

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**REPORT OF THE FIFTH MEETING OF THE ASIA/PACIFIC REGIONAL
SEARCH AND RESCUE WORK GROUP
(APSAR/WG/5)**

BANGKOK, THAILAND, 09 – 11 JUNE 2020

The views expressed in this Report should be taken as those of the
Meeting and not the Organization

Approved by the Meeting
and published by the ICAO Asia and Pacific Office, Bangkok

APSAR/WG/5
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INTRODUCTION

Meeting

1.1 The Fifth Meeting of the Asia/Pacific Regional Search and Rescue Work Group (APSAR/WG/5) was held from 09 to 11 June 2020 by Video Teleconference (VTC) from the ICAO Asia and Pacific Regional Office, Bangkok, Thailand.

Attendance

2.1 A total of 110 participants were registered for the meeting from 27 States and Administrations, and three International Organizations, including Afghanistan, Australia, Bangladesh, Bhutan, Cambodia, China, Hong Kong China, Fiji, French Polynesia (France), India, Indonesia, Japan, Lao People's Democratic Republic (PDR), Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand (NZ), Pakistan, Philippines, Republic of Korea (ROK), Singapore, Sri Lanka, Thailand, United States of America (USA), Viet Nam, Cospas-Sarsat, IATA, and ICAO.

2.2 A list of participants is appended at **Appendix A** to this report.

Officers and Regional Office

3.1 Post-election, Mr. Tai Kit, Head Air Traffic Control Specialist (Search and Rescue/Contingency Planning), Civil Aviation Authority of Singapore presided over the APSAR/WG/5 meeting throughout its duration as Chairperson.

3.2 Mr. Len Wicks, Regional Officer ATM/SAR, ICAO Asia and Pacific Office (APAC), was the Secretary for the meeting. He was assisted by Mr. Chew Han Chee, Associate ATM Officer, Mr. Erdenebaatar Davaasuren, Associate ATM/AIM Officer, and Ms. Prakayphet Chalayonnawin, Programme Analysis Associate, ATM.

Opening of the Meeting

4.1 Post-election, Mr. Tai Kit welcomed participants to the meeting as APSAR/WG Chair.

4.2 On behalf of Mr. Arun Mishra, Regional Director of the ICAO Asia and Pacific Office, Mr. Len Wicks welcomed everyone to the APSAR/WG/5 meeting.

Documentation and Working Language

5.1 The working language of the meeting and all documentation was English. There were a total of 10 Working Papers (WP), eight Information Papers (IP), five presentations and four flimsies considered by the meeting.

5.2 A list of papers is included at **Appendix B** to this report.

Draft Conclusions, Draft Decisions and Decisions – Definition

6.1 The APSAR/WG recorded its actions in the form of Draft Conclusions, Draft Decisions and Decisions within the following definitions:

- a) **Draft Conclusions** deal with matters that, according to APANPIRG terms of reference, require the attention of States, or action by the ICAO in accordance with established procedures;
- b) **Draft Decisions** deal with the matters of concern only to APANPIRG and its contributory bodies; and
- c) **Decisions** of the APSAR/WG that relate solely to matters dealing with the internal working arrangements of APSAR/WG.

List of Decisions and Draft Conclusions/Decisions

7.1 List of Draft Conclusions/Draft Decisions

Nil.

7.2 List of Decisions

Nil

REPORT ON AGENDA ITEMS

Agenda Item 1: Adoption of Agenda (WP01)

Election of Chairperson

1.1 Australia nominated Mr. Tai Kit, Head Air Traffic Control Specialist (Search and Rescue/Contingency Planning), Civil Aviation Authority of Singapore for re-election as the Chair of the APSAR/WG. Nepal and New Zealand (NZ) seconded the nomination of Mr. Tai Kit. As there were no other nominations for Chairperson, the meeting congratulated Mr. Tai Kit on his re-election for the next four years until [and including] 2023.

Adoption of Agenda (WP01)

1.2 The provisional agenda – as amended to focus on key areas due to the VTC format – was adopted by the meeting. The List of Papers (IP01) was noted.

