

## STATUS OF CONCLUSIONS/DECISIONS OF APANPIRG/15 IN THE ATM/AIS/SAR FIELDS

(Changes recommended by the ATM/AIS/SAR/SG/15 in redline and ~~strikeout~~)

Report Reference ----- Conc/Dec No	Action by ANC/ Council	Decision/Conclusion Title/ ANC/Council Action, if any	Action by States/ICAO	Status
D15/1		<del>To dissolve the EMARSSH Task Force</del>  That, as the EMARSSH Task Force has completed the EMARSSH project, and that all outstanding issues have been identified and follow up actions completed or assigned to ATS coordination groups as appropriate, the EMARSSH Task Force be dissolved.	ICAO Regional Office took follow up action and referred outstanding matters to the respective ATS coordination groups	Completed
C15/2		<del>Capture and Circulate Lessons Learnt from EMARSSH Task Force</del>  That, the valuable lessons learnt by the EMARSSH Task Force be highlighted to ICAO and States as beneficial in the conduct of project based Task Force activities.	ICAO Headquarters advised ATS Coordination Groups updated	Completed
C15/3	ANC	<b>Review of ATS Route Requirements</b>  That, States and users undertake a thorough review of their ATS route requirements (including future requirements) and any changes that have been made to existing routes, and submit this information to the ATS Route Network Review Task Force meeting on 6-10 September 2004.  Noted the conclusion and called upon the Secretary General to monitor its progress	<del>ARNR/TF completed its task to review APAC ATS route requirements and incorporated these in an ATS Route Catalogue to be presented to APANPIRG/16 for adoption</del>  <del>ARNR/TF drafted a conclusion to dissolve the ARNR/TF for consideration by APANPIRG/16</del>	Completed
D15/4		<b>Revision to the Terms of Reference of RASMAG</b>  That the Terms of Reference and Task List of RASMAG be revised as shown in <b>Appendix C</b> to the Report on Agenda Item 2.1.	RASMAG updated	Completed

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D15/5		<p><b>Adoption of the term Safety Monitoring Agency (SMA)</b></p> <p>That, the term Safety Monitoring Agency (SMA) be used to describe an organization approved by regional agreement to provide airspace safety services for international airspace in the Asia/Pacific Region for implementation and operation of RNP, reduced horizontal separation and data link.</p>	Note: RASMAG/2 proposed rewording of D15/5 to be presented to APANPIRG/16	On-going
C15/6		<p><b>Designation of Airservices Australia to provide RMA and SMA services for the international airspace within the western part of the Melbourne and Brisbane FIRs</b></p> <p>That, recognizing the safety management services provided by Airservices Australia for RVSM with the international airspace of the western part of the Melbourne and Brisbane FIRs, they be designated as the Regional Monitoring Agency for RVSM and as the Safety Monitoring Agency for RNP, data link services and related separation minima.</p>	ICAO Regional Office updated RASMAG and States	Completed
C15/7		<p><b>FANS 1/A Operations Manual (FOM)</b></p> <p>That, the FANS 1/A Operations Manual (FOM) be used by States and users in the Asia and Pacific Regions as a basis for operating automatic dependent surveillance (ADS) and controller pilot data link communications (CPDLC) in conjunction with Annex 10—Aeronautical Telecommunications Volume II—Communications Procedures including those with PANS status, the <i>Procedures for Air Navigation Services—Air Traffic Management</i> (PANS-ATM, Doc 4444) and the <i>Guidance Material on CNS/ATM Operations in the Asia and Pacific Region</i></p>	<p>ICAO Regional Office updated Sates and ATS coordination groups</p> <p>(Note: ICAO Headquarters developing global material based on the FOM and NAT document and regional guidance material to be reviewed in due course)</p>	Completed

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C15/8	ANC	<p><b>Implementation of a 2 NM lateral offset procedures in the ASIA/PACIFIC Region</b></p> <p>That, States in the Asia/Pacific Region implement the 2 NM lateral offset procedures to the right of centre line in accordance with ICAO guidance on a common AIRAC date to be coordinated by the ICAO Regional Office with States, ATS Coordination Groups and users concerned.</p> <p>Noted the conclusion and called upon the Secretary General to monitor its progress, recalling that revised guidelines on the use of strategic lateral offsets, as approved by the Commission, had recently been circulated to States and that global provisions were under development.</p>	<p>Generally implemented by affected APAC States on AIRAC 20 January 2005 and 17 March 2005. Other States advised to consider implementation.</p> <p>Note: APANPIRG/16 to consider combining C15/8 with C14/7.</p>	On-going
C15/9	ANC	<p><b>Review of Annex 11 airspace classification provisions for RVSM and RNP operations</b></p> <p>That, ICAO review the airspace classification provisions in Annex 11 to clarify requirements for specifying the class of airspace appropriate for RVSM and RNP operations (where reduced horizontal separation was introduced based on safety assessments requiring a collision risk model to be carried out)</p> <p>Noted the conclusion and requested the Secretary General to review the guidance material contained in the Manual on Required Navigation Performance (RNP) (Doc 9613) with a view to providing information on the application of airspace classifications in airspace where RVSM and RNP was implemented.</p>	<p>ICAO Headquarters reviewing Annex 11 requirements, further action by ICAO Headquarters.</p>	Completed

