



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY NINTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/29)**

Bangkok, Thailand, 3 to 5 September 2018

Agenda Item 6: Any Other Business

**6.1: Review of effectiveness of Sub Groups' empowerment to adopt
Conclusions and Decisions**

**REPORT OF THE REVIEW OF EFFECTIVENESS OF SUB GROUPS' EMPOWERMENT
TO ADOPT CONCLUSIONS AND DECISIONS**

(Presented by Hong Kong China on behalf of Small Working Group comprised of members from Australia, China, Hong Kong China, Japan, Lao PDR, Singapore and USA)

SUMMARY

This paper presents the outcomes of the review of the Conclusions and Decisions adopted by the meetings of APANPIRG Sub Groups and its contributory bodies in 2017 and partially in 2018 conducted by the Small Working Group formed by APANPIRG/28.

Strategic Objectives:

- A: **Safety** – Enhance global civil aviation safety*
- B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system*
- E: **Environmental Protection** — minimize the adverse environment effects of civil aviation activities.*

1. INTRODUCTION

1.1 APANPIRG/26 approved the new structure of APANPIRG Sub Groups including their revised Terms of Reference and empowered the Sub Groups to adopt Conclusions and Decisions on technical matters. It was also decided that the empowerment of Sub Groups would be subject to further review in 2018 based on the experience gained in 2017.

1.2 APANPIRG/28 agreed to form a small working group to carry out an analysis of effectiveness of APANPIRG Sub Groups' works after empowerment and report to APANPIRG/29 whether this empowerment to Sub Groups be further continued or not. The small working group has worked through video conference/electronic means. The review of the Sub Group works has covered meetings of APANPIRG Sub Groups and its contributory bodies in 2017 and partially in 2018 period.

2. DISCUSSION

2.1 In response to ICAO APAC's State Letter Ref.: AN 3/3 – AP142/17 (AGA) dated 6 November 2017 requesting States to nominate members for the Small Working Group, Australia, China, Hong Kong China, Japan, Lao PDR, Singapore and USA nominated members for this Working Group.

2.2 All members of the Small Working Group were provided Conclusions and Decisions adopted by the APANPIRG Sub Groups meetings held in 2017 and partially in 2018 in tabular format on 5 April 2018 for review by all members.

2.3 Two meetings of the Small Working Group were conducted through Skype on 12 April and 12 June 2018 to discuss on effectiveness of the APANPIRG Sub Groups empowerment to adopt Conclusions and Decisions on purely technical/operational matters.

2.4 The preliminary outcomes of the review conducted by the Small Working Group was presented to the Chair and Vice-chairs of the APANPIRG during APANPIRG/28 midyear review meeting on 18 July 2018.

2.5 An analysis of the decisions and conclusions adopted by the APANPIRG Sub Groups meetings were conducted using Tables (**Tables 1 to 4**) provided by the Regional Office which further includes comments received from members of the Small Working Group. **Table 5** includes APANPIRG/28 Conclusions and Decisions which the members considered that those Conclusions/Decisions would have been taken by the respective APANPIRG Sub Group(s). **Table 6** presents Conclusions/Decisions adopted by the APANPIRG Sub Groups related to Regional Guidance Materials (technical/operational) with the materials not formally gone through the APANPIRG. **Tables 1 to 6** are provided in **Appendices 1 to 6** to this Working Paper.

2.6 The outcomes of the review conducted by the Small Working Group are summarised as follow:

- 1) APANPIRG Subgroup should adopt Conclusions/Decisions related to:
 - a) any amendment to TOR, including an extension of time of Working Group/Taskforce formed under relevant Subgroup; and
 - b) all technical and operational aspects of Subgroup's work within its TOR.
- 2) APANPIRG Subgroup should formulate Draft Conclusions/ Draft Decisions and submit to APANPIRG for adoption:
 - a) any amendment to TOR, including an extension of time of Working Group/Taskforce formed under TOR approved by the APANPIRG;
 - b) APANPIRG Air Navigation Deficiencies; and
 - c) slow progress by States in implementation aspects.
- 3) ICAO Secretariat would indicate clearly in the report of the Sub-group meeting on how the cross Sub-group Conclusions/Decisions to be coordinated and endorsed; and
- 4) As per empowerment principle, APANPIRG Subgroup or Taskforce/Working Group are empowered to make Conclusions/Decisions related to regional guidance material for publication in ICAO APAC website

2.7 In conclusion, the empowerment to APANPIRG Sub Groups to adopt Conclusions and Decisions on technical/operational matters has been working effectively. Therefore, the members of the Small Working Group recommends APANPIRG to continue empowering its Sub Groups to adopt Conclusions and Decisions on purely technical/operational matters in their meetings for effectiveness of APANPIRG work.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information contained in this paper;
- b) endorse the outcomes of the analysis conducted by the Small Working Group;
and
- c) agree with the recommendation of the Small Working Group for continuation of the empowerment to APANPIRG Sub Groups to adopt Conclusions and Decisions on purely technical/operational matters in their future meetings for effectiveness of APANPIRG work as this has been proved effective.

