

**AGENDA ITEM 5: REVIEW OF OUTSTANDING
CONCLUSIONS AND DECISIONS
OF APANPIRG**

Agenda Item 5: Review of Outstanding Conclusions and Decisions of APANPIRG

5.1 The meeting reviewed the progress made on the outstanding conclusions and decisions of APANPIRG including the conclusions and decisions of its twelfth meeting.

5.2 The actions taken by States and the Secretariat on the above mentioned conclusions and decisions were reviewed and the updated list is provided in the Appendices A and B to the Report on Agenda Item 5.

5.3. The meeting noted that the list of outstanding conclusions/decisions presented to the APANPIRG/14 contained 70 items, out of which action on 40 items were completed, which was 57% of the total number. The completion status in the respective fields is as follows:

- in the ATM field 23 outstanding conclusions/decisions were completed and 24 were on-going, which was nearly 50% completion;
- in the CNS field there were 2 outstanding conclusion identified and the action on both conclusions was completed resulting in 100% completion of the task;
- in the MET field the figures were 15 completed out of 21 outstanding conclusions or nearly 75% completion.

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.	a) Area Control Services is now provided over the Bay of Bengal area. b) Some routes in the Arabian Sea within the Mumbai FIR are still classified Class F with Advisory Services c) .States to update the Regional Office on the current status	Completed On-going 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.	Completed 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. Deficiencies will be listed as they become apparent. b) States to update the Regional Office by 30 April each year	On-going

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C 6/13		<p>SAR Agreements</p> <p>That,</p> <p>a) States are encouraged to develop formal SAR agreements on a bi lateral or multi lateral basis; and</p> <p>b) ICAO establish and maintain a register of SAR agreements between States.</p>	<p>a) The Regional Office continues to encourage States at regular intervals; and</p> <p>b) A register has not yet been established. Monitoring undertaken by ATS/AIS/SAR/SG.</p> <p>* This Task is superseded by Conclusion 11/9.</p>	<p>Closed</p> <p>Closed</p>
C 6/19	€	<p>Japan Area "G"</p> <p>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.</p> <p>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.</p>	<p>The Task has been removed from the work programme of ATS/AIS/SAR/SG.</p> <p>No progress could be made by the Secretariat on this subject. Japan is currently undertaking internal co-ordination with respect to resolving this issue.</p>	Completed
C 8/9	ANC	<p>Co-ordinated Activity – SAR</p> <p>That, ICAO undertakes co-ordinated activity on a regional basis to improve the level of SAR response throughout the Asia/Pacific Region.</p> <p>Noted the conclusion and requested the Secretary General to take appropriate action.</p>	<p>a) A SAREX and associated SAR seminar focused on the Bay of Bengal area is programmed to take place in 2003⁴; and</p> <p>b) A similar project will be organized for the South China Sea and Pacific islands areas.</p> <p>Note: ICAO seminar being planned in conjunction with the Hong Kong, China annual SAREX in November 2003)</p>	<p>2004</p> <p>On-going</p>

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C 8/39	C	<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> <p>Noted the conclusion</p>	Several CNS/ATM workshops and seminars were held in the year 2000. Further workshops and seminar will be programmed to be held in 2004/05.	2004/05
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>	The revised South China Sea ATS route structure was implemented on 1 November 2001.	Completed
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>	States are reminded that CNS/ATM relies on WGS84 as the only datum that can be loaded into the FMS database and is fundamental to the implementation of RNP, GNSS, and ADS. 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

