

*International Civil Aviation Organization*

ICAO

**Twenty Fifth Meeting of the Communications/  
Navigation and Surveillance Sub-group (CNS SG/25) of  
APANPIRG**

Video Tele-Conference, 18 – 22 October 2021

**Agenda Item 2:** Review outcomes of APANPIRG/RASG Chairpersons review, APANPIRG/31 meeting, ATM Sub-group and other major meetings relevant to CNS Sub-group

**OUTCOMES OF APANPIRG/31, APANPIRG/31 MIDYEAR REVIEW AND  
8<sup>TH</sup> PIRG-RASG REGIONAL COORDINATION MEETING ON CNS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the CNS-related outcomes of APANPIRG/31, APANPIRG/31 Midyear Review and 8<sup>th</sup> PIRG-RASG Coordination Meeting for review by the meeting.

**1. INTRODUCTION**

1.1 The Twenty Fourth Meeting of the Communications, Navigation and Surveillance Sub-group (CNS SG/24) of APANPIRG was held from 30 November to 4 December 2020 via video teleconference. The meeting was attended by 176 participants from 26 States/Administrations and 5 International Organizations namely CANSO, EUROCONTROL, IATA, IFATCA and IFATSEA, plus 26 participants from industry partners. CNS SG/24 meeting report, working papers, information papers, and other resources can be accessed at <https://www.icao.int/APAC/Meetings/Pages/2020-CNS-SG24.aspx>.

1.2 The Thirty First Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/31) was held from 14 to 16 December 2020 via video teleconference. The meeting was attended by 193 participants from 23 Member States, 2 Special Administrative Regions of China, and 8 International Organizations (AAPA, ACI, CANSO, IATA, ICAO, IFALPA, IFATCA and IFATSEA). APANPIRG/31 meeting report, working papers, information papers, and other resources can be accessed at <https://www.icao.int/APAC/Meetings/Pages/2020-APANPIRG31.aspx>.

1.3 Subsequently, the APANPIRG/31 Midyear Review and 8<sup>th</sup> Planning and Implementation Regional Group-Regional Aviation Safety Group (PIRG-RASG) Regional Coordination Meeting were held on 22 July 2021 via video teleconference. The meetings were attended by Chairpersons of APANPIRG and RASG-APAC, as well as Acting Regional Director and Regional Officers from ICAO APAC Regional Office.

**Agenda Item 2**

18-22/10/21

1.4 This paper summarized the CNS-related outcomes from these meetings.

**2. DISCUSSION****Outcome of APANPIRG/31 meeting**

2.1 APANPIRG/31 reviewed the outcomes of CNS SG/24 through WP/12. The meeting noted with appreciation the work done and achievements by the SG and the contributory bodies reporting to APANPIRG through the SG. The meeting discussed CNS related matters and took following actions on the report of CNS SG/24 meeting and other papers presented under AI 3.4.

2.2 The meeting noted that CNS SG/24 meeting reviewed the outcome of a number of meetings of APANPIRG contributory bodies, adopted following **8** Conclusions and **5** Decisions on technical and operational matters:

<b>Reference</b>	<b>Subject</b>
<b>Conclusion CNS SG/24/3</b> ( <i>ACSICG/7/2 (ATFM/SG/10-3)</i> )	- Amendment of the AFTN/AMHS-based Interface Control Document (ICD) for ATFM
<b>Conclusion CNS SG/24/4</b>	- Publishing of the CRV Operations Manual
<b>Decision CNS SG/24/5</b>	- CRV Landing Page on the ICAO APAC Website
<b>Decision CNS SG/24/6</b> ( <i>SRWG/4/1</i> )	- Frequency requirements for VHF-COM systems and ILS, VOR, DME and GBAS/VDB facilities
<b>Conclusion CNS SG/24/7</b> ( <i>SRWG/4/2</i> )	- Simulation of VHF COM Frequency requirements for next 10 years
<b>Conclusion CNS SG/24/8</b> ( <i>SRWG/4/3</i> )	- Establishment a list of focal point responsible for the operation of Frequency Finder in States
<b>Decision CNS SG/24/9</b> ( <i>SRWG/4/4</i> )	- Revision of the Term of Reference of the SRWG
<b>Conclusion CNS SG/24/10</b>	- Flight Inspection Guidance Material (FIGM) for APAC Region
<b>Conclusion CNS SG/24/11</b>	- Protection of ILS Critical and Sensitive Areas in Three Dimensional
<b>Decision CNS SG/24/12</b> ( <i>SURICG/5/2</i> )	- Dissolution of SEA/BOB ADS-B WG
<b>Conclusion CNS SG/24/14</b> ( <i>SURICG/5/4(DAPs WG/3/2)</i> )	- Mode S DAPs IGD 2.0
<b>Conclusion CNS SG/24/15</b> ( <i>SURICG/5/6</i> )	- Revised ADS-B Implementation and Operations Guidance Document (AIGD) Edition13