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Table 1 - APANPIRG Aerodrome Operations and Planning Sub Group and relevant Task Force and Working Groups Meetings

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
1	First Meeting of Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/1), 19 – 21 April 2017, Kunming, China	Nil	Nil	No issue	Nil	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup
2	First Meeting of APANPIRG Aerodrome Operations and Planning Sub Group Meeting (AOP/SG/1), 14 to 16 June 2017	Conclusion AOP/SG/1/1 – APAC Regional A-CDM Implementation Status	That, Asia/Pacific States are urged to respond to a survey on the status of Airport Collaborative Decision-Making (A-CDM) implementation, to be circulated by ICAO APAC Regional Office by 15 July 2017.	No issue. The endorsement of this Conclusion followed the empowerment concept	Appropriately adopted as the group is only asking States to respond to the survey	
		Conclusion AOP/SG/1/4 – Update of Air Navigation Deficiencies in AOP Field	That, the list of Air Navigation Deficiencies reported and identified in AOP Field be updated as detailed in Attachment A to AOP/SG/1 Working Paper 10.	No issue. The endorsement of this Conclusion followed the empowerment concept	Appropriately adopted as this is asking States to update the list of air navigation deficiencies	
		Decision AOP/SG/1/5 – AOP/SG Work Programme	That, the Task List in the AOP Field as presented in Attachment 4 to the report on Agenda item 6 be endorsed as Work Programme for AOP/SG.	No issue. The endorsement of this Decision followed the empowerment concept	Appropriately adopted as it only present work programme for AOPS	
3)	Second Meeting of Asia Pacific Airport Collaborative Decision Making Task Force (APA-CDM/TF/2), 29 November to 1 December 2017, Hong Kong, China	Decision APA-CDM /TF/2-1: Asia/Pacific Regional A-CDM Implementation Plan	That, APA-CDM/TF will draft a Regional A-CDM Implementation Plan to foster harmonized and interoperable A-CDM implementation in the Asia/Pacific Region.	No issue. The endorsement of this Decision is within the Task Force’s purview	The task force is assisting to draft the plan. After which, the plan will be float up to AOPSG and subsequently to APANPIRG.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
4)	Third Meeting of Water Aerodromes Small Working Group (WA SWG/3), 6 to 8 February 2018, Maldives	Nil	Nil	No issue	Nil	
5)	First Meeting of Aerodrome Operational Personnel Competency Small Working Group (AOPC SWG/1), 26 to 28 February 2018	Nil	Nil	No issue	Nil	

Special remarks by Hong Kong China:

(I) General Remarks

The empowerment concept for purely operational/technical Decisions and Conclusions to be endorsed by the Sub-group has been generally effective under AOP/SG as reviewed from the table above.

(II) Observation

However, it is found that amendment for TORs of contributory bodies under Sub-group level were brought up to APANPIRG/28 for adoption, including:-

- a) Draft Decision AOP/SG/1/2 APA-CDM/TF Terms of Reference was endorsed as Decision APANPIRG/28/2; and
- b) Draft Decision AOP/SG/1/3 Amendment of Water Aerodrome Small Working Group's TOR was endorsed as Decision APANPIRG/28/3

It is suggested to have a systematic treatment for amendment of TORs of contributory bodies under Sub-group. Given their purely technical/operational in nature, they should be handled at Sub-group level rather than APANPIRG

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Table 2a - APANPIRG Air Traffic Management Sub Group and relevant Task Force/ Working Groups Meetings