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9/6		<p>Establishment of Area Control Service and 10 Minute Longitudinal Separation using Mach Number Technique</p> <p>That, States,</p> <p>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.</p> <p>b) Identify ATS routes where 10 minute longitudinal separation minima can be applied for RNAV equipped aircraft without using MNT.</p> <p>Noted the conclusion.</p>	<p>a) With respect to the application of MNT, 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; and</p> <p>b) Implementation subject to provisions of ICAO separation standards.</p> <p>*This Task is Superseded by C-10/4</p>	<p>Completed</p> <p>Completed</p>
C 9/8		<p>ATS Route Amendments</p> <p>It is reiterated that, States should provide information regarding implemented, realigned 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.</p>	<p>Some information has been received. States were reminded of this Conclusion at ATS/AIS/SAR/SG/12. The Document of ATS Route Network has been revised and updated. Any changes to the RANP should be notified by the State through an Amendment Proposal.</p> <p>An ATS Route Network Review Task Force has been established by APANPIRG/14 and scheduled to meet in the 1st quarter of 2004</p>	On-going
C 9/9		<p>Human Factor in the Provision of ATS</p> <p>That,</p> <p>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;</p> <p>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.</p>	<p>a) The first ATS Human Factors Seminar was conducted in 2000.</p> <p>b) States are urged to provide information to ICAO on lessons learned.</p>	<p>On-going</p> <p>On-going</p>

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	ANC	Noted the conclusion		
D 9/39		<p>CNS/ATM Training and Human Resource Development Task Force</p> <p>That, a CNS/ATM Training and Human Resource Development Task Force be established with the following Terms of Reference:</p> <ol style="list-style-type: none"> Recommend a strategy for a regional approach towards planning the development and implementation of CNS/ATM training; Recommend a co-ordination mechanism for the establishment of regional training capabilities in CNS/ATM systems; Recommend a framework for regional training plans and consider the applicability of including this material in the Regional Air Navigation Plan; 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 groups. 	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
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 10/2		<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		ANP Amendment Proposal to include SIGMET in VOLMET Broadcasts (ASIA) 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.	Amendment proposal APAC 99/9-ATS has been drafted and will be circulated to States and Organizations concerned.	On-going
C 10/4		Implementation of Area Control Service and 10-Minute Longitudinal Separation using Mach Number Technique in the Bay of Bengal area 1) That, States in the Bay of Bengal area a) Complete the upgrade of airspace from advisory and flight information services to area control service along ATS routes, as appropriate; b) complete the implementation of 10-minute longitudinal separation minima using Mach Number Technique; and c) identify ATS routes where 10-minute longitudinal separation minima for RNAV equipped aircraft without using MNT could be applied and implement such minima. 2) That, Sub-regional ATS Co-ordination Groups concerned place a high priority on items 1) a), b) and c) above.	1) a) implemented ; b) Implemented; and c) Implementation subject to provisions of ICAO separation standards. 2) Implementation continues to be co-ordinated through the Bay of Bengal ATS Co-ordination Group (BBACG).	Completed Ongoing On-going Ongoing
C 10/7	C	Carriage of ACAS and Pressure Altitude Reporting Transponders That, 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; b) Operators upgrade to ACAS as soon as possible. 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.	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; and 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. * Superseded by Annex 6 provisions on ACAS II	Completed Completed

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C 10/37		Development of General Contingency Plans 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.	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 2003. * Superseded by C12/6.	To be completed by 2003 Completed
C 11/1	ANC	RVSM Minimum Monitoring Requirements That, ICAO be requested to develop globally applicable short and long-term RVSM minimum monitoring requirements for aircraft. Noted the conclusion and that SASP is studying the short- and long –term objectives for RVSM monitoring.	The ICAO Separation and Airspace Safety Panel (SASP) is studying the short- and long-term objectives for RVSM monitoring.	On-going
C 11/4		Guidance Material on CNS/ATM Operations in the Asia/Pacific Region That, the revised Guidance Material on CNS/ATM Operations in the Asia/Pacific Region be adopted and circulated to States and appropriate International Organizations.	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. 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. * This Task is superseded by Conclusions 12/38 and 12/39.	Completed
C 11/6		Mandatory Carriage and Operation of Pressure-Altitude Reporting Transponders That, States take immediate steps to mandate the carriage and operation of pressure-altitude reporting transponders within all FIRs in the Asia/Pacific Region.	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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			States, as a matter of urgency, to update the Regional Office on the status of implementation.	
C 11/7	€	<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>a) 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. Non-implementation of ACAS II after 1 January 2003 is to be identified as Deficiency.</p> <p>*Superseded by Annex 6 provision effective 1 January 2003</p>	1 January 2003 Completed
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 each year to permit the periodic update of the Matrix.</p>	<p>a) The "SAR Capability Matrix" was distributed to States;</p> <p>b) Updated information to be presented at ATS/AIS/SAR/SG.</p>	Completed Completed
C 11/9	C 11/9	<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>	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

