

**AGENDA ITEM 5: REVIEW OF THE 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 thirteenth 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 **Appendices A and B** to the Report on Agenda Item 5.

5.3 The meeting noted that many of the outstanding conclusions in the ATM/AIS/SAR fields were long standing, not specific enough in their intent or time-bounded and in many cases had been overtaken by events. In light of these considerations, the meeting agreed to close many of the outstanding conclusions. The meeting noted that if replacement was required, APANPIRG would formulate new and relevant conclusions as necessary.

5.3. After a thorough review of the list of outstanding conclusions/decisions presented to the APANPIRG/15, which contained 46 items, the meeting identified that 38 items were completed or closed, which was 83% of the total number. The completion status in the respective fields is as follows:

- in the ATM/AIS/SAR fields 28 of the 32 outstanding conclusions/decisions were completed or closed, which was nearly 88% completion;
- in the CNS field there were 4 outstanding conclusion identified and the action on 3 conclusions was completed or closed resulting in 75% completion of the task;
- in the MET field 7 out of 10 outstanding conclusions were completed or closed resulting in 70% completion.

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Report Reference ----- Conc/Dec No	Noted by ANC/ Council	Decision/Conclusion 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) Some routes in the Arabian Sea within the Mumbai FIR are still classified Class F with Advisory Services b) States to update the Regional Office on the current status	On going On going Closed Superseded by C10/4
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 4 implementation being considered (30/30 NM separation implementation in Auckland and Brisbane FIRs planned for November 2004) Note: RVSM was implemented in the Pacific Region on 24 February 2000. This action on RVSM was completed. (ATM/AIS/SAR/SG/14 noted that this Conclusion dates from APANPIRG/3. RVSM has been implemented in the Pacific Region. RNP 10 has been extensively implemented in the Pacific Region and the focus is now on RNP 4. Consider replacing this Conclusion with more up to date one)	On going Closed— overtaken by events.

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C-4/2		<p>States in the Asia Region to review their SAR system</p> <p>That,</p> <p>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.</p> <p>Noted the Conclusion.</p>	<p>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.</p> <p>b) States to update the Regional Office by 30 April each year</p>	<p>On-going</p> <p>Closed-superseded, part of normal work programme of RO</p>
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 2004 2005; and</p> <p>b) A similar project will be organized for the South China Sea and Pacific islands area.</p> <p>Note: ICAO seminar being planned in conjunction with the Hong Kong, China annual SAREX in November 2003)</p> <p>Note: An ICAO seminar was held in conjunction with the Hong Kong China SAREX in November 2003</p> <p>States to advise the Regional Office of their annual SAREX programmes and consider including an ICAO seminar.</p>	<p>2004 On-going</p> <p>On-going</p> <p>Closed-superseded, part of normal work programme of RO</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>	<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 considered in 2005.</p>	<p>2004 On-going</p> <p>Closed- superseded, part of normal work programme of RO</p>
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>	<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.</p>	<p>On-going</p> <p>Closed, managed by Deficiencies list</p>
C-9/8		<p>ATS Route Amendments</p> <p>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.</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 States 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-3rd quarter of 2004 in September 2004.</p>	<p>On-going</p> <p>Closed, will be undertaken by ATS Route Network Review Task Force</p>

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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 On going</p> <p>Closed, being managed by HQ</p>
D-9/39	ANC	<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> <p>a) Recommend a strategy for a regional approach towards planning the development and implementation of CNS/ATM training;</p> <p>b) Recommend a co-ordination mechanism for the establishment of regional training capabilities in CNS/ATM systems;</p> <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 groups.</p>	<p>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.</p>	<p>On going</p> <p>Completed. Sub Groups to review Human Factors Manual to be published late 2004 and raise WP for consideration by APANPIRG/16</p>

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C-9/51		Strengthening the Regional Office Resources 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. C Noted the conclusion and requested the Secretary General to take appropriate action thereon	Secretary General has been requested to take appropriate action.	On-going Closed, superseded by C14/53
C-10/2		Uniform Promulgation of FIR Boundary Way points 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.	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 Closed, managed by Deficiencies list
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. Superseded by Conclusion 14/4	On-going Completed (Close proposal circulated)
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;	1) a) implemented Some routes in the Mumbai FIR remain under advisory service due to inadequate communications which is being	Supersedes C2/28 On-going