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
1.	Seventh Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/7), Bangkok, Thailand, 01 – 03 March 2017	Decision SAIOACG/7-2: Bay of Bengal Traffic Flow Review Group	That, a Bay of Bengal Traffic Flow Review Group (BOBTFRG) be established in accordance with the Terms of Reference at Appendix C to the Report identify and implement Bay of Bengal airspace safety and efficiency initiatives (supporting the Seamless ATM Plan) in the Bangkok, Chennai, Colombo, Dhaka, Jakarta, Kuala Lumpur, Kolkata and Yangon Flight Information Region (FIR) interface, which would include Bangladesh, India, Indonesia, Malaysia, Myanmar, Sri Lanka, Singapore, Thailand and IATA.	No issue. The endorsement of this Decision is within the Coordination Group's purview	Decision is relevant. The establishment of BOBTFRG will provide another means for relevant States to discuss the review of routes to enhance safety and efficiency in the Bay of Bengal region.	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup.
2.	Twenty-Fourth Meeting of the South-East Asia ATS Coordination Group (SEACG/24), Bangkok, Thailand, 06 – 08 March 2017	Nil	Nil	No issue	Nil	
3.	First Meeting of the Asia/Pacific Unmanned Aircraft Systems Task Force (APUAS/TF/1), Bangkok, Thailand, 03 – 05 April 2017	Decision APUAS/TF/1-2: APUAS/TF/SWG	That, APUAS/TF forms a small working group (APUAS/TF/SWG) of experts drawn from ANS regulatory, ATC and industry backgrounds which, communicating by electronic means and, where necessary, holding ad-hoc meetings, that will draft, develop and circulate with the assistance of the Secretariat the <i>Asia/Pacific Regional</i>	No issue. The endorsement of this Decision is within the Task Force's purview.	Decision is relevant. The development of the guidance material will provide in depth information to aid States for safe regulation of small UAS.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
			<i>Guidance for the Regulation and Safe Operation of Small UAS.</i>			
4.	Meteorology/Air Traffic Management (MET/ATM) Seminar and Seventh Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG/7), Fukuoka, Japan, 15 – 19 May 2017	Nil	Nil	No issue	Nil	
5.	Second Meeting of the Asia/Pacific Regional Search And Rescue Work Group (APSAR/WG/2), Bangkok, Thailand, 30 May – 01 June 2017	Nil	Nil	Nil	Nil	
6.	Twelfth Meeting of the ICAO Aeronautical Information Services – Aeronautical Information Management Implementation Task Force (AAITF/12), Bangkok, Thailand, 05 – 09 July 2017	Nil	Nil	No issue	Nil	
7.	Fifth Meeting of the ATM Sub-Group of APANPIRG	Conclusion ATM/SG/5-1: Transfer of CPDLC Connections	That, States are urged to ensure that: 1. ATM automation systems are configured for the automated transfer	No issue. The endorsement of this Conclusion followed	Conclusion is relevant. A significant number of failed or poorly	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
	(ATM/SG/5), Bangkok, Thailand, 31 July – 04 August 2017		of CPDLC connections in accordance with the guidance provided in ICAO Doc 10037 – <i>Global Operational Data Link (GOLD) Manual</i> Section 1.2.3; and 2. ATC procedures and training are implemented to ensure that the CPDLC end-of-service message is sent manually by the releasing ATC centre, promptly in the event of the absence or failure of automated CPDLC transfer processes.	the empowerment concept	configured automation system processes for the transfer of CPDLC data authority has continued to occur for several years. The failure to transfer communications at FIR boundaries carried safety risks. Conclusion allows for mitigation against the safety risks associated with a previous ATC sector/centre maintaining continuous CPDLC communications with an aircraft that was already established in the airspace of another ATC sector/centre.	
		Conclusion ATM/SG/5-2: Asia/Pacific Regional Guidance for Meteorological Information Supporting ATM	That, on approval of the <i>Asia/Pacific Regional Guidance for Tailored Meteorological Information and Services to Support Air Traffic Management Operations</i> Version 1 by the appropriate body and its uploading to the ICAO Asia/Pacific Regional Office website, the Regional Guidance should be referenced for the provision of Meteorological Information to ATM:	Despite the endorsement of this Conclusion followed the empowerment concept, Observation was found on this cross Sub-group Conclusion – See Supplementary Notes at the end of Table.	Conclusion is relevant. Specific regional guidance is necessary to assist States in developing and implementing tailored MET information and services supporting effective ATM, including ATFM.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
			1. at ATFM Program Airports as defined in the <i>Regional Framework for Collaborative ATFM</i> ; 2. in Enroute sector airspace supporting the busiest Asia/Pacific city pairs as defined in the Asia/Pacific Seamless ATM Plan; and 3. at other airports or in airspace designated by the relevant authority.			
		Conclusion ATM/SG/5-3: Asia/Pacific Regional Framework for Collaborative ATFM Amendment	That, 1. the <i>Regional Framework for Collaborative ATFM</i> be amended to include the information and performance objectives in Appendix D to the Report ; 2. the ATFM Implementation Status Report form provided in Appendix E to the Report be included in the Regional Framework for Collaborative ATFM as an appendix and made available on the ICAO Asia/Pacific Regional Office website; and 3. Asia/Pacific Administrations are urged to report their ATFM implementation status at least once annually by no later than 30 April each year, using the ATFM Implementation Status Report Form.	No issue. The endorsement of this Conclusion followed the empowerment concept	1. To improve equity of delay distribution by stating that airports in APAC should have procedures in place to facilitate Calculated Take Off Time (CTOT) regardless if they have an ATFM function in place. 2. To include the monitoring regimes in the Regional Framework for Collaborative ATFM. 3. For the purpose of monitoring States' readiness for ATFM Implementation and identify priority areas of ATFM for inclusion in the Seamless ATM	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
