/1 (Decision 1/2) to deal with matters related to air traffic services and aeronautical information services. APANPIRG/4 (1994) (Decision 4/3) included search and rescue (SAR) on the ATS/AIS work programme. Further in 1995, APANPIRG/6 (Decision 6/16) renamed the ATS/AIS Sub-Group as the ATS/AIS/SAR Sub-Group to more correctly reflect the activities of the group. In 2003, APANPIRG/14 (Decision 14/11) considered that it was timely in view of the wider area of interest of the Group beyond ATS matters, which included issues related to airspace management, airspace safety management and air traffic flow management, as well as matters within the scope of the ATM system as described in the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), to revise the title to the ATM/AIS/SAR Sub-Group.

2.6.1 The FDTF recognized that this Sub-Group was the principal Group of APANPIRG overseeing the planning and implementation of operational air traffic and airspace changes to the international airspace in accordance with the Asia/Pacific Regional Air Navigation Plan (ANP) and *Regional Plan for the New CNS/ATM Systems*. The FDTF considered that the TOR were appropriate for the present work programme of the Group. Also, it noted that there was significant overlap with the TOR of the CNS/ATM/IC/SG.

Terms of Reference of the Regional Airspace Monitoring Advisory Group (RASMAG)

2.7 The FDTF reviewed the TOR of the RASMAG and recalled that APANPIRG/14 (August 2003) under Decision 14/48 agreed to the establishment of the RASMAG on the basis of the report of the Asia/Pacific Airspace Monitoring Task Force (APASM/TF). Further, APANPIRG/14 recognized that the RASMAG would provide a framework for airspace safety monitoring services at a time when further monitoring activities were being established for implementation of ADS and CPDLC in the Asia Region. The present airspace monitoring activities were extensive and would continue to grow as more States implemented data link services and reduced vertical and horizontal separation minima. Therefore, APANPIRG/14 considered it was timely to establish the RASMAG to provide support on airspace safety monitoring activities and keep these under review.

2.7.1 The FDTF recognized that the establishment of RASMAG was a significant step forward in providing APANPIRG with a centralized and harmonized approach to overseeing the safety monitoring programmes in the region. However, it was of the view that RASMAG was presently focused on airspace monitoring activities for the en-route international airspace but had the potential to grow and expand its activities to include other airspace safety management activities, and provide assistance to States to establish safety monitoring programmes. This should be kept under review by APANPIRG.

Terms of Reference of the RVSM Task Force

2.8 The FDTF reviewed the TOR of the RVSM Task Force, which reports to the ATM/AIS/SAR/SG and is responsible for the RVSM implementation plan for the Asia/Pacific Region. This was a significant programme that had led to major benefits to ATS providers and airspace users by increasing airspace capacity, operational efficiency and flexibility and providing significant fuel savings resulting in environmental improvements. With the implementation of RVSM in the Bay of Bengal and Beyond area on 27 November 2003, RVSM was now operating in all the major oceanic airspace in the Asia/Pacific Region. The next phase of RVSM implementation in the Asia Region was being undertaken by Japan and the Republic of Korea for the Naha, Tokyo (domestic) and Incheon FIRs in June 2005. The RVSM/TF was expected to complete its work in 2005 following the one year review meeting for the Bay of Bengal area. The meeting considered the TOR were appropriate.

Terms of Reference of the ATS Route Network Review Task Force (ARNR/TF)

2.9 The FDTF reviewed the TOR of the ARNR/TF and noted that significant changes to the ATS route structures in the Asia/Pacific Region had taken place since the last major review of the regional ATS route network carried out by the third Asia/Pacific Regional Air Navigation (RAN/3) Meeting in 1993. APANPIRG/14 recognized the need to update the Basic ANP and to undertake a thorough review of the ATS route network in the region, and develop new route requirements as appropriate, and established the ARNR/TF under Conclusion 14/5. The FDTF endorsed the importance of the work of the ARNR/TF.