**Decision CNS SG/24/16 (SURICG/5/1)** - Establishment of Study Group under SURICG on Sharing of Surveillance Data in SWIM

2.3 The contents of above Conclusions adopted by the CNS SG/24 are provided in the **Attachment A** to this paper for easy reference.

2.4 The CNS SG/24 meeting developed **4** Draft Conclusions for consideration by APANPIRG/31 Meeting, which were further adopted by APANPIRG/31 with only editorial amendment. The conclusions adopted by APANPIRG/31 are as follows:

<b>Reference</b>	<b>Subject</b>
<b>APAPPIRG C 31/12</b> ( <i>Draft Conclusion CNS SG/24/1</i> )	- Target Year of CRV Implementation in APAC Region
<b>APANPIRG C 31/13</b> ( <i>Draft Conclusion CNS SG/24/2 (ACSICG/7/1)</i> )	- Revised Regional Strategies on AMS and Datalink
<b>APANPIRG C 31/14</b> ( <i>Draft Conclusion CNS SG/24/13 (SURICG/5/3(DAPs WG/3/1))</i> )	- Mode S Forward Fit Equipage in APAC Region
<b>APANPIRG C 31/15</b> ( <i>Draft Conclusion CNS SG/24/17</i> )	- Addressing Human Factor Issues of ATSEP

2.5 All APANPIRG/31 Conclusions related to CNS are included in **Attachment B** to this paper.

2.6 The next APANPIRG meeting (APANPIRG/32) is scheduled for 30 November to 2 December 2021 via video teleconference.

**Outcome of APANPIRG/31 Midyear Review and 8<sup>th</sup> PIRG-RASG Coordination Meeting**

2.7 APANPIRG/31 Midyear Review discussed APAC key challenges in Air Navigation, key outcomes and achievements, updates on APANPIRG/31 Action Plan and outstanding APANPIRG Conclusions/Decisions Action Plan.

2.8 APAC key challenges in Air Navigation included the following areas:

- Recovery of ANSPs and aerodromes from the impact of COVID-19 pandemic;
- Slow implementation progress by Member States to meet Beijing Declaration Commitments;
- Insufficient resources to improve compliance with ICAO provisions;
- Slow implementation progress of APAC Air Navigation Priority Elements of APAC Seamless ANS Plan; and
- Development of NANP compatible with RANP.

2.9 In addition, the key outcomes and achievements were identified as follows:

- Monitor and track implementation of Beijing Declaration;

**Agenda Item 2**

18-22/10/21

- Progress on improving ANS infrastructure safety and capacity of AKARA-FUKUE Corridor;
- Regional Flight Inspection Guidance & CRV OG Operations Manual;
- Revised Regional AMS and Air-ground datalink strategy;
- GBAS/SBAS Implementation in APAC States;
- Three ICAO APAC Webinars - ATM Safety Assessment in Change Management, Fundamentals of Air Navigation Services (ANS) and Global Reporting Format; and
- States' and APANPIRG' Actions to resolve Air Navigation Deficiency.

2.10 The 8<sup>th</sup> PIRG-RASG Coordination Meeting discussed the progress updates on the outcomes of the 7th PIRG-RASG Coordination Meeting and review the Lead Regional Group on Responsibilities. The Report of the 7th PIRG & RASG Regional Coordination Meeting was presented in APANPIRG/31 and RASG-APAC/10 Meetings respectively.