					monitoring for the attention of APANPIRG.	
		Conclusion ATMSG/5-5: State Readiness for Alphanumeric Aircraft Identification	That, States are urged to ensure that ATM and related system capability, regulations, approval processes, and published procedures are implemented to enable the use of alphanumeric aircraft identification in flight plans, in any combination of alpha and/or numeric characters, by not later than 31 December 2019.	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. To enable Asia/Pacific Regional capability to use alpha numeric call signs to reduce the risk of call sign confusion.	
		Conclusion ATMSG/5-6: Asia Pacific Alphanumeric Call-Sign Project	That, 1) Phase Two of the Alphanumeric Call Sign project be commenced, using the project plan at ATM/SG/5 WP/17 Attachment A and with the participation of Australia, India, Malaysia, Maldives, Pakistan, Singapore and Sri Lanka; and 2) the results of Phase Two of the project be reported to ATM/SG/7.	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. To continue the agreed alphanumeric call sign project for Asia/Pacific	
		Conclusion ATM/SG/5-8: Asia/Pacific Regional ATM Contingency Plan Amendment	That, 1. the Regional ATM Contingency Plan be amended to include the information and performance objectives in Appendix F to the Report ; 2. the Regional ATM Contingency Plan Monitoring and Reporting Form provided Appendix G to the Report be included in the Regional Framework	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. To include a regional ATM Contingency Plan monitoring and reporting regime in the Regional ATM Contingency Plan and the identification of priority areas of ATFM for inclusion in Seamless ATM	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
			for Collaborative ATFM as an Appendix and be made available on the ICAO Asia/Pacific website; and 3. Asia/Pacific Administrations are urged to report their ATM Contingency Plan implementation status at least once annually, by no later than 31 May each year.		monitoring.	
		Conclusion ATM/SG/5-9: Indonesian ATM Contingency Plan Template	That, given the Regional ATM Contingency Plan included template examples of contingency plans, the Indonesian ATM Contingency Plan template be removed from the Asia/Pacific website.	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. The Regional ATM Contingency Plan has been updated with relevant template examples of contingency plans. The Indonesian template should be removed to ensure referencing of up-to-date template material.	
		Conclusion ATM/SG/5-10: State UAS Regulations	That, considering that some Asia/Pacific States are developing or have developed regulations for the safe operation of small UAS in their national airspace, and recognizing that sharing regulation and procedure information between States and APUAS/TF will lead to compatible development of State regulations and regional guidance, States are urged to: a) provide their State regulations and procedures relating to UAS to	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. To ensure consideration of all relevant APAC State regulations by the APUAS/TF, and to facilitate alignment of State regulations with regional guidance.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
			APUAS/TF; and b) keep informed of the draft <i>Asia/Pacific Regional Guidance for the Regulation and Safe Operation of Small UAS</i> as it develops in order to facilitate the alignment of their regulations with the regional guidance			
		Conclusion ATM/SG/5-13: Provision of AIP to other Contracting States	That, States are urged to ensure that, in accordance with the provisions of Annex 15 Section 2.3, a copy of each of the elements of the Integrated Aeronautical Information Package is made available in the mutually agreed form(s), without charge, when requested by a Contracting State.	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. State should have access to all current elements of the Integrated Aeronautical Information Package (IAIP) of other States involved to meet the operational needs of flights emanating from the State.	
		Conclusion ATM/SG/5-17: SID/STAR Phraseology	That, States are urged to take action to implement the SID/STAR-related phraseology included in Amendment 7 to Doc 4444 – PANS-ATM, ensuring that: 1. Any phraseologies published in AIP are amended to comply with the new Doc 4444 standards relating to SID and STAR phraseologies; and 2. ATC and aircraft operator procedure manuals and training are updated to incorporate the new SID and STAR phraseologies	No issue. The endorsement of this Conclusion followed the empowerment concept	Conclusion is relevant. To urge States to implement provisions of PANS-ATM and ensure common phraseology is used in all APAC States. The use of SIDs and STARs by pilots who may be uncertain of the ATC's intentions or where there is inconsistent application of this standard by nations is a potentially	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
					hazardous situation, which must be avoided.	
8.	Second Meeting of the Asia/Pacific Unmanned Aircraft Systems Task (APUAS/TF/2) Bangkok, Thailand, 05 – 08 March 2018	Nil	Nil	No issue	Nil	
9.	The Combined Eighth Meeting of the South Asia/Indian Ocean ATM Coordination Group and the Twenty-Fifth Meeting of the South East Asia ATS Coordination Group (SAIOACG/8 and SEACG25), Siem Reap, Cambodia, 26 – 30 March 2018	Nil	Nil	No issue	Nil	