Agenda Item 2: Review Outcomes of Related Meetings

Relevant Meeting Outcomes (WP02)

2.1 WP02 briefly discussed SAR-related matters from the following meetings:

- Seventh Meeting of the APANPIRG Air Traffic Management Sub-Group (ATM/SG/7, Bangkok, Thailand, 05 – 09 August 2019);
- Fifty-Sixth Conference of Directors General of Civil Aviation, Asia and Pacific Region (DGCA/56, Kathmandu, Nepal, 19 – 23 August 2019); and
- the Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30, Bangkok, Thailand, 04 – 06 November 2019).

2.2 The meeting also recalled the goals relevant to SAR of *Beijing Declaration* from the Asia Pacific Ministerial Conference on Civil Aviation (31 January – 01 February 2018), and the need for SAR personnel to take an interest in the development of National Air Navigation Plans (NANPs) so that SAR was adequately resourced and prioritised.

2.3 States provided updates on their SAR-related APANPIRG Deficiencies to the meeting. In this regard, the APSAR/WG/5 agreed that India and Indonesia's status reports were sufficient to recommend the deletion of the current SAR-related Deficiency to the ATM/SG/8 and APANPIRG/31.

2.4 The USA commented on Indonesia's positive progress, and congratulated India for its improvement. India stated that SAR Letters of Agreement (LOA) had been progressed with several neighbouring States, and there was also an opportunity for a LOA with South Africa on matters of mutual cooperation, notwithstanding the fact that South Africa and India did not share a common Search and Rescue Region (SRR) boundary.

2.5 Indonesia expressed its desire to conclude a SAR LOA with India. India also expressed their desire to have LoA executed with Indonesia at the earliest and informed the meeting that they have already started preparing an initial draft which will be forwarded to Indonesia soon for comments.

Agenda Item 3: Global Update

Global SAR Update (WP03, PR01)

3.1 ICAO HQ presented a summary of the activities undertaken by ICAO at the global level to support the implementation of the Global Aeronautical Distress and Safety System (GADSS), including developments relating to the location of an aircraft in distress repository (LADR).

3.2 The meeting noted that GADSS included three elements (aircraft tracking, Autonomous Distress Tracking (ADT) of aircraft in flight and Post-flight localisation and Recovery (PFLR). The ICAO Regional Office asked whether the future provisions for GADSS in Annex 12 — *Search and Rescue* and Annex 13 — *Aircraft Accident and Incident Investigation* would take into account the need to ensure that SAR took priority over Annex 13 activity while safety-of-life operations were still ongoing. ICAO HQ confirmed that Annex 12 and Annex 13 provisions would clarify the operational interface between these two areas. ICAO welcomed any input the APSAR/WG may wish to contribute to the GADSS rollout process.

3.3 ICAO HQ informed the meeting that the PANS-OPS Volume III GADSS ADT and LADR procedures were now envisaged for applicability on 4 November 2021, while the Annex 6 ADT aircraft equipment requirements were expected to be delayed from 01 January 2021 until 01 January 2023. The 2021 provisions included procedures for aircraft operators to track aircraft, responding to such tracking systems in an appropriate manner and forwarding information received from an ADT to the LADR.

3.4 The meeting requested further information about LADR's data storage and retention parameters, especially with regard to RCCs. ICAO HQ later advised that the expected policy would be based on the Annex 10 — *Aeronautical Telecommunications* ATS data retention requirements, whereas the system must store all data (including ADT event and audit logs) for a period of at least thirty days from its submission. After 30 days from submission, the system should archive all data to an offline file storage facility.

Status of the Cospas-Sarsat Programme (WP04)

3.5 WP04 provided an update on Cospas-Sarsat operations, significant developments, space and ground segment status, beacons, false alerts, reporting by Rescue Coordination Centres (RCCs) on the use of the distress alert data provided and results of Mission Control Centre-SAR Point of Contact (MCC-SPOC) communication tests.

3.6 The meeting noted that in 2018, the SAR false alert rate was 96.85%, or about one real alert confirmed in 32 alerts received. The rate of false reports had not changed substantially since 2014.

3.7 Cospas-Sarsat reported an increase in the number of location protocol beacons that report the location in an alert message (87.4% in 2018), and the number of 406 MHz beacons worldwide (2,249,273) beacons by about 7%. Moreover, the growing registration rate of International 406 MHz Beacon Registration Database (IBRD, <https://406registration.com/>) users and number of Medium-altitude Earth Orbiting SAR satellites and systems (MEOSAR) supported a more responsive capability. Cospas-Sarsat requested States to provide feedback for possible improvements after receipt of a distress alert from Global Maritime Distress Safety System (GMDSS) mobile satellite service providers, including Cospas-Sarsat.