2.11 In addition, the APANPIRG/31 and RASG-APAC/10 Reports were presented to the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) by the Acting Regional Director and Chairman of RASG-APAC [AN-WP/9487]. Consolidated Annual Report on APANPIRG/31 and RASG-APAC/10 (April 2020 - March 2021) submitted to ANB was presented to Council – 223<sup>rd</sup> Session [AN-WP/9502]. Regarding the Lead Regional Group on Responsibilities, two missions of Runway Safety (RS) Team and RS-Go Teams were brought up for discussion and it was identified that the responsibility item required coordination between APANPIRG and RASG-APAC.

2.12 Taking the opportunity of the Midyear Review, following topics were discussed and reviewed:

- Impact of COVID-19 and ICAO APAC business continuity plan, including the impact to ICAO meetings for 2021
- ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) and COVID-19 Response and Recovery Implementation Centre (CRRIC)
- ICAO support with regard to COVID19 Related operational Issues
- Various ICAO APAC Webinars conducted in 2021

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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List of Conclusion/Decisions adopted by CNS SG/24 on behalf of APANPIRG on Technical Matters

<b>Conclusion CNS SG/24/3(ACSICG/7-2 (ATFM/SG/10-3)) - Amendment of the AFTN/AMHS-based Interface Control Document (ICD) for ATFM</b>	
What: That, the AFTN/AMHS-based Interface Control Document for ATFM Version 2.0 provided in <b>Appendix E</b> to this Report be adopted and posted on the ICAO Asia/Pacific Regional Office website to supersede the existing version, for use by Asia/Pacific Administrations in implementing cross-border ATFM communications in accordance with the provisions of the Regional Framework for collaborative ATFM.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To align with message format provisions of Annex 10 Vol II, and to support implementation by States through amendment to specific provisions.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> other: ACSICG/7	

<b>Conclusion CNS SG/24/4 - Publishing of the CRV Operations Manual</b>	
What: That the CRV Operations Manual provided in <b>Appendix F</b> to this Report be adopted as first Edition for publishing and use.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Provides the information and directions required for CRV OG performance and CRV operations.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision CNS SG/24/5 - CRV landing page on the ICAO APAC website</b>	
What: That ICAO APAC Office is requested to create CRV landing page on ICAO APAC web page to providing information on CRV and guidance on how to join, leave or make changes.	Expected impact: <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Provides online access to the information and directions required for the Request Fulfilment Process and procedures to join, leave or make changes the CRV network	Follow-up: <input type="checkbox"/> Required from States

List of Conclusions/Decisions adopted by CNS SG/24 on behalf of APANPIRG on Technical Matters

When: 4-Dec-20	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Decision CNS SG/24/6(SRWG/4/1) - Frequency requirements for VHF-COM systems and ILS, VOR, DME and GBAS/VDB facilities</b>	
What: That, the SRWG is tasked to develop a rolling frequency assignment plan for VHF-COM and ILS, VOR, DME and GBAS/VDB facilities to meet the operational requirements until [2030], subject to a regular review and updating by the SRWG.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To secure adequate spectrum for these facilities for the near future.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Sub-group
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Conclusion CNS SG/24/7(SRWG/4/2) – Simulation of VHF COM Frequency requirements for next 10 years</b>	
What: To conduct a new round of simulation for VHF COM frequency assignment based on new operational requirements of States to 2030 as necessary.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To support regional strategy on the use of 8.33KHz channel spacing.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Sub-group
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Conclusion CNS SG/24/8(SRWG/4/3) – Establishment a list of focal point responsible for the operation of Frequency Finder in States</b>	
What: That, States in APAC Region are requested to nominate a focal point responsible for operation of the Frequency Finder and coordination for frequencies assignments with ICAO APAC Regional Office in order to reduce operational error and improve quality management for the coordination process.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To reduce operational error in accessing the tool of Frequency Finder and improve the spectrum management quality by enhancing the administrative process.	Follow-up: <input checked="" type="checkbox"/> Required from States

List of Conclusions/Decisions adopted by CNS SG/24 on behalf of APANPIRG on Technical Matters

When: 4-Dec-20	Status: Adopted by Sub-group
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<b>Decision CNS SG/24/9 (SRWG/4/4) – Revision of the Term of Reference of the SRWG</b>	
What: That, the revised Terms of Reference provided in <b>Appendix J</b> to the Report be adopted.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Need to refine the scope of related tasks and include the new members.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Sub-group
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

*Note: This revision is to conduct simulation on VHF COM frequency assignment and expand its scope of work to cover Navigation systems with highlight on GBAS implementation.*