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		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.	A registry of SAR agreements is maintained by the Regional Office and updated at the ATM/AIS/SAR/SG.	
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>	<p>A Task Force was established, led by a Core Team. 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.</p> <p>Note: EMARSSH Project Implemented on 28 November 2002.</p>	<p>To be completed on 28 November 2002</p> <p>Completed</p>
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> <p>a) development of a set of principles for restructuring the routes;</p> <p>b) development of a project plan;</p> <p>e) form a small project or core team to initiate, develop and lead the project through to implementation;</p> <p>d) plan a number of sub-regional meetings to progress the work; and</p> <p>e) full co-ordination with adjacent regions with regard to the development of the route structure and procedures to be maintained.</p>	<p>a) a set of Principles were adopted and agreed to;</p> <p>b) a project plan has been formulated;</p> <p>e) a Core Team was established consisting of Australia, Hong Kong, China, India, Singapore, IATA and ICAO as Chairman of the Core Team;</p> <p>d) seven meetings have taken place. Further meetings, including a post-implementation review meeting, are planned; and</p> <p>e) inter regional coordination was conducted throughout the planning and implementation of this project.</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed</p>

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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> <ol 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; 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; 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 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. 	All 5 Principles are being considered in the development and implementation of the revised ATS route structure.	Completed
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

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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>Noted the conclusion and was pleased to receive information that RVSM had been implemented successfully in this designated area effective from 21 February 2002.</p>	<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.</p>	Completed
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>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.</p>	<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.</p>	On-going
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>The 1st 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, was held was held in Abu Dhabi, UAE, from 19 to 20 October 2002. A final JCM meeting before implementation on 27 November 2003 is scheduled in Abu Dhabi on 27-28 August 2003.</p>	On-going

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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>Noted the conclusion and requested the Secretary General to call upon participating States and international organizations to make a full commitment to this project.</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>	Completed
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 neighbouring 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> <p>States had agreed under C10/37 to revise their Contingency Plans by 2003 and to update the Regional Office</p>	On-going
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>Noted the conclusion and that the guidance manual would be published in accordance with established procedures.</p>	<p>The first edition of the Guidance Manual will be distributed to States in the Region shortly.</p>	Completed

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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>	<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.</p>	Completed
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>Noted the conclusion and that the development of lateral offset procedures for regional implementation should be in accordance with global guidelines.</p>	<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.</p> <p>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.</p> <p>*Note: SASP is developing a 2 NM offset procedure which will have global application and D12/9 is overtaken by events. Also, C13/4 refers.</p>	Completed

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C 12/10	C	<p>Special implementation project – International seminar and SAREX</p> <p>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.</p> <p>Noted the conclusion and that such a project would be put forward for the Council's approval through established procedures.</p>	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
D-12/44		<p>ATS/AIS/SAR Subject/Task List</p> <p>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/Task List as assigned by APANPIRG/11.</p>	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 12/38		<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>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 Task Force was established by APANPIRG/14 to revise the APAC Guidance Material Guidance and coordinate with IPACG and ISPACG with a view to harmonize the Pacific Operations Manual. A Task Force meeting is scheduled 2-3 October 2003 in Honolulu to coincide with the IPACG/ISPACG/FIT meeting.</p>	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
		<p><i>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>	Note: This Task is on the work programme of the ATS/AIS/SAR/SG and will be progressed with priority.	
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>	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.	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>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</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
E 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>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.</p>	<p>ICAO is preparing a global guidance material.</p> <p>Note: ICAO has completed guidance material to be presented to the AN Conference /11 and this Task is no longer required.</p>	Completed