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		<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>remedied</p> <p>b) Implemented; and Note: LOAs of some States require updating. The Regional Office to coordinate</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>On-going Completed</p> <p>On-going</p> <p>On-going</p>
C-11/4	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>	<p>The ICAO Separation and Airspace Safety Panel (SASP) is studying the short and long term objectives for RVSM monitoring.</p> <p>RMA's, RASMAG and parties concerned to review and harmonize adoption of the RVSM minimum monitoring requirements for the Asia/Pacific Region</p>	<p>On-going</p> <p>Closed, managed by RASMAG</p>
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>	<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.</p> <p>States, as a matter of urgency, to update the Regional Office on the status of implementation.</p>	<p>On-going (Closed superseded by Conclusion 14/6)</p>

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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> <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>	<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.</p> <p>A registry of SAR agreements is maintained by the Regional Office and updated at the ATM/AIS/SAR/SG.</p>	<p>On-going</p> <p>Closed, managed by Deficiencies List</p>
C-12/4		<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>	<p>States were urged to co-operate with APARMO in this regard.</p> <p>Letter to States issued by Regional Office (2003) re update of approval status</p> <p>Note: The Monitoring Agency for the Asia Region (MAAR) commenced operating in September 2003 and took over responsibilities for the Asia Region from APARMO (renamed PARMO) and takes follow up action on non-compliant operators. This is also kept under review by RASMAG.</p>	<p>On-going</p> <p>Completed</p>

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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>	<p>On-going</p> <p>Completed</p>
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 in Abu Dhabi, UAE, from 19 to 20 October 2002.</p> <p>A final JCM meeting before implementation on 27 November 2003 is scheduled in Abu Dhabi on 27-28 August 2003.</p> <p>Note: Implementation on 27 November 2003 and on-going coordination being undertaken by RASMAG</p>	<p>On-going</p> <p>Completed</p>

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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> <p>During APANPIRG/15 the Regional Office undertook to complete a survey and report to APANPIRG/16</p>	On-going
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>	<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.</p> <p>Note: The SIP was established but was unable to be actioned. SIP approval has expired.</p> <p>An ICAO Seminar and SAREX for the Bay of Bengal hosted by India is planned for March 2005.</p> <p>The ATM/AIS/SAR/SG to keep under review and identify other candidates for SIPs.</p>	On-going

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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 Guidance Material on CNS/ATM Operations in the Asia/Pacific Region, 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>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.</p> <p>b) the revised Guidance Material on CNS/ATM Operations in the Asia/Pacific Region be published by ICAO as soon as practicable</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/FTT meeting.</p> <p>Note: This Task is on the work programme of the ATS/AIS/SAR/SG and will be progressed with priority.</p>	On-going (Close, superseded by Conclusion 14/2)
D-12/39		<p>Development of guidance material on the use of ADS for the application of separation</p> <p>That, the CNS/ATM/IC/SG review the provisions in the PANS-ATM, Part XII (Doc 4444) on ADS services, and develop guidance material on the use of ADS for the application of separation to be included in the <i>Guidance Material on CNS/ATM Operations in the Asia/Pacific Region</i> as appropriate.</p>	<p>In light of Amendment 1 to PANS-ATM and the review by ANB of the Guidance Material on CNS/ATM Operations in the Asia/Pacific Region, work on this item has not been progressed and needs to be taken into account in the overall review of this Guidance Material.</p>	On-going (Close, superseded by Conclusion 14/2)

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C-13/2	ANC	<p>Development of procedures relating to multi-part NOTAM and NOTAM Checks by NOTAM</p> <p>That, ICAO consider developing procedures relating to multi-part NOTAM and NOTAM Checks by NOTAM based on the procedures contained in the draft Chapter 3 of the <i>Guidance Manual for AIS in the Asia/Pacific Region</i> at Appendix C to the Report on Agenda Item 2.1, for global application, and including them in the <i>Aeronautical Information Services Manual</i> (Doc 8126).</p> <p>Noted the conclusion and requested the Secretary-General to take this into account when updating the <i>Aeronautical Information Services Manual</i> (Doc 8126).</p>	ICAO to include guidance material covering NOTAM Check Lists in update to Aeronautical Information Services Manual (Doc 8126)	On-going (Closed, action being taken by ICAO Headquarters)
C-13/3	ANC	<p>Guidance Materials concerning the operating procedures for AIS dynamic data (OPADD) and the use of the Internet for information transfer as Chapters 3 and 4 respectively of the Guidance Manual for AIS in the Asia/Pacific Region</p> <p>That, the guidance materials concerning the operating procedures for AIS dynamic data (OPADD) (at Appendix C to the Report on Agenda Item 2.1) and the use of the Internet for information transfer (at Appendix D) be published as Chapters 3 and 4 respectively of the <i>Guidance Manual for AIS in the Asia/Pacific Region</i> be published in accordance with the established procedures.</p> <p>Noted the conclusion and that the Secretariat was developing a proposal for the development of guidelines for the operational use of the Internet by States to access and/or disseminate various categories of aeronautical information.</p>	Chapter 3 (OPADD) already included in regional Guidance Manual Chapter 4 (Internet) being developed by ICAO Headquarters.	On-going (Closed, action being taken by ICAO Headquarters)