Special Remarks by Hong Kong China:

(I) General Remarks:

The empowerment concept for purely operational/technical Decisions and Conclusions to be endorsed by the Sub-group has been generally effective under ATM/SG and RASMAG as reviewed from the table above.

(II) Observation

1. Cross Sub-group Conclusion/Decision

For Conclusion ATM/SG/5-2: Asia/Pacific Regional Guidance for Meteorological Information Supporting ATM:-

This Conclusion was originated from the Joint Plenary Session of ATFM/SG/7 and MET/R WG/6, which formulated as *MET/R WG/6 Draft Conclusion 6/1*. This was supported by MET/SG/21 (June 2017), then endorsed by ATM/SG/5 in (August 2017). While there seemed to be coordination between MET/SG and ATM/SG for this Conclusion, it is observed that the Draft Conclusion, raised from MET bodies, was eventually endorsed by ATM/SG.

We suggest to enhance the mechanism in treating Cross Sub-group Conclusion/Decision by the following :-

- a) There should be clear indication in “Who” item of the box as to which Sub-group (can be more than one for Cross Sub-group Conclusion/Decision) to be responsible for the Conclusion/Decision. Currently, there is only a generic “tick” for Sub-group, which seems inadequate for cross Sub-group situation.
- b) ICAO to indicate clearly in the report of the Sub-group meeting on how the cross Sub-group Conclusions/Decisions to be coordinated and endorsed
- c) ICAO to deliberate on a systematic workflow, if appropriate, for treating cross Sub-group Decisions/Conclusions

2. Amendment of TOR updates of Contributory Bodies under Sub-group level:

It was observed that the amendment in TORs of bodies under Sub-group level was brought up to APANPIRG/28 for adoption, including:-

- a) Draft Decision ATM/SG/5-4 ATFM/SG Terms of Reference was endorsed as Decision APANPIRG/28/4; and
- b) Draft Decision ATM/SG/5-11 APUAS/TF Terms of Reference was endorsed as Decision APANPIRG/28/6.

It is suggested to have a systematic treatment for amendment of TORs of contributory bodies under Sub-group. Given their purely technical/operational in nature, they should be handled at Sub-group level rather than APANPIRG

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Table 2b - APANPIRG Regional Airspace Safety Monitoring Advisory Group and relevant Task Force/Working Groups Meetings

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
1.	Sixth Meeting of the FANS Interoperability Team-Asia (FIT-ASIA/6), Bangkok, Thailand, 03 – 05 July 2017	Decision FIT-Asia/6-6: FIT-Asia PBCS Small Working Group	That, a FIT-Asia PBCS Small Working Group (FIT-Asia PBCS SWG), working in coordination with ICAO Headquarters, other ICAO Regions and other relevant groups as necessary: 1. Develops APAC regional requirements and supporting templates for PBCS monitoring and reporting; 2. Monitors global developments in PBCS in relation to PBCS operational approvals, PBCS implementation by ANSPs and PBCS safety monitoring, and makes recommendations to FIT-Asia; and 3. Undertakes tasks assigned by FIT-Asia.	No issue. The endorsement of this Decision is within the Interoperability Team's purview.	Decision is relevant. The SWG would be able to provide assistance to States in the development and implementation of PBCS.	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup
2.	Twenty-Second Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/22), Bangkok, Thailand, 10 – 13 July 2017	Conclusion RASMAG/22-1: Timely Submission of Data Link Problem Reports to the CRA	That, States are urged to ensure that data link problem reports are submitted to the Central Reporting Agency (CRA) as soon as possible after the problem becomes apparent, ideally not more than seven days after the occurrence.		Conclusion is relevant. To ensure problem reports are received in sufficient time for the CRA to gain access to relevant ANSP and aircraft data that is only stored for limited periods.	

		Conclusion RASMAG/22-3: Performance-Based Separation Implementation Survey	That, 1. All APAC States are urged to complete a Survey on Performance-Based Separation Implementation and return the completed survey to the ICAO APAC Regional Office by not later than 18 August 2017; and 2. The Performance-Based Separation Implementation Survey form be uploaded to the ICAO Asia/Pacific Regional Office website, for annual reporting by all APAC States by not later than 30 April each year.		Conclusion is relevant. To permit FIT-Asia, RASMAG, APANPIRG and States to understand the status of regional implementation of performance-based separation and PBCS.	
		Conclusion RASMAG/22-5: Data Link Performance Reporting Template and Guidance	That, the revised Data Link Performance Reporting Template and Guidance at RASMAG/22/WP03 Attachment C replaces the Data Link Performance Reporting Template on the ICAO Asia/Pacific Regional Office Website.		Conclusion is relevant. New updated template supersedes the current template.	
		Conclusion RASMAG/22-6: PBCS-related Procedures in ICAO Document 7030	That, the templates for Proposals for Amendment to ICAO Document 7030 – Regional Supplementary Procedures at RASMAG/22/WP03 Attachments D and E be made available on the ICAO Asia/Pacific Regional Office website, for use by States or groups of States implementing horizontal separations dependent on Performance-Based Communications and Surveillance (PBCS).		Conclusion is relevant. To provide States and Groups of States with templates for Proposals for Amendment to Document 7030, facilitating the implementation of performance-based separation dependent on PBCS.	

		Conclusion RASMAG22-8: Asia/Pacific Reporting of Large Lateral Deviations	That, in accordance with the revised definition of Large Lateral Deviation (LLD) contained in ICAO Doc 10063, that the Asia/Pacific Region endorse a new criterion of 10NM for the reporting of LLDs in relation to navigation errors relative to the implementation of reduced horizontal separation minima.		Conclusion is relevant. Doc 10063 has determined that the criterion for when a lateral navigation error is to be reported as an LLD should be determined on a regional basis. Currently Asia/Pacific uses a value of 15NM. Given the new lateral minima below 30NM (23NM), RASMAG has reviewed this value, and has endorsed a proposal to amend the criterion to 10NM, which aligns to other global regions such as the NAT.	
		Conclusion RASMAG/22-9: EMA Handbook and ICAO Doc 10063 Content	En-route Monitoring Agencies performing horizontal plane performance monitoring in the Asia/Pacific Region should adopt ICAO Document 10063 <i>Manual on Monitoring the Application of Performance-based Horizontal</i>		Conclusion is relevant. The majority of the differences between the EMA Handbook and ICAO Doc 10063	