Terms of Reference of the CNS/ATM Implementation Co-ordination Sub-Group (CNS/ATM/IC/SG)

2.10 The FDTF reviewed the TOR of the CNS/ATM/IC/SG and recalled that in 1992, APANPIRG/1 (Decision 1/1) established the CNS/ATM Sub-Group to address the planning and implementation of the new CNS and ATM Systems. The Sub-Group developed the *CNS/ATM Implementation Plan for the ASIA/PAC Region*, which was its primary task. The Plan was presented to and adopted by APANPIRG/2, and endorsed by the RAN/3 meeting. In 1994, APANPIRG/4 agreed (Decision 4/40) that the Sub-Group had completed its assigned tasks and was dissolved.

2.10.1 APANPIRG/4 recognized that there was outstanding work on CNS/ATM matters to be completed, and in particular a need existed for coordination and linkage between State CNS/ATM programmes and APANPIRG, and a contributory body of APANPIRG was needed. Accordingly, under Decision 4/41, the CNS/ATM Implementation Coordination Sub-Group was established. In its subsequent work, the Sub-Group made a significant contribution to the work of APANPIRG by maintaining a focus and momentum to assist and encourage States to implement the CNS/ATM systems.

2.10.2 Since the mid-90's, the implementation of CNS/ATM applications such as data link, RNP, RNAV and associated reduced separation minima had been carried out by other dedicated groups on a project basis, such as EMARSSH, the South China Sea Task Force, RVSM Task Force, FANS Interoperability Teams in the Pacific Region, FANS Implementation Team (FIT) in the Bay of Bengal, and soon to be formed FIT for the Southeast Asia area. The implementation and operational review and oversight was being performed by the ATM/AIS/SAR/SG, and this has led to a duplication of work with the CNS/ATM/IC/SG. Similarly, there was an overlap of work between the CNS/MET/SG and the CNS/ATM/IC/SG.

2.10.3 It was noted that the CNS/ATM/IC/SG had become less involved in CNS/ATM implementation and more concerned about information sharing and updating on CNS/ATM developments. This was evident in the way the Group's work programme was structured, which was not task orientated with identified timelines. Instead, the results of the Group's work programme were in the form of draft conclusions and decisions presented to APANPIRG.

2.10.4 The FDTF noted that the role and function of the CNS/ATM/IC/SG had been the subject of considerable scrutiny and discussion since APANPIRG/10 (September 1999). APANPIRG/10 was of the opinion that the CNS/ATM/IC/SG was only meeting part of its charter. However, it was noted that the Sub-Group was providing a very important venue for the exchange of information and updates on activities within the region. APANPIRG/10 under Decision 10/45 established a Work Programme Review Task Force to review the APANPIRG Sub-Group work programmes.

2.10.5 The results of the Review Task Force were reported to APANPIRG/11. The Task Force was of the opinion that the CNS/ATM/IC/SG had completed most of its tasks and could be dissolved. However, APANPIRG/11 decided to defer a decision regarding the dissolution of the

CNS/ATM/IC/SG and review this matter at APANPIRG/12. Accordingly, APANPIRG/12 under Decision 12/46, decided that the CNS/ATM/IC/SG should continue as an active Sub-Group of APANPIRG and revised the Terms of Reference.

2.10.6 The matter was raised again at APANPIRG/13, where it was recognized that while the CNS/ATM/IC/SG Terms of Reference had been expanded to include training, environmental issues and the use of business case studies, there was also a need for future discussions of the Group to be more directed towards implementation to realize full benefits of APANPIRG planning. The establishment of target dates for action items would also assist States in determining future work priorities. The TOR were further revised to include more specific requirements to address environmental issues.

2.10.7 The CNS/ATM/IC/SG/10 in July 2003 reviewed the issues raised by APANPIRG/13 concerning its effectiveness and continuation, and agreed that there was a need to undertake a major review of its TOR and work programme, and to develop a detailed task list, timelines taking into account the outcome of the eleventh Air Navigation Conference (AN-Conf/11). Due to the limited time available it recommended to APANPIRG/14 that a Task Force be formed to undertake this review.