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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>Noted the decision and requested the Secretary General to develop provisions for a global approach to establishing airspace safety performance monitoring arrangements.</p>	<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.</p> <p>Note: The APASM/TF continued its work and will present a final report to APANPIRG/14.</p>	Completed
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>	<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.</p>	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>	<p>The Terms of Reference of the CNS/ATM/IC/SG were reviewed at APANPIRG/12.</p>	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>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</p>	<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.</p>	<p>On Going</p> <p>Completed</p>

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		<p>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 focused interface problems and other issues of neighbouring States and/or neighbouring regions as a whole.</p> <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> <p>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;</p> <p>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</p> <p>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>		<p>Completed</p> <p>On-going</p> <p>Completed</p> <p>Closed Note: Being addressed by ICAO HQ</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
		<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 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> <ul style="list-style-type: none"> a) 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; b) invite CNS/ATM partners to post their relevant planning material on the web site referred to in a) above; e) provide appropriate free access to relevant ICAO Headquarters’ Sections, Regional Offices, PIRGs and participating CNS/ATM partners; d) maintain the currency of this database, <i>inter alia</i>, to take account of amendments made to hard copy ANPs; e) with the assistance of PIRGs and interested CNS/ATM partners, refine and develop the database, as a matter of urgency, to provide access and 	<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>	<p>Completed Being addressed by HQ</p> <p>Completed</p> <p>Closed Note: Being developed by ICAOHQ</p>

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		functionality commensurate with its use as a planning tool and in line with ICAO sale of publications		

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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> <p>– UK provided GRIB/BUFR training for SADIS User States in ASIA/PAC region in November 2002.</p> <p><u>Note: target date for completion - 2005</u></p>	On-going
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 Stat 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><u>Note: Survey to be conducted after the new ISCS/2 becomes operational</u></p>	On-going
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> <p>– MET Divisional Meeting, 2002 adopted recommendations related to the future development of WAFS.</p> <p>– WAFSOPSG was established in place of the WAFSSG to cater for the operation and development of WAFS.</p>	<p>Closed</p> <p><u>Note: The follow-up action is overtaken by the new established WAFSOPSG</u></p>

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
C-10/21	ANC	<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>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.</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-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>	Completed
C 10/23		<p>Revision of the ROBEX Scheme</p> <p>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.</p>	<p>The revised ROBEX Scheme is being implemented. The collection areas of some ROBEX Centres have been extended.</p> <p>OPMET/E TF developed an action list in regard to the further optimization of ROBEX Scheme.</p>	On-going
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> <p><u>All SADIS and ISCS users are provided with access to WAFS products through the internet-based ftp back up of the SADIS broadcast.</u></p>	Completed

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
C 11/32		WAFS Tables MET 5 and 6 of the ASIA/PAC ANP (FASID) That, Tables MET 5 and 6 of the ASIA/PAC ANP (FASID) be amended as shown in Appendices H and I to the report.	The ASIA/PAC Basic ANP and FASID have been approved by the Council. Amendment proposal for FASID circulated to States. Amendment proposal approved.	Completed
C 11/33	C	SIGMET Special Implementation Project That, ICAO urgently consider a proposal for the 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 Project Proposal will be put forward for Council approval in 2001. The SIP Proposal is being revised in order to reduce the cost and will be put forward for Council approval in 2002. <u>The revised SIP was approved by the Council for implementation in 2003. Mission to Japan and Philippines completed by May 2003.</u>	On-going
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: 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 *the Apia Faleolo/Nadi AFTN circuit will be rerouted by Apia Faleolo/USA upon approval of the amendment proposal to ASIA/PAC ANP.	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 upgraded to 64 kbps on 19 March 2003. Christchurch/Papeete upgraded to 2400 bps; Hong Kong/Manila upgraded to 300 baud; Kuala Lumpur/Chennai upgraded to 64 kbps in April 2003; Colombo/Singapore upgraded to 9600 bps on 12 May 2003 Tokyo/Singapore upgraded to 9600 bps on 15 January 2003; and Colombo/Male upgrading planned for 12/03.	Completed