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C-13/5		<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 Sub-Group develop lateral offset procedures for application in the Asia/Pacific Region in coordination with other regional planning groups and bodies concerned.</p>	<p>Further development of the use of lateral offsets to be considered by the Bay of Bengal ATS Coordination Group (BBACG) and the South-East Asia ATS Coordination Group.</p> <p>Note: This task is overtaken by events and the provision of new guidelines for 2 NM offset is under development by SASP.</p>	On-going (Closed, overtaken by events 2 NM offset procedures being issued by ICAO.)
C-13/6		<p>Amendment to the Regional Supplementary Procedures</p> <p>That, the MID/ASIA and PAC <i>Regional Supplementary Procedures</i>, ICAO Doc 7030 be amended in accordance with the proposed amendment in Appendix F to the Report on Agenda Item 2.1.</p>	<p>The proposed amendment to the SUPPs in relation to the application of 55.5 km (30 NM) using ADS and 93 km (50 NM) lateral and longitudinal separation minima within the Asia/Pacific Regions is being circulated to States and international organizations.</p>	On-going (Completed)
D-13/10		<p>ATS/AIS/SAR Subject/Task List</p> <p>That, the ATS/AIS/SAR Subject/task List as contained in Appendix L to the report on Agenda Item 2.1 be adopted as the current work assignment for the AIS/AIS/SAR/ Sub-Group replace the current Subject/task List as assigned by APANPIRG/12/</p>		On-going (Close routine task of APANPIRG)

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C 13/34		<p>Strengthening the Civil/Military Coordination Programme</p> <p>That, due to an increase in military activity within and adjacent to the Asia Pacific Region,</p> <ol style="list-style-type: none"> 1. States are urged to: <ol style="list-style-type: none"> a) remain vigilant with regard to military activity within or near their area of responsibility; b) continue effective civil/military coordination with military authorities concerned; and, c) advise and coordinate with adjacent States and ICAO of any significant increase in military activity which may have an affect on international aircraft operations. 2. ICAO to arrange an Asia/Pacific Regional Seminar on Civil/Military Coordination and, if considered necessary, to follow-up with sub-regional Civil/Military Co-ordination Workshops in areas as deemed appropriate. 	<p>A Seminar had been planned for 2003, but postponed due to disrupted meeting schedule, and to be re-scheduled for 2004.</p> <p>States are encouraged to strengthen activities in this area</p> <p>States are encouraged to strengthen activities in this area</p> <p>States are encouraged to strengthen activities in this area</p> <p>Regional Office has scheduled a Seminar for December 2004.</p>	On-going
C 13/44		<p>Support for States to establish Safety Management Systems to meet the obligation of Annex 11</p> <p>That, ICAO and States with safety management expertise support the implementation of Annex 11 safety management system requirements through holding seminars, workshops and the provision of guidance material.</p>	<p>This subject has been addressed by the APASM TF which endorses the need for assistance to States to establish Safety Management Systems, supported by the following:</p> <p>a) Hold SMS Seminar in the first quarter of 2004;</p>	<p>On-going (Closed subject under RASMAG)</p> <p>Completed</p>