2.10.8 APANPIRG/14 discussed the continued existence of the CNS/ATM/IC/SG, taking into account the issues for and against that had been raised at earlier APANPIRG meetings. The meeting was aware of the changing role of the CNS/ATM/IC/SG, and the overlapping of work with the other two Sub-Groups and there was a need to resolve this problem. Also, it was recognized that the CNS/ATM/IC/SG did not have a detailed task list and deliverables identified with timelines. Accordingly, the meeting decided that in view of the need to ensure that APANPIRG was fulfilling its mandate in line with the Procedural Handbook in the functioning of its Sub-Groups, and in light of the expected outcome of AN-Conf/11, the meeting agreed to establish the FDTF to address this issue.

Outcome of the review of the APANPIRG Sub-Groups

2.11 On completing a through review of the TOR of the three Sub-Groups, the FDTF agreed that the TOR of the CNS/ATM/IC/SG were already covered or could be adequately covered by the other two Sub-Groups and the Regional Office.

2.11.1 In considering the work programme and deliverables of the CNS/ATM/IC/SG, there were currently no tasks established and no clear deliverables identified. In determining what tasks could be developed for the Group, the FDTF felt that in the main, the task lists of the other two Sub-Groups substantially covered the areas concerned. In the interest of avoiding duplication and maximizing resources, the meeting agreed that there was no compelling justification to develop a detailed task list for the Group.

2.11.2 Further, in consideration that the review of the TOR of the three Sub-Groups and RASMAG had identified substantial duplication of the TOR with the CNS/ATM/IC/SG, and taking into account the priority expressed by the States and users to concentrate the effort of APANPIRG and its contributory bodies on continued implementation of the ASIA/PAC ANP and Regional CNS/ATM Plan requirements, the FDTF was unanimous in agreement that the CNS/ATM/IC/SG should be dissolved and to recommend this course of action to APANPIRG/15.

2.11.3 In view of the above, the FDTF formulated the following draft Decision.

Draft Decision 1/1 – Dissolution of the CNS/ATM Implementation Coordination Sub-Group

That, in consideration of optimizing the effectiveness and efficiency of the contributory bodies of APANPIRG and in accordance with the provisions of the APANPIRG Procedural Handbook, the CNS/ATM/IC/SG be dissolved.

2.11.4 In light of the above Draft Decision, the FDTF was of the opinion that the next meeting of the CNS/ATM/IC/SG scheduled for 26-30 July 2004 should be deferred until after APANPIRG/15 had reviewed the report of this Task Force. The FDTF also felt that there were not sufficient priority items outstanding from the last meeting of the Sub-Group that warranted holding the next meeting, without further direction from APANPIRG to define a more specific work programme. It was the view of the meeting that matters related to CNS/ATM implementation of concern to the CNS/ATM/IC/SG were being addressed by the ATM/AIS/SAR/SG and the CNS/MET/SG, and any outstanding matters could be included on the work programme of these Groups or be addressed by the Regional Office.

Review Outcome of the Eleventh Air Navigation Conference (AN-Conf/11) Relevant to the Asia/Pacific Region

2.12 The meeting considered the outcome of, and actions taken by the Council of ICAO on the recommendations of the AN-Conf/11 held in Montreal from 22 September to 3 October 2003. The proposed actions to be taken by PIRGs on the recommendations were reviewed by the ICAO Secretariat, who developed suggested recommendations to be adopted by APANPIRG.

2.12.1 The FDTF reviewed the suggested recommendations to be proposed to APANPIRG/15 (**Appendix** refers) and formulated the following draft Decision:

Draft Decision 1/2 – Implementation of AN-Conf/11 Recommendations by APANPIRG

That, the following recommendations of AN-Conf/11 be studied by the concerned Sub-Groups, and action be taken to implement them.