			<p><i>Separation Minima</i>, as guidance material, and replace the EMA Handbook with ICAO Document 10063 (ICAO to remove the EMA Handbook from the APAC website).</p>		<p>are due to changes taken place since the EMA Handbook was drafted and an attempt to generalize terms for global standardization. ICAO Doc 10063 is more comprehensive than the EMA Handbook, and ICAO Document 10063 contains more references to ICAO Annexes, Standards and Recommended Practices and guidance material where applicable.</p>	
		<p>Conclusion RASMAG22-12: Airspace Safety Reporting Policy Survey</p>	<p>That, due to the continuing incidence of inconsistent airspace safety reporting, ICAO should survey States and Administrations to determine if policies and rules are enacted to ensure:</p> <p>(a) personnel who report airspace safety incidents are <u>not</u> subjected to punitive action (except for personnel who did <u>not</u> report incidents, or whose wilful actions negatively impacted or had the potential to negatively impact</p>		<p>Conclusion is relevant. It is necessary to determine which States had systems in place to ensure a ‘safe’ reporting environment under ‘Just Culture’ principles, due to the continuing</p>	

			airspace safety); and (b) managers are not rewarded specifically for the level of reported incidents (or for performance indicators or targets using reported incidents as a metric).		incidence of inconsistent airspace safety reporting.	
		Decision RASMAG/22-11: State Assessment of Airspace Risk	That, States are urged to provide to each RASMAG a summary report of the identified airspace risk occurrences as analysed by the State, and any safety mitigation measures and their effectiveness that have been introduced as a result of that analysis.		Decision is relevant. To ensure a feedback mechanism between the RMA, State and RASMAG is implemented to provide a greater understanding of regional airspace risk and actions being taken by the States.	
3.	Seventh Meeting of the Fans Interoperability Team-Asia (FIT-ASIA/7), Bangkok, Thailand, 11 – 13 December 2017	Nil	Nil		Nil	

Special remarks by Hong Kong, China:

(I) General Remarks:

The empowerment concept for purely operational/technical Decisions and Conclusions to be endorsed by the Sub-group has been generally effective under ATM/SG and RASMAG as reviewed from the table above.

(II) Observation

Not provided related to RASMAG.

Table 3 - APANPIRG CNS Sub Group Meetings

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
1)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C1: Withdrawal of the GOLD	That, States take note of the publication of ICAO Doc 10037 – <i>Global Operational Data Link (GOLD) Manual</i> and <i>Doc 9869 – PBCS Manual</i> , and the Global Operational Datalink Document (GOLD) be removed from the ICAO Asia/Pacific Regional Office website.	No issue. The endorsement of this Conclusion followed the empowerment concept	Technical - Appropriate	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no
2)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C4: CRV common provisions and implementation of pilot Project	That, considering: i) the successful outcome of the CRV evaluation process and subsequent negotiations with CRV Pioneer States in December 2016 and January 2017; ii) the need for Australia, Fiji, New Zealand and USA to cope with obsolescence of their existing SPAN infrastructure; and iii) that the ICAO Regional Office has sent the State Letter T 8/2.10 & T 8/2.11:AP057/17 (CNS) on 22 May 2017 to APAC States and Administrations regarding the use of CRV common provisions: a/ all APAC States/Administrations consider implementing CRV at their earliest convenience using the CRV	No issue. The endorsement of this Conclusion followed the empowerment concept	Technical - Appropriate	Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup.

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
			<p>common provisions;</p> <p>b/ to optimize success of the long term service, Australia, Fiji, New Zealand and USA be urged to implement the CRV for pilot implementation in coordination with ICAO Regional Office and provide a proof of concept on the engineering package by CRV OG/3; and</p> <p>c/ ICAO be urged to organize a workshop to support States in their decision-making and transitioning into CRV</p>			
3)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C7: AIDC Implementation and Operation Guidance Document	That, the AIDC Implementation Guidance Document (AIDC IGD) provided in Appendix D is adopted.	No issue. The endorsement of this Conclusion followed the empowerment concept	<p>The AIDC IGD Version 1.0 – July 2017 has been posted on the APAC Website.</p> <p>Technical - Appropriate</p>	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong China	Singapore	USA
4)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C14: Asia/Pacific ADS-B Problem Reporting Database	That, noting the launch and availability of the Asia/Pacific Regional ADS-B Avionics Problem Reporting Database (APRD) on the ICAO Asia/Pacific Regional Office website with effect from 21 July 2017, States are urged to: 1. Nominate reporting/assessment focal points for the APRD to the ICAO APAC Regional Office by not later than 30 September 2017; and 2. Make full use of the APRD for reporting ADS-B avionics problems and sharing experience as well as follow-up actions through the APRD web-page.	No issue. The endorsement of this Conclusion followed the empowerment concept	Technical - Appropriate	
5)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C15: Revised ADS-B Implementation and Operations Guidance Document (AIGD)	That, the revised ADS-B Implementation and Operations Guidance Document (AIGD) provided in Appendix I to the Report be adopted.	No issue. The endorsement of this Conclusion followed the empowerment concept	The AIGD Edition 10.0 has been posted on the APAC Website. Technical - Appropriate	