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
			<p>Among 10 circuits 8 circuits have been implemented /upgraded.</p> <p>Remaining two circuit Mumbai/Nairobi and Colombo/Male are expected to be upgraded by end of 2003. Need to upgrade these two circuits are identified in Conclusion 13/11 and 13/12. It is therefore superseded by Conclusion 13/11 and 13/12 and actions on Conclusion 12/12 is thus considered completed.</p>	
C-12/19		<p>Protection of Aeronautical Frequency Spectrum</p> <p>That States:</p> <p>a) assign high priority to the aeronautical spectrum management;</p> <p>b) participate in the development of States' position for WRCs at the national level to ensure support to ICAO position;</p> <p>e) 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>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</p>	<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>ICAO Position was presented at all five APT Regional Preparatory Group meetings. WRC 2003 was concluded on 4th July 2003 with satisfactory result.</p> <p>Outcome of WRC 2003 was reviewed by the joint meeting of the CNS/MET SG/7 and the CNS/ATM IC SG/10</p>	<p>Completed</p> <p>Completed</p> <p>Completed</p> <p>Completed.</p> <p>Completed</p>

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
€ 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 WAFS 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 coördinates 100°E and 70°N; 110°W and 70°N; 110°W and 40°S; 100°E and 10°S.</p>	<p>Proposal for Amendment of FASID circulated to States.</p> <p><u>FASID Amendment proposal approved.</u></p>	Completed
€ 12/22	€	<p>GRIB Training Workshop</p> <p>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.</p> <p><i>Noted the conclusion and requested the Secretary General to invite SADIS Provider state to hold this workshop in co-ordination and WMO.</i></p>	<p>The workshop is planned to hold in November 2002.</p> <p><u>Combined GRIB/BUFR training was provided by UK Met Office in November 2002.</u></p>	Completed

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
C 12/25		<p>Application of EUR OPMET update procedure in the ASIA/PAC Regions</p> <p>That, the procedure similar to the EUR OPMET update procedure be developed and introduced in the ASIA/PAC Regions.</p>	<p>The procedure is to be developed by the OPMET Exchange Task Force.</p>	On-going
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>	<p>Implemented by Japan and USA. Other TCACs have been notified through WMO Tropical Cyclone regional bodies.</p> <p><u>The TC advisories with data designator “FK” and standard Annex 3 format have been implemented by all TCACs in ASIA/PAC except New Delhi.</u></p>	On-going
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>	<p>Proposal for Amendment of the regional SUPPs circulated to states.</p> <p><u>Amendment of the regional SUPPs approved.</u></p>	Completed
C 12/29		<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>	<p>Proposal for Amendment of FASID circulated to States.FASID</p> <p><u>FASID amendment proposal approved.</u></p>	Completed

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Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
		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 has been included in the draft Amendment proposal 73 to Annex 3.	Completed
C-12/31		<p>Volcanic ash advisory centers</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>	<p>Proposal for Amendment of FASID circulated to States.</p> <p><u>FASID amendment proposal approved.</u></p>	Completed
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</i></p>	The recommendation for BUFR-coded graphical volcanic ash advisories to be included in the Amendment proposal 73 to Annex 3.	<p>Closed</p> <p><i><u>Note: The follow-up action is overtaken by the new established LAVWOPSG</u></i></p>

Appendix B – CNS/MET

Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
		<i>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>		
C-12/33	€	<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>	<p>Proposal for Amendment of FASID circulated to States.</p> <p><u>FASID amendment proposal approved.</u></p>	Completed
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>	<p>Proposal for Amendment of FASID circulated to States.</p> <p><u>FASID amendment proposal approved.</u></p>	Completed
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>	<p>Proposals for Amendment of Basic ANP and FASID circulated to States.</p> <p><u>Basic ANP and FASID amendment proposal approved.</u></p>	Completed

APANPIRG/14
Appendix B to the Report on Agenda Item 5 – CNS/MET

Report Reference Concl./Dec. No.	Action by ANC/Council	Decision/Conclusion/ Action Taken	Action by States/ICAO	Status
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>	<p>To be incorporated in the next version of the Plan.</p> <p>The latest version of the Plan incorporates the MET part as Chapter 11; the Plan is posted on ICAO Bangkok website.</p>	Completed