<b>Conclusion CNS SG/24/10 – Flight Inspection Guidance Material (FIGM) for APAC Region</b>	
What: That, the first edition of the Flight Inspection Guidance Material (FIGM) provided in <b>Appendix K</b> to this Report be adopted.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: To provide additional guidance on planning, execution and delivery of flight inspection for States/Administrations in APAC Region.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 4-Dec-20	Status: Adopted by Subgroup
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>Conclusion CNS SG/24/11- Protection of ILS Critical and Sensitive Areas in Three Dimensional</b>	
What: That, States to: a) take note of the importance in extending protection of ILS Critical and Sensitive Areas (CASA) from two dimensional to three dimensional as stated in ICAO Annex 10 (7th Edition, Amendment 92), Volume I, Attachment C, Paragraph 2.1.9.5; b) be aware that departing aircraft and/or manoeuvring helicopters/aircraft can cause disturbances to ILS signals	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical

List of Conclusions/Decisions adopted by CNS SG/24 on behalf of APANPIRG on Technical Matters

<p>received by arriving aircraft under single runway mixed mode operation;</p> <p>c) take measures to mitigate potential impacts caused by disturbances in ILS signals under single runway mixed mode operation;</p> <p>and ICAO to:</p> <p>d) provide guidance materials in establishing three dimensional ILS CASA and their protection.</p>	
<p>Why: In accordance with ICAO Annex 10 (7th Edition, Amendment 92), Volume I, paragraph 2.1.9.5 – “While critical and sensitive areas are evaluated in a two-dimensional (horizontal) context, protection should actually be extended to volumes, as departing aircraft and/or manoeuvring helicopters/aircraft can also cause disturbances to the ILS signals”. However, no detailed guidance was given as to how to establish the ILS CA/SA in three dimensional and how to protect them.</p>	<p>Follow-up: <input checked="" type="checkbox"/> Required from States</p>
<p>When: 4-Dec-20</p>	<p>Status: Adopted by Sub-group</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

<p><b>Decision CNS SG/24/12 (SURICG/5/2) - Dissolution of SEA/BOB ADS-B WG</b></p>	
<p>What: Noting that most of the tasks outlined in the TOR have been achieved and the completion of residual part of action items will be performed by SURICG,</p> <p>That, the SEA/BOB ADS-B WG be dissolved.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: The SEA/BOB ADS-B WG terms of reference have been completed and pending action items will be performed by SURICG.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 4-Dec-20</p>	<p>Status: Adopted by Sub-group</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> Other: SURICG</p>	

<p><b>Conclusion CNS SG/24/14 (SURICG/5/4(DAPS WG3/2)) - Mode S DAPs IGD 2.0</b></p>	
<p>What: That, the <i>Mode S DAPs Implementation and Operation Guidance Document</i> Edition 2.0 provided in <b>Appendix N</b> to this Report be adopted.</p>	<p>Expected impact:</p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: Editorial correction and revision to reflect regional updates in implementation.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 4-Dec-20</p>	<p>Status: Adopted by Sub-group</p>

List of Conclusions/Decisions adopted by CNS SG/24 on behalf of APANPIRG on Technical Matters

Who: Sub groups APAC States ICAO APAC RO ICAO HQ Other:

<b>Conclusion CNS SG/24/15 (SURICG/5/6) - Revised ADS-B Implementation and Operations Guidance Document (AIGD)</b>	
<p>What: That, the revised ADS-B Implementation and Operations Guidance Document (AIGD) provided in <b>Appendix O</b> to this Report, which consolidated all change proposals during SURICG/5, be adopted as Version 13.</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: Updates and editorial correction</p>	<p>Follow-up: <input type="checkbox"/>Required from States</p>
<p>When: 4 Dec 2020</p>	<p>Status: Adopted by Sub-group</p>
<p>Who: <input checked="" type="checkbox"/>CNS Sub group <input type="checkbox"/>APAC States <input checked="" type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ</p>	