Special remarks by Hong Kong, China:

(I) General Remarks

The empowerment concept for purely operational/technical Decisions and Conclusions to be endorsed by the Sub-group has been generally effective under CNS/SG as reviewed from the table above

(II) Observation

For Draft Conclusion CNS SG/21-DC2: Upgrade AMHS to support IWXXM traffic

This Draft Conclusion was originated from the ACSICG/4 which was further discussed and supported in MET/SG/21 in June 2017 with amendment (as captured in upper part below), however the amendments were not reflected in CNS/SG/21 in July 2017 (as captured in lower part below):-

Draft Conclusion ACSICG/4 - 1: Upgrade AMHS to support IWXXM traffic	
That, In order to support the requirement of exchange meteorological information in IWXXM format, States/Administrations be urged to implement AMHS systems (i.e., ATSMHS message server and ATSMHS message user agent) as soon as possible but not later than by end of August 2020 to either 'extended ATSMHS' or 'basic ATSMHS' plus ATSMHS functional group supporting the 'Use of file transfer body parts sub-set of extended AMHS for binary data exchange (FTBP)' functional groups as defined in Doc 9880, Part II, section 3.4.1.	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: In order to support the requirement for exchange of meteorological information in IWXXM GML form by 5 November 2020	
When: 21 July 2017	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"/> IATA <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

Draft Conclusion CNS SG/21-DC2: Upgrade AMHS to support IWXXM traffic	
What: That, In order to support the requirement to exchange MET information in IWXXM format, States/Administrations be urged to upgrade AMHS systems (AMHS server and User Agent) by November 2020 to either Extended AMHS or Basic ATS Message Handling Service plus File Transfer Body Parts sub-set of extended AMHS for Binary data exchange (FTBP) functional groups as defined in Doc9880 Part IIB section 3.4.1.	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: Need to support IWXXM format data by AMHS	
When: 21 July 2017	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"/> IATA <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:	

We suggest to enhance the mechanism in treating Cross Sub-group Conclusion/Decision by the following:-

- a) There should be clear indication in "Who" item of the box as to which Sub-group (can be more than one for Cross Sub-group Conclusion/Decision) to be responsible for the Conclusion/Decision. Currently, there is only a generic "tick" for Sub-group, which seems inadequate for cross Sub-group situation

- b) ICAO to indicate clearly in the report of the Sub-group meeting on how the cross Sub-group Conclusions/Decisions to be coordinated and endorsed
- c) ICAO to deliberate on a systematic workflow, if appropriate, for treating cross Sub-group Decisions/Conclusions

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Table 4 - APANPIRG MET Sub Group Meetings

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks		
				Hong Kong China	Singapore	USA
1)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/3: Improvement of the Darwin and Wellington VAAC Backup Tests	<p>What: That, the Darwin and Wellington VAACs continue to:</p> <p>a) promote the implementation and understanding of the IAVW, through active engagement with regional MWOs;</p> <p>b) conduct regular backup testing at least annually;</p> <p>c) review the formatting and address list for dissemination of backup volcanic ash advisory messages, both for the backup test and operational use; and</p> <p>d) follow-up non-responses with test participants to ensure that test messages are being received.</p>	No issue. This Decision is purely operational. The endorsement of this Decision followed the empowerment concept.	Appropriately adopted at MET SG as the issues are administrative in nature and involve internal working arrangement with regional Met Watch offices	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup.
2)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/5: Coordination with PMC, PIMMM, PIAWS Panel and PICTs	That, ICAO be invited to support the activities of the PMC, PIMMM, PIAWS Panel and provide technical assistance to PICTs' in close coordination with the PMC, PIMMM, PIAWS Panel to support the PICTs' implementation of meteorological service for	This Decision is purely technical/ operational. The endorsement of this Decision followed the empowerment concept. However, there might be	Appropriately adopted at MET SG as the issues involve seeking regional Met offices' technical	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks		
				Hong Kong China	Singapore	USA
			international civil aviation.	advantage in bringing this to the attention of APANPIRG (See below supplementary comments)	support to PICTs to help improve their aeronautical Met services	
3)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/6: SIGMET Guide updates	That, the SIGMET Guide updates at MET SG/21 – WP/18 and Appendix 4 to the MET SG/21 Report be adopted for use in the APAC Region.	No issue. This Decision is purely operational /technical. The endorsement of this Decision followed the empowerment concept.	Appropriately adopted at MET SG as the SIGMET guide is used only by the MET offices	
4)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/7: ROBEX Handbook and APAC ICD updates	That, the ROBEX Handbook and APAC ICD updates at Appendix 5 and Appendix 6 to the MET SG/21 Report be adopted for use in the APAC Region.	No issue. This Decision is purely operational. The endorsement of this Decision followed the empowerment concept.	Appropriately adopted at MET SG as the amendments to ROBEX are relevant only to MET offices which are the regional OPMET data exchange points.	
5)	MET SG/21 Meeting, 29	Decision 21/8: Updated	That, the updated MET SG work	No issue. This	Appropriately	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks		
				Hong Kong China	Singapore	USA
	May to 1 June 2017	MET SG work plan	plan at Appendix 7 to the MET SG/21 Report be adopted.	Decision is purely technical/operational. The endorsement of this Decision followed the empowerment concept.	adopted at MET SG as it deals with internal working arrangement of the SG.	