Recommendations 1/1, 1/10, 1/13, 4/1, 4/2,4/4, 6/11 and 7/1: ATM/AIS/SAR/SG

Recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 6/11, 7/1 and 7/3: CNS/MET/SG

Recommendations 4/8: Deficiency Review Task Force (DRTF) (review completed as part of DRTF/2)

Development of Recommendations to APANPIRG

2.13 Consequent to the review of the TOR of the CNS/ATM/IC Sub-Group, the FDTF proposed to include a new item on the Subject/Task Lists of the ATM/AIS/SAR/SG and CNS/MET/SG: “to review key priorities for implementation of CNS/ATM systems for the ASIA/PAC region and identify new items, as required and monitor implementation”.

2.13.1 Viet Nam advised that APANPIRG and its Sub-Groups had not been addressing matters relating to the terminal area and airport operations, and consideration should be given to including these subjects on the work programme of the Sub-Groups. The FDTF recognized the importance of the terminal area and airport operations in the overall efficient operation of the ATM system and also proposed to include on the Subject/Tasks Lists of the ATM/AIS/SAR and CNS/MET Sub-Groups an item to “make recommendations aimed at improving ATM and CNS support for

Terminal Area and Airport Operations”. Accordingly, the FDTF formulated the following draft Decision:

Draft Decision 1/3 – Assignment of new Tasks to the ATM/AIS/SAR and CNS/MET Sub-Groups

That, the following tasks be included in the Subject/Tasks List of the ATM/AIS/SAR and CNS/MET Sub-Groups:

- 1) Review key priorities for implementation of CNS/ATM systems for the ASIA/PAC region, identify new items as required and monitor implementation; and
- 2) Make recommendation aimed at improving ATM and CNS support for Terminal Area and Airport Operations, respectively.

Review APANPIRG Key Priorities for Implementation of CNS/ATM Systems for the Asia/Pacific Region

2.14 The FDTF considered the key priorities of APANPIRG and agreed that these would be included as tasks on the work programme of the ATM/AIS/SAR/SG and the CNS/MET/SG, and be reviewed and kept up to date. In regard to updating the key priorities, the FDTF was of the view that the Chairpersons and Secretaries of the respective Sub-Groups should maintain close coordination to consider matters to be submitted to the Sub-Groups to be included on the list of key priorities.

Dissolution of the FDTF

2.15 The meeting agreed that the work of the FDTF had been completed and no further meetings were required. In light of the foregoing, the meeting agreed that the FDTF should be dissolved and formulated the following draft Decision:

Draft Decision 1/4 – Dissolution of the Future Directions Task Force

That, the Future Directions Task Force having completed its work programme as set out in its TOR be dissolved.

3. ACTION BY THE MEETING

3.1 The meeting is invited to

- a) note the outcomes of the FDTF meeting;
- b) note the recommendation to dissolve the CNS/ATM/IC/SG;
- c) review Draft Decisions 1/2 of the FDTF for the ATM/AIS/SAR/SG to study the recommendations of the AN-Conf/11; and
- d) review Draft Decision 1/3 on assignment of new task to the ATM/AIS/SAR/SG.

APPENDIX

**RECOMMENDATIONS OF AN-CONF/11 PROPOSED BY THE FUTURE DIRECTIONS TASK FORCE
FOR STUDY BY THE ATM/AIS/SAR/SG**

AGENDA ITEM 1: INTRODUCTION AND ASSESSMENT OF A GLOBAL AIR TRAFFIC MANAGEMENT (ATM) OPERATIONAL CONCEPT			
1/1	Endorsement of the global ATM operational concept		
	That:		
	a) ICAO, States and planning and implementation regional groups (PIRGs), consider the global ATM operational concept as the common global framework to guide planning for implementation of ATM systems and to focus all ATM development work	PIRGs/States/ IOs	re (a) and (b): Consider the global ATM operational concept as the common global framework and use as guidance for the planning and implementation of CNS/ATM systems
	b) the global ATM operational concept be used as guidance for development of ICAO CNS/ATM related provisions	PIRGs/States/ IOs	
	c) States with the support of the other members of the ATM community undertake work to validate the seven components in the global ATM operational concept;	States/IOs	Validate the seven components in the global ATM operational concept.
	d) ICAO, States and PIRGs develop transition strategies for implementation of ATM systems based on the global ATM operational concept; and	PIRGs/States	Develop transition strategies based on the global ATM operational concept
	e) ICAO align its technical work programme to facilitate future work related to the global ATM operational concept	ICAO	Secretary General to align its technical work accordingly
1/10	Status of the <i>Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)</i>		
	That States and planning and implementation regional groups (PIRGs) consider the <i>Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)</i> as a catalyst for change, providing a global safety and interoperability framework while allowing regional or local adaptation to efficiently meet regional and local needs.	PIRGs/States/ IOs	To note the intent of the recommendation.