3.8 Cospas-Sarsat reported that there had been no unresponsive SPOCs in the Asia/Pacific Region during 2018. Cospas-Sarsat was invited to provide updated data for 2019 when it became available later in 2020.

3.9 Cospas-Sarsat discussed its future enhancements with a focus primarily on refinement and enhancement of technical specifications for MEOSAR, Emergency Locator Transmitters (ELTs) for in-flight distress tracking (ELT(DT)s), the Return Link Service (RLS) and second-generation beacons (SGBs) that transmit more distress information and have greater location accuracy.

3.10 In 2019 the highest priority was the commissioning of space and ground segment assets for MEOSAR, to continue the fastest possible advancement towards continuous global coverage.

3.11 ICAO asked why Personal Locator Beacon (PLB) data appeared to be nearly absent from Asia. Cospas-Sarsat noted that individual State regulations affected the usage of PLBs.

ELT Alert Reporting and False Alert Verification In China (IP02)

3.12 China provided data and analysis related to 406 MHz ELT beacon alerts within China during 2019. China described its process for ELT signal verification and follow up action to reduce the number of false beacon alerts. The meeting commended China for developing guidance material (*Enhancing and Improving the Verification of ELT Beacon False Alerts*) in September 2019, which had led to a reduction in the proportion of unknown cause alerts from 68.75% to 48.28%. This meant improved ELT beacon alert investigations and to better understand the causes.

New Zealand's GADSS Preparation (WP05, PR02)

3.13 NZ presented information outlining its work preparing for the implementation of GADSS ADT. RCCNZ had initiated contact with State agencies and other key stakeholders to establish a GADSS Implementation Group. The CAANZ was reviewing the need for regulations related to Annex 6 on aircraft tracking. The RCCNZ had urged the CAA to adopt the Cir. 347 notification form as part of any regulation amendment, and to continue the use of the ALR message between Air Traffic Services Units (ATSUs) and RCCNZ.

3.14 The RCCNZ had registered with Aireon's Aircraft Locating and Emergency Response Tracking (ALERT), although this is not an ADT service. RCCNZ had also attempted to register with OPS CTRL Directory at <https://www4.icao.int/opsctrl>, which has been established by ICAO to assist the implementation of the Annex 6 Aircraft Tracking standard. NZ urged ICAO HQ to allow RCCs to access to this valuable resource. ICAO HQ informed the meeting that this was being considered.

Autonomous Distress Tracking Implementation (WP06, PR03)

3.15 WP06 noted that ICAO's intent was for the aircraft operator to receive ADT notifications and in a non-prescriptive manner, did not specify the technology to achieve this. The USA further noted that aircraft operators, ATSUs and RCCs need to ensure that their staff understand each other's roles, responsibilities and processes to ensure clear communication and coordination, and avoid, conflicting effort and unnecessary increased workload.

3.16 The USA provided a background on LADR and ELT(DT), noting that ICAO Montreal planned to hold a LADR workshop in late July 2020 to test the prototype. The paper also urged States to use **APSAR/WG/5/WP06/Attachment A** (the International Maritime Organisation's IMO *Interim Guidance for SAR Services Regarding Implementation of Autonomous Distress Tracking of Aircraft in Flight*) as a means to have their aeronautical and maritime SAR services coordinate to develop national and regional response procedures for ADT.

Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

Regional Air Navigation Plan Update (WP07)

4.1 WP07 recalled the development of the Asia/Pacific Regional electronic Air Navigation Plan (eANP), which replaced ICAO Doc. 9673 – *Asia and Pacific Regions Regional Air Navigation Plan*, and the Proposal for Amendment (PfA) process for Flight Information Regions (FIRs) and SRRs.

4.2 The meeting noted that the ability for States to establish their SRRs under Annex 12 had been amended to be a two-stage process now, as SRRs would require the same process of approval as FIRs within the eANP Volume I (by approval of the ICAO Council). ICAO HQ informed the meeting that Annex 12 would be amended to reflect this change in due course.