<b>Decision CNS SG/24/16 (SURICG/5/1) - Establishment of Study Group under SURICG on Sharing of Surveillance Data in SWIM</b>	
<p>What: Noting the operational needs of this region to enhance surveillance data sharing and new technologies available,</p> <p>That, the Study Group under SURICG on Sharing of Surveillance Data in SWIM (SurSG) with TOR provided in <b>Appendix P</b> to the Report, comprising subject matter experts in relevant areas including surveillance and SWIM to be set up to study and recommend solutions on surveillance data sharing to provide surveillance from “departure to destination”, be established.</p>	<p>Expected impact:</p> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
<p>Why: To enhance surveillance coverage, enhance surveillance data availability by providing additional layers of surveillance services, and support implementation of advanced Air Traffic Management (ATM) tools such as Air Traffic Flow Management (ATFM).</p>	<p>Follow-up: <input checked="" type="checkbox"/>Required from States</p>
<p>When: 4-Dec-20</p>	<p>Status: Adopted by Sub-group</p>
<p>Who: <input checked="" type="checkbox"/>Sub Groups <input checked="" type="checkbox"/>APAC States <input type="checkbox"/>ICAO APAC RO <input type="checkbox"/>ICAO HQ  <input checked="" type="checkbox"/>Other: SURICG</p>	

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A List of Conclusions from CNS SG/24 approved by APANPIRG/31 Meeting

<b>APAPPIRG C 31/12 (Conclusion CNS SG/24/1)- Target Year of CRV Implementation in APAC Region</b>	
What: That, set and monitor 2021 as the target for CRV implementation for all ANSPs.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Considering the challenges and difficulties faced by States/Administrations under current pandemic situation and recommended to postpone the target year of regional implementation of CRV from 2020 to end of 2021 and further align with follow up actions on Common Ground/Ground Telecommunication Network stated in the Beijing Declaration.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 16-Dec-20	Status: To be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>APANPIRG C 31/13 (Conclusion CNS SG/24/2(ACSICG/7/1)) - the Revised Regional Strategies on AMS and Datalink</b>	
What: That, the revised Aeronautical Mobile Service (AMS) Strategy for the Asia/Pacific Region provided in <b>Appendix C</b> and the revised Strategy for Implementation of the Air-Ground Data Link in the Asia/Pac Region provided in <b>Appendix D</b> to the Report be adopted.	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Need to update the regional strategies on AMS and Datalink based on the latest developments	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 16-Dec-20	Status: To be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

<b>APANPIRG C 31/14 (Conclusion CNS SG/24/13 (SURICG/5/3(DAPS WG3/1)) - Mode S Forward Fit Equipage in APAC Region</b>	
What: Regarding fitment of Mode S equipage,  That, States/Administrations in APAC Region be strongly encouraged to mandate that registered aircraft with a maximum certified take-off mass exceeding 5 700 kg or having a maximum cruising true airspeed capability greater than 250 knots, with a date of manufacture on or after 1 January 2022 be equipped with Mode S avionics compliant with Enhanced Surveillance (EHS).	Expected impact: <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: Considering that a number of DAPs	Follow-up: <input checked="" type="checkbox"/> Required from States

A List of Conclusions from CNS SG/24 approved by APANPIRG/31 Meeting

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applications will require EHS and that it's easy for new aircraft to be equipped with EHS. Retrofitting existing airframes with EHS will need further deliberation under challenging pandemic situation.	
When: 16-Dec-20	Status: To be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> APANPIRG <input type="checkbox"/> ICAO HQ <input checked="" type="checkbox"/> Other: SURICG	

<b>APANPIRG C 31/15 (Conclusion CNS SG/24/17) - Addressing Human Factor Issues of ATSEP</b>	
<p>What: That,</p> <p>a) the States are encouraged to make reference and implement the recommendations made out of the IFATSEA study report <i>Factors adding stress and fatigue to ATSEP</i> provided in <b>Appendix R</b> to the Report for pro-active measures;</p> <p>b) States are also encouraged to join the small working group for finding the left-out gaps and in preparing the regional ATSEP human factor guidance material.</p>	<p>Expected impact:</p> <p><input type="checkbox"/>Political / Global</p> <p><input type="checkbox"/>Inter-regional</p> <p><input checked="" type="checkbox"/>Economic</p> <p><input type="checkbox"/>Environmental</p> <p><input checked="" type="checkbox"/>Ops/Technical</p>
Why: to continuously improve the human performance management in practice to better support CNS/ATM system operations.	Follow-up: <input checked="" type="checkbox"/> Required from States
When: 16-Dec-20	Status: Draft to be adopted by PIRG
Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

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