APPENDIX

1/13	Harmonization of air navigation systems		
	That ICAO and the ATM community explore the possibility of developing a mechanism for implementing the interregional interface applications with a view to facilitating the harmonized implementation of air navigation systems giving rise to a global ATM system in an evolutionary fashion	PIRGs/States/ IOs	To identify interface issues and address them through appropriate interregional mechanism.
AGENDA ITEM 4:CAPACITY-ENHANCEMENT MEASURES			
4/1	Harmonization of air navigation systems between regions		
	That ICAO		
	a) maintain, and develop further, a coordination mechanism between regions for planning and implementation of capacity-enhancing measures and ATM performance improvement between regions for a harmonized evolution aimed at enhancing aviation efficiency and safety;	ICAO/PIRGs	Develop further, a coordination mechanism between regions for a harmonized evolution aimed at enhancing aviation efficiency and safety.
	b) be systematically involved in any regional initiatives aiming at enhancing ATM capacity and performance; and	ICAO	Noted.
	c) urge States, who have not already done so, to establish national CNS/ATM coordination and implementation committees, with a point of contact to be made known to the respective ICAO Regional Office, so as to facilitate harmonized transition to CNS/ATM systems.	States	Establish national CNS/ATM coordination and implementation committees, with a point of contact to be made known to the respective ICAO Regional Office.
4/2	Investigation of performance-driven planning and implementation methods		
	That States study the approach to planning and implementation commonly adopted by European States, with a view to the possible application of its elements in their respective regions.	PIRGs/States	Study the approach to planning and implementation commonly adopted by European States, with a view to the possible application of its elements.
4/4	Investigation and analysis of the “Single European Sky” approach to global harmonization		
	That ICAO follow the progress of the “Single European Sky” project for possible use in other homogeneous regions or at the global level.	ICAO/PIRGs	Follow the progress of the “Single European Sky” project for possible use in other homogeneous regions or at the global level.

AGENDA ITEM 6: AERONAUTICAL NAVIGATION ISSUES			
6/1	Transition to satellite-based air navigation		
	That		
	a) ICAO continue to develop as necessary provisions which would support seamless GNSS guidance for all phases of flight and facilitate transition to satellite-based sole navigation service with due consideration of safety of flight, technical, operational and economics factors;	ICAO	The relevant panels continue the development of SARPs, procedures and guidance material in line with part (a).
	b) air navigation service providers move rapidly, in coordination with airspace users, with a view to achieving, as soon as possible, worldwide navigation capability to at least APV I performance; and	States/IOs	Implement, in coordination with airspace users, navigation capability to at least APV I performance.
	c) States and airspace users take note of the available and upcoming SBAS navigation services providing for APV operations and take necessary steps towards installation and certification of SBAS capable avionics.	States/IOs	Take necessary steps towards installation and certification of SBAS capable avionics.
AGENDA ITEM 7: AERONAUTICAL AIR-GROUND AND AIR-TO-AIR COMMUNICATIONS			
7/1	Strategy for the near-term introduction of ADS-B		
	That States:		
	a) note that a common element in most of the approaches currently adopted for early implementation of ADS-B is the selection of the SSR Mode S extended squitter as the initial data link; and	PIRGs/States	To note.
	b) take into account this common element to the extent possible in their national and regional implementation choices in order to facilitate global interoperability for the initial introduction of ADS-B.	PIRGs/States	Take into account this SSR Mode S extended squitter as a common element in their national and regional implementation choices for the initial introduction of ADS-B.

—END—