4.3 To facilitate the PfA process, ICAO urged States to urgently review FIR/SRR data related to their administration to be included in the eANP Table SAR I-1. ICAO anticipated that the SRR Table would be completed by 2021, as FIRs were being processed first. The APASAR/WG Chairperson urged States to review their SRR data if they had not already done so. NZ commented that SRR definitions would be even more important to support ADT, as accurate definitions of service volume were required.

4.4 AP SAR/WG/5 noted that Section 3 of the eANP Volume II contained provisions for the establishment and maintenance of a National Air Navigation Plan (NANP) that included Basic Planning Elements (BPEs), and failure to address the BPEs could result in an APANPIRG Deficiency. These NANP requirements would include SAR planning as part of a whole-of-government approach, to ensure an integrated and harmonized approach, in accordance with the national priorities of State governments. ICAO stated that this was a good opportunity for the SAR community to ensure SAR planning and capability were embedded in NANPs as a priority, integrated as appropriate with other areas, and encouraged SAR experts to ask questions about NANP development progress.

4.5 Australia noted that SAR is now included in the new [6th] Edition of the Global Air Navigation Plan (GANP). States were encouraged to continually highlight SAR matters, so that SAR initiatives receive an appropriate priority and SAR is retained in the next edition of the GANP.

Regional SAR Status (WP08)

4.6 ICAO presented data on the regional SAR capability status, recalling the requirement to provide updates on their compliance status with the *Asia/Pacific SAR Plan* by April each year.

4.7 An analysis of the 26 Universal Safety Oversight Audit Programme (USOAP) SAR-related Protocol Questions (PQs, not including 7.483) indicated that the overall SAR Effective Implementation (EI) had risen as follows for the Asia/Pacific Region since 2015 from 50.7% to 60% in May 2020. The AP SAR/WG/5 noted that this represented positive progress, although the average achieved fell well short of what would be a satisfactory level to SAR experts. From the PQ analysis, there had been little improvement in the major areas of weakness in SAR indicated by USOAP, which were in the areas of:

- **CE-3:** 7.517 (28%) – [SAR service provider] SAR coordination agreements;
- **CE-4:** 7.497 and 7.499 (42% and 37%) – [SAR regulatory oversight] SAR inspector's training plan and training programme effectively implemented for SAR inspectors;
- **CE-7:** 7.505 and 7.545 (31% and 43%) – [SAR regulatory oversight] effective regulatory surveillance oversight of SAR, and checks that SAR operational personnel have regular training, including the conduct of SAREX; and
- **CE-8:** 7.507 (43%) – [SAR regulatory oversight and service provider] mechanism to eliminate SAR regulatory deficiencies.

4.8 The SAR Plan-based 41 element assessment provided a metric of the *Asia/Pacific SAR Plan* implementation as at June 2020 (**Figure 1**).

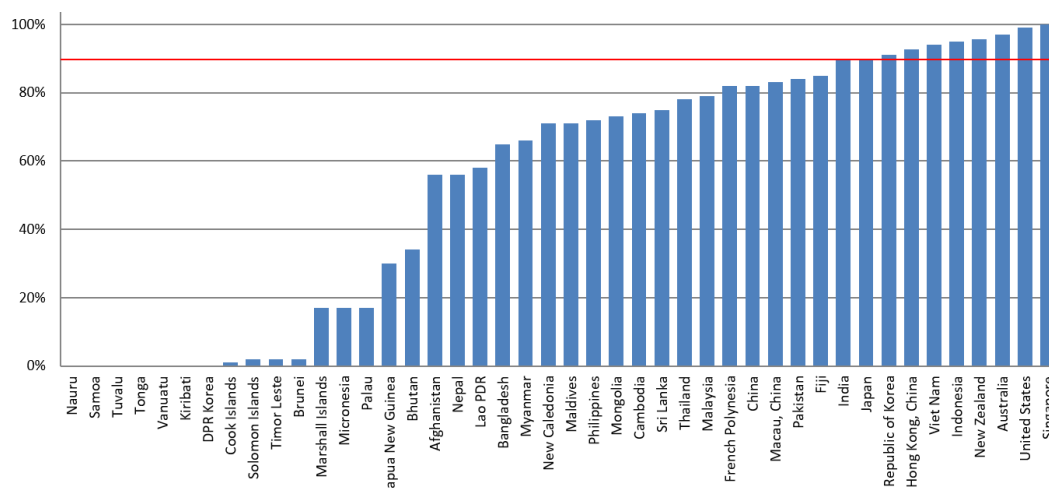


Figure 1: Asia/Pacific SAR Plan Implementation Status (as at June 2020, average 54%)