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C15/10		<b>Amendment to the Terms of Reference of the ATM/AIS/SAR/SG</b>  That, proposed amendments to the Terms of Reference of the ATM/AIS/SAR/SG as presented in Appendix G to the Report on Agenda Item 2.1 be adopted.	ICAO Regional Office updated ATM/AIS/SAR/15	Completed
D15/45		<b>Seminar on the operation of the New Larger Aircraft</b>  That, a seminar be convened in 2005 to share the experiences by States in preparing for the operation of the Airbus A380 scheduled for commercial operation in 2006	Seminar held on 6-8 June 2005	Completed
D15/46		<b>Implementation of AN-Conf/11 Recommendations by APANPIRG</b>  That, the following recommendations of AN-Conf/11 be studied by the concerned Sub-Groups, action taken to implement them, and the outcome presented to APANPIRG:  Recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 6/11 and 7/1: ATM/AIS/SAR/SG  Recommendations 1/1, 1/10, 1/13, 4/1, 4/2, 6/11, 7/1 and 7/3: CNS/MET/SG  Recommendations 4/8: DRTF	Included on ATM/AIS/SAR/SG Task List	On-going
C15/47		<b>Implementation of AN-Conf/11 Recommendations by States</b>  That, States of the Asia/Pacific Region take action to implement the following twenty-five recommendations of AN-Conf/11:  1/1, 1/2, 1/7, 1/10, 1/13, 1/15, 2/2, 2/3, 2/7, 2/8, 4/1, 4/2, 4/5, 4/6, 4/8, 4/9, 5/1, 6/1, 6/2, 6/9, 6/13, 6/14, 7/1, 7/2 and 7/3	APAC States informed to take action	On-going

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C15/48		<p><b>Implementation of AN-Conf/11 Recommendations by international organizations</b></p> <p>That, international organizations take action to implement the following twelve recommendations of AN-Conf/11:</p> <p>1/1, 1/7, 1/10, 1/13, 4/8, 5/1, 6/1, 6/2, 6/9, 6/13, 7/2 and 7/3</p>	APAC International Organizations informed to take action	On-going
D15/49		<p><b>Assignment of new Tasks to the ATM/AIS/SAR and CNS/MET Sub-Groups</b></p> <p>That, the following tasks be included in the Subject/Tasks List of the ATM/AIS/SAR and CNS/MET Sub-Groups:</p> <p>a) review key priorities for implementation of CNS/ATM systems for the ASIA/PAC region, identify new items as required and monitor implementation; and</p> <p>b) make recommendation aimed at improving ATM and CNS support for Terminal Area and Airport Operations, respectively.</p>	Included on AT/AIS/SAR/SG Task List	Completed
D15/50		<p><b>Dissolution of the CNS/ATM Implementation Coordination Sub-Group</b></p> <p>That, in consideration of optimizing the effectiveness and efficiency of the contributory bodies of APANPIRG and in accordance with the provisions of the APANPIRG Procedural Handbook, the CNS/ATM/IC/SG be dissolved</p>	ICAO Regional Office advised all parties concerned	Completed
D15/51		<p><b>Dissolution of the Future Directions Task Force</b></p> <p>That, the Future Directions Task Force, having completed its work programme as set out in its Terms of Reference, be dissolved.</p>	ICAO Regional Office advised all parties concerned	Completed

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D15/52		<p><del>Sub-Group Key Priority Lists</del></p> <p>That, in order to identify priorities for CNS/ATM implementation programmes or highlight other critical functions of the Sub-Groups' work programmes, the CNS/MET and ATM/AIS/SAR Sub-Groups are to compile and evaluate Key Priority lists relevant to their activities for review by APANPIRG. Lists should be highly focused, fit the purpose intended and be time bounded.</p>	<p><del>ATM/AIS/SAR/SG/15, in collaboration with the CNS/MET/SG/9, developed Key Priority List related to its activities</del></p>	Completed
D15/53	€	<p><del>Developments of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level</del></p> <p><del>That the ATS Route Network Review Task Force support CAEP in developing a simplified tool and associated guidance for estimating environmental benefits of CNS/ATM systems, and that the tool be applied in its task of route review to reflect environmental benefits accordingly.</del></p> <p>Noted the decision and requested the Secretary General to:</p> <p>a) <del>include the task of development of simplified tools and associated guidance for estimating environmental benefits of CNS/ATM systems at the national level in CAEP's work programme; and</del></p> <p>inform CAEP that it could enlist the support of APANPIRG in carrying out this task.</p>	<p>ARNR/TF incorporated analysis of environmental benefits in ATS Route Catalogue</p>	Completed

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C15/54	€	<p><b>Adoption of ASIA/PAC Supplement to the Uniform Methodology</b></p> <p>That, the ASIA/PAC Supplement to the Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies be adopted and circulated to States and International Organizations</p> <p>Noted the conclusion and called upon the Secretary General to consider the applicability of this supplement to the remaining regional offices.</p>	ICAO regional office informed all parties concerned	Completed

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