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			<p>b) Consideration be given to development of regional guidance material; and</p> <p>e) Encourage States with appropriate expertise to assist other States with the development of their SMS.</p> <p>Note: APANPIRG/14 established the RASMAG which under its terms of reference assists States to achieve established levels of safety for international airspace within the Asia/Pacific Region and facilitates the distribution of safety related information to States. A SMS seminar was held in Singapore in December 2003 and another seminar is planned in Beijing in November 2005.</p>	<p>(Being addressed by RASMAG)</p> <p>(Being addressed by RASMAG)</p>
C-13/47 (Corrig. No.1)		<p>Key Priorities for CNS/ATM Implementation</p> <p>That, in order to facilitate the implementation of the Key Priorities for CNS/ATM in the Asia/Pacific Region, ICAO is requested to:</p> <p>a) re convene the FANS Action Team for the Bay of Bengal (FAT BOB), and form a similar group for the Western Pacific/South China Sea; and,</p> <p>b) adopt the broad terms of reference for these groups as follows:</p> <p style="padding-left: 40px;">i. identify elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis;</p> <p style="padding-left: 40px;">ii. consider the implementation of these elements, on a prioritized basis, taking into account user operational requirements, cost benefit and environmental concerns; and,</p>	<p>a) A meeting of the BBACG and FAT BOB is scheduled on 8-12 September 2003.</p> <p>b) A meeting of the SEACG and FAT-SEA is scheduled on 8-12 December 2003.</p> <p>Note: BBACG/13 & FIT BOB/2 (FAT BOB renamed) was held in September 2003. SEACG/11 and FIT-SEA/1 was held in May 2004. The work plans of these groups addresses the matters raised.</p>	<p>On going</p> <p>(Completed)</p>

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	ANC	<p>iii. — develop action plans for CNS/ATM implementation as appropriate on a collaborative basis.</p> <p>Noted the conclusion and that the FANS action team has been reconvened to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis.</p>		

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STATUS OF OUTSTANDING CONCLUSIONS/DECISIONS OF APANPIRG IN THE CNS/MET FIELDS

Report Reference ----- Conc/Dec No.	Noted by ANC/ Council	Decision/Conclusion ANC/Council Action, if any	Action by States/ICAO	Status
C 5/19	C	Need for technical assistance to support WAFS implementation in the ASIA/PAC Regions 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. <i>Noted the conclusion and requested the Secretary General to take action as appropriate.</i>	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. UK provided GRIB/BUFR training for SADIS User States in ASIA/PAC region in November 2002. Second GRIB/BUFR training for ISCS and SADIS Users is planned for late 2004 (update: training dates fixed for 25 – 27 January 2005)	On-going 2005
C 9/18		Operational efficacy of OPMET messages That, ICAO carry out a survey on the operational efficacy of the ISCS/2; and Results of the survey be made available to the ISCS/2 provider Stat and reported to the COM/MET/NAV/SUR SG/3 Meeting.	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. The United States was invited to review the proposed survey form and to provide comments.	Closed (superseded by APANPIRG Conclusion 15/xx)
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. OPMET/E TF developed an action list in regard to the further optimization of ROBEX Scheme.	Completed
C 11/33		SIGMET Special Implementation Project That, ICAO urgently consider a proposal for the ASIA/PAC Special Implementation Project be established	The SIP Project Proposal will be put forward for Council approval in 2001. The SIP Proposal is being revised in order to reduce the	Completed

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	€	<p>with the primary objective to improve implementation of SIGMET procedures.</p> <p>Noted the conclusion and that such project would be put forward for Council approval through established procedures.</p>	<p>cost and will be put forward for Council approval in 2002.</p> <p>The revised SIP was approved by the Council for implementation in 2003. Mission to Japan and Philippines completed by May 2003.</p> <p>SIP was conducted in 2003</p>	
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> <p>OPMET/M Task Force is working on developing appropriate update procedure for ASIA/PAC Region</p>	On-going
€ 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>The TC advisories with data designator "FK" and standard format awarding to Annex 3 have been implemented by all TCACs in ASIA/PAC except New Delhi.</p> <p>TCAC New Delhi introduced "FK" advisories in January 2004</p>	Completed