4.9 The meeting recalled that eANP regional policy stated that below 90% implementation status would be considered for an APANPIRG SAR deficiency. Only ten States/Administrations had reported implementation of 90% or above at APSAR/WG/5, if the status reports from India and Indonesia are accepted by the ATM/SG/8 and APANPIRG/31:

Australia, Hong Kong China, India, Indonesia, Japan, NZ, ROK, Singapore, USA and Viet Nam.

4.10 Based on the State SAR Report data in **Appendix C, Figure 2** provides an overview of reported *Asia/Pacific SAR Plan* compliance, as at June 2020.

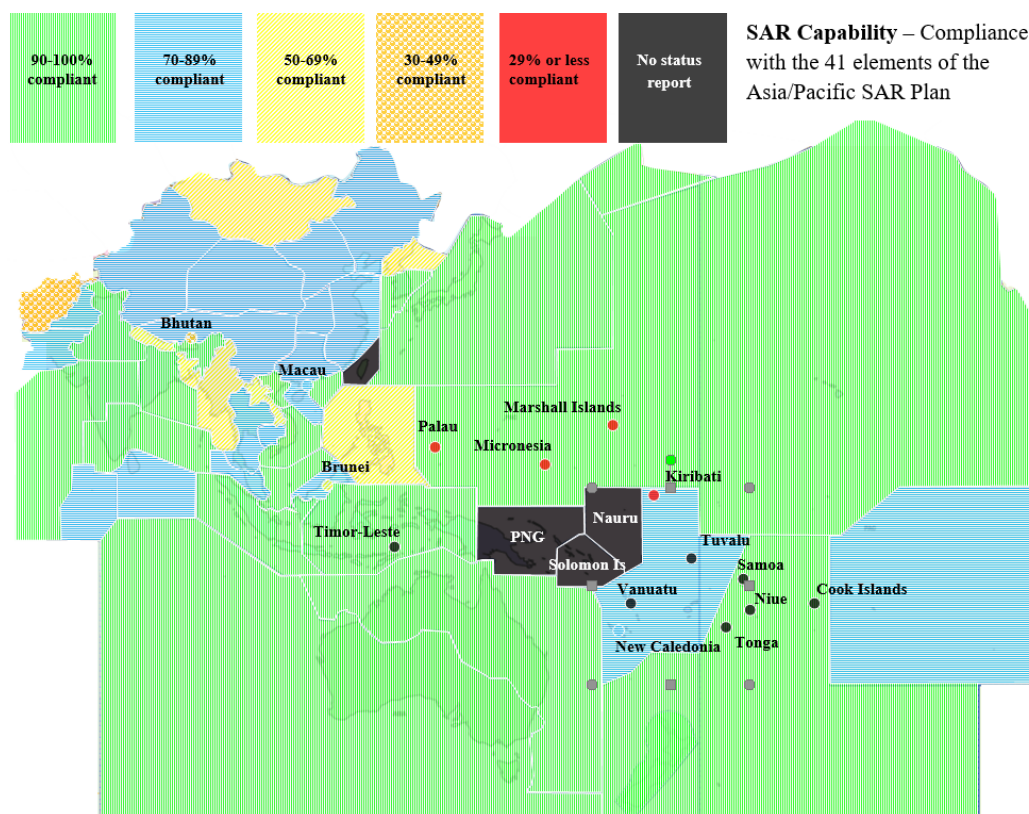


Figure 2: Reported Compliance with the Asia/Pacific SAR Plan, June 2020

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4.11 The SAR Agreements List (**Appendix D**) and SAR Agreement Matrix (**Appendix E**) were reviewed and updated accordingly.

4.12 The meeting noted that 23 States and Administrations (about 55% of those accredited to the APAC Region) provided updated SAR status reports to the AP SAR/WG/5:

Afghanistan, Australia, Bangladesh, Hong Kong China, Fiji, French Polynesia (France), India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Marshall Islands, Micronesia (Federated States of), Mongolia, Nepal, NZ, Palau, ROK, Singapore, Sri Lanka, Thailand and Viet Nam.

4.13 Nepal recorded a significant improvement in SAR capability, from 17% in 2019 to 56% in 2020, although this was still well short of the 90% benchmark.

4.14 Australia requested clarification of ICAO requirements for SAR oversight with respect to Annex 19 and the USOAP-CMA SAR PQs. ICAO noted that the Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA) requirement was for a comprehensive and overarching regulatory function to oversee the SAR system so that it was compliant with the State's Annex 12 obligations that was quite separate from the more specific Safety Management System (SMS) required specifically of ATSU's, and aerodrome and aircraft operators by Annex 19.

Aeronautical RCC (PR04)

4.15 Viet Nam provided a presentation on its SAR structure, resources and SPOCs. PR04 also described SAR responses and SAR Exercises (SAREX) that had been recently conducted.

4.16 ICAO recalled the 2015 SAREX, noting that as per the guidance in the *Asia/Pacific SAR Plan*, States should ensure that SAREX that were not conducted as choreographed displays without a real search element; rather, they should focus on finding systemic problems that could be improved. In this regard, SAREX conducted in the presence of senior officials would not provide a safe environment for individual errors, in order for systemic issues to be identified and remedied.

4.17 The AP SAR/WG Chairperson asked whether Viet Nam's Aeronautical RCC (ARCC) or Maritime RCC (MRCC) managed a SAR response for an aircraft overwater. Viet Nam responded that the ARCC undertook the search and the separate MRCC conducted the rescue in this case.

ICAO Regional SAR Plan Monitoring and Reporting Form (IP03, PR05)

4.18 NZ's method of conducting the self-assessment activity using the Regional SAR Plan Monitoring and Reporting Form was provided in IP03. The Form was described as being essential to assess the performance of the SAR capability in the region and against annual improvements. However, NZ had found when completing the form that some indicators were hard to quantify.

4.19 Adapting the format that Australia had presented in AP SAR/WG/4/WP12, NZ had been able to provide a detailed account of the measures used to assess compliance, and therefore enable a more accurate assessment. The meeting noted that the systematic recording of such analysis would be inevitably helpful for subsequent assessments.

RCCNZ, Nadi ARSC and JRCC Australia SAREX (IP04)

4.20 NZ recalled that the *Asia/Pacific SAR Plan* expected all States to conduct SAREX with the SAR authorities of adjacent SRRs in order to test SAR operational systems and procedures and improve through the post SAREX review, including the update of bilateral agreements. In response to this NZ, Fiji and Australia conducted a joint SAREX on 19 November 2019.

4.21 As this was the first large scale aviation SAREX between the participating nations, it was decided to involve only the RCCs by testing the early stages of Awareness, Initial Action, and Planning and Coordination. Later SAREXs would be expanded to include SAR Units (SRUs), ATSU, other RCCs and aircraft operators.

4.22 The SAREX was initiated within the Fiji FIR/SRR, where the aircraft reported an engine problem but elected to continue the flight into the Australian FIR. During the SAREX, Joint RCC (JRCC) Australia had identified appropriate SRUs from Australia and provided them with detailed tasks.

4.23 It was suggested by JRCC Australia that if New Zealand was also tasking assets into the same area then JRCC Australia should take over the tasks, so as to coordinate all the air assets. From a safety point of view and an efficient use of resources, this was a good lesson to learn. NZ noted that JRCC Australia's NEXUS Incident Management System was set up to manage these tasks.

4.24 Although it was agreed between all parties that the SAREX was realistic and worked with all participants remaining in their respective countries it was commented that there should be more liaison visits to respective RCCs to cement relationships and understanding. This would also comply with the *Asia/Pacific SAR Plan* (paragraph 7.4h).

4.25 The success of the SAREX was due to the participation of all involved. It provided confidence to the RCCs involved that they could manage a large scale multi-SRR aviation incident in accordance with international best practice. ICAO thanked NZ for this SAREX review, noting that it wasn't necessary for ICAO to be provided a post-SAREX review copy. However, it was always useful for other States in forums such as the APSAR/WG to share lessons learnt from SAREX to enable other States to benefit. French Polynesia invited NZ to conduct a SAREX together, which NZ agreed to consider.