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C-12/32	ANC	<p>Volcanic Ash Advisory and SIGMET in graphical format</p> <p>That, ICAO give consideration to further improvement of the format in which the graphical advisory should be issued by VAACs and development of proposals for the format of a graphical SIGMET for volcanic ash, including the necessary guidance regarding procedures for dissemination of information.</p> <p><i>Noted the conclusion and requested the Secretary General to consider further improving the format of graphical advisories to be issued by VAACs and develop proposals for the graphical format of SIGMET messages for volcanic ash, including the necessary guidance regarding procedures for dissemination of information.</i></p>	<p>The recommendation for BUFR-coded graphical volcanic ash advisories to be included in the Amendment proposal 73 to Annex 3.</p> <p>The task is undertaken by the IAVWOPSG</p>	Closed
C-13/12		<p>Need to monitor AFTN circuit performance</p> <p>That, States concerned closely monitor performance of the following AFTN circuits and coordinate upgrading the circuits capacity, in accordance with the AFTN plan:</p> <p>1. Colombo/Male ——— 5. Kuala Lumpur/Chennai 2. Colombo/Singapore — 6. Tokyo/Singapore 3. Mumbai/Colombo ——— 7. Tokyo/Moscow 4. Mumbai/Nairobi ———</p>	<p>States concerned were requested to monitor loading condition and upgrade circuit capacity as specified in Table CNS 1A AFTN Plan. Consequently;</p> <p>—Colombo/Male—upgrading planned for 12/04 —Colombo/Singapore—upgraded to 9600bps 12May03 —Mumbai/Colombo—upgraded to 64 kbps 19Mar.03 —Mumbai/Nairobi—India is ready to upgrade. International coordination is being under taken. —Kuala Lumpur/Chennai—upgraded to 9600 bps in April -03. —Tokyo/Singapore—upgraded to 9600bps 15Jan03; —Tokyo/Moscow—States closely monitoring circuit loading. Coordination being carried out between States concerned for upgrading the circuit.</p> <p>Colombo/Male, Mumbai/Nairobi and Tokyo/Moscow are</p>	<p>Closed (Superseded by amendment to FASID Table CNS 1A)</p>

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			being monitored.	
C 13/14		<p>Conclusion: 13/14—ATN Documentation Tree</p> <p>That,</p> <p>the ATN Planning Document be published in a loose-leaf form to include future amendments to the Document; and</p> <p>the ATN Documentation Tree provided in Appendix B to the report on Agenda Item 2.2 be adopted and included in the ATN Planning Document.</p>	<p>Documentation tree was further updated by the Fifth ATN Transition Task Force meeting held in June 2003. It will be included in the ATN Planning Document in accordance with Conclusion 14/13 of APANPIRG/14</p> <p>Documentation tree further updated by the Sixth ATN Transition Task Force meeting held in April 2004 and posted on the ICAO APAC web site as a part of the ATN planning document.</p>	Completed
C 13/23		<p>Process of Review and Notification of Differences</p> <p>That, States establish a procedure with assistance of a database for review of SARPs and notification of differences to Annexes in a timely and comprehensive manner.</p>	<p>A possibility of conducting a special implementation programme (SIP) is being explored.</p> <p>SIP on the subject approved by the Council and will be conducted by the end of 2004</p>	On-going
C 13/30		<p>Regional survey on the current status and future plans of States to process the MET component of ADS Reports</p> <p>That, ICAO carry out a regional survey to assess the current status and future plans of the States in the ASIA/PAC Regions to process the MET component of the ADS message and forward the data to the WAFCs and to assess if the data is quality controlled.</p>	<p>The Survey is to be carried out by the end of 2003.</p> <p>The survey was conducted in May and June 2004</p>	Completed

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C 13/32	C	<p>QA MET seminar for ASIA/PAC Region</p> <p>That, ICAO, in coordination with WMO, organizes a seminar on the quality assurance in the provision of meteorological services to aviation in the ASIA/PAC Region during 2003.</p> <p><i>Noted the conclusion and recognizing that in accordance with the Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization (WMO) (Doc 7475) this conclusion should be addressed to WMO, requesting the Secretary General of WMO to arrange, in coordination with ICAO, training on quality assurance for provision of meteorological services to aviation in the ASIA/PAC Region after 2003.</i></p>	<p>Action taken by the HQs. WMO has been invited to organize the seminar in coordination with ICAO. Hong Kong, China, proposed to host the seminar, subject to confirmation by WMO.</p> <p>WMO was invited to organize the QA seminar. Currently planned for October 2004 at Hong Kong Observatory.</p> <p>Update: WMO advised that the seminar should be postponed for the second half of 2005</p>	On-going
C 13/35	ANC	<p>Amendment to the Statement of BORPC</p> <p>That, ICAO is invited to consider amendment to the MET part of the Statement of BORPC, as shown in Appendix A to the Report on Agenda Item 2.4.</p>	<p>The task of revising the BORPC will be initiated immediately after the 11th Air Navigation Conference in October 2003 during which the ATM operational concept will be considered.</p> <p>Task is being carried out by the ICAO HQs</p>	Closed
C 13/40		<p>Selection of GPS receiver standard for GNSS implementation</p> <p>That</p> <p>a) States, should give consideration for future GNSS operational approvals and associated operational implementation based on the TSO 145/146 receiver standard; and</p>	<p>The Conclusion was brought to the attention of States.</p> <p>States notified</p>	Completed

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		b) use of TSO C129 remains a valid standard but should not be considered as the basis for future implementation of GNSS.		