Progress of Target Recognition Methods in UAV SAR (IP05)

4.26 China discussed its efforts to utilise the capabilities of Unmanned Aerial Vehicles (UAVs) for SAR target recognition, and the testing conducted for UAV communications. IP05 noted that recognition based on Convolutional Neural Networks (CNN) using 'big data' had been developing rapidly. Unlike traditional identification methods, CNN could be used by UAVs for acquisition of targets in a complex and changeable marine environment for a mobile search. Among the many technologies under trial, photoelectric pod cold infrared sensors for night target recognition had been showing promise.

4.27 ICAO and the Chairperson thanked China for the important information, and noted that the *Asia/Pacific SAR Plan* encouraged the use of UAVs, so it was gratifying to see a State conducting research on this potentially valuable capability.

Civil Aircraft SAR Training Course (IP06)

4.28 China presented information on a SAR training course held during 2019. A total of 50 staff responsible for civil SAR working from the government departments, ATC operation department, civil aviation colleges attended the training.

4.29 Experts from the China Maritime SAR Center were invited to explain domestic maritime SAR procedures for civil aircraft. The course also included a SAR case in the western region of China in 2018, which was explained by the person in charge of this SAR operation.

4.30 ICAO thanked China for its efforts to train SAR personnel. The Chairperson recalled that such training was an opportunity for other States to join the training.

China - Kazakhstan SAR Agreement (IP07)

4.31 China announced the enactment of an important SAR Agreement with Kazakhstan, in the presence of the Heads of State from both nations. The meeting congratulated China on this development.

4.32 ICAO urged China to continue these important coordination initiatives, by engagement with other neighbouring administrations to establish SAR Agreements (Bhutan, Japan, the Democratic People's Republic of Korea, Lao PDR, Myanmar, Nepal, Pakistan, Philippines and Viet Nam did not have SAR Agreements with China).

Singapore's LADR Contribution (FL01)

4.33 ICAO recalled Singapore's generous contribution for LADR development. The meeting thanked Singapore for its support of global SAR.

Indonesia SAR Update (FL02)

4.34 Indonesia provided a comprehensive update on improvements undertaken to address seven of the 41 *Asia/Pacific SAR Plan* elements. This had raised compliance as determined by Indonesia to 95%, which meant that their APANPIRG Deficiency could be considered for deletion.

4.35 Although Indonesia's National SAR Regulation had partially regulated for a safety management system, including procedures for safety assessment in SAR, a proper Quality Assurance (QA) system had not yet been implemented. Indonesia reported that this would improve in the near future.

Lao PDR – Thailand SAR Letter of Agreement (FL03)

4.36 On 13 July 2019, Lao PDR and the Kingdom of Thailand signed an Aeronautical SAR Letter of Agreement (SAR LOA). Lao PDR planned to have the SAR LOAs signed with Cambodia and China respectively by utilizing the SAR LOA signed with Thailand as an example template.

Agenda Item 5: Asia/Pacific Regional SAR Plan

Asia/Pacific SAR Plan Update (IP08)

5.1 ICAO presented a marked-up version of the *Asia/Pacific SAR Plan* (Version 3.1). The current version approved by APANPIRG/30 would be updated in 2022 in accordance with the normal cycle of review, but in the meantime the marked-up version would capture any proposals for change. APSARWG/5 participants were invited to review Version 3.1 and submit any comments accordingly.

Agenda Item 6: APSAR/WG Task Lists

APSAR/WG Task List (WP09)

6.1 The meeting reviewed the Task List, which is included as **Appendix F** to this report.

Agenda Item 7: Any Other Business

Aeronautical SAR Contact List (WP10)

7.1 ICAO requested States and Organizations to update the SAR Points of Contact as part of the consolidated ATM Points of Contact List at **Appendix G**.

Agenda Item 8: Date and Venue of the Next Meeting

8.1 The APSAR/WG/6 is tentatively scheduled to be held during the May – June 2021 period at Bangkok, Thailand.

Closing of the Meeting

9.1 In closing the meeting, the Chairperson summarised the positive progress that had been achieved by the meeting, and thanked the meeting participants for their contributions.