Supplementary comments by Hong Kong China:

ICAO Secretariat had provided very helpful advice during the meeting to decide whether the subject matter is purely operational/technical and thus should be handled by the sub-group itself or should be brought to the attention of APANPIRG. So as indicated above, the empowerment concept had been followed closely leading only a few high level items relating to MET, such as SIGMET deficiency, being brought to the APANPIRG level. It is considered that this should help in improving the efficiency and effectiveness of APANPIRG. Meanwhile the efficiency and effectiveness at the MET SG level are also improved, e.g. guidance materials that are purely operational/technical are adopted at MET SG level allowing for such guidance materials being made available to States in a more timely manner. That said, Decision 21/5 which relates to the need for increased the coordination between ICAO and the Pacific Island Countries and Territories to improve the provision of meteorological services for international air navigation could be seen from the wider perspective of addressing deficiency and should perhaps also be brought to the attention of APANPIRG rather than just stay with MET SG.

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Table 5 - APANPIRG Meeting's Decision/Conclusions

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
1)	APANPIRG/28 Meeting, 11-14 September 2017	Decision APANPIRG/28/2: APA-CDM/TF Terms of Reference	That, the revised APA-CDM/TF Terms of Reference at Appendix A to the Report on Agenda Item 3.1 be adopted.	Suggested should have been handled at AOP/SG for Amendment of TOR of bodies under Sub-Group level	Both the reasons and results of the change are technical in nature and the TF itself is to address a target in PARS Phase I of the Asia Pacific Seamless ATM Plan. The decision could have been adopted by the AOP/SG.	All the subgroups stayed within the guidelines and scope empowered by APANPIRG and no Conclusions or Decisions were improperly forwarded to APANPIRG that should have been decided in the Subgroup.
2)	APANPIRG/28 Meeting, 11-14 September 2017	Decision APANPIRG/28/3: Amendment of Water Aerodrome Small Working Group's TOR	That, amended WASWG Terms of Reference placed at Appendix B to the Report on Agenda Item 3.1 be adopted.	Suggested should have been handled at AOP/SG for Amendment of TOR of bodies under Sub-Group level	Due to the postponement of the WASWG/3 meeting, it was proposed to extend the term of the WASWG by another year. The decision could have been adopted by the AOP/SG.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
3)	APANPIRG/28 Meeting, 11-14 September 2017	Decision APANPIRG/28/4: ATFM/SG Terms of Reference	That, the ATFM/SG Terms of Reference at Appendix A to the Report on Agenda Item 3.2 be adopted.	Suggested should have been handled at ATM/SG for Amendment of TOR of bodies under Sub-Group level	<p>The Terms of Reference are amended to update the APANPIRG groups with which ATFM/SG closely coordinates.</p> <p>The decision could have been adopted by the ATM/SG.</p>	
4)	APANPIRG/28 Meeting, 11-14 September 2017	Decision APANPIRG/28/6: APUAS/TF Terms of Reference	That, the amended Terms of Reference for the Asia/Pacific UAS Task Force at Appendix B to the Report on Agenda Item 3.2 be adopted.	Suggested should have been handled at ATM/SG for Amendment of TOR of bodies under Sub-Group level	<p>The APUAS/TF works to develop guidance material for the regulation and safe operation of UAS, which is an emerging field that lacks established SARPs. In addition, issues related to trade are included in the TOR</p> <p>The decision was rightly surfaced to APANPIRG.</p>	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
5)	APANPIRG/28 Meeting, 11-14 September 2017	Conclusion APANPIRG/28/13: Asia/Pacific Region Data Link Performance Monitoring	That, IPACG/FIT and ISPACG/FIT are requested to provide to the RASMAG meeting each year a list of IPACG and ISPACG States that have: 1) made arrangements for the reporting and analysis of data link problems to a competent CRA as identified by the Regional Airspace Safety Monitoring Advisory Group (RASMAG); and 2) Reported data link problems to the CRA; and 3) provided data link problem analysis reports to a recognized FANS Interoperability/Implementation Team (FIT); and 4) provided data-link performance analysis reports to a recognized FIT.	Suggested should have been handled at RASMAG under the empowerment concept	Conclusion was formulated at APANPIRG, which should retain the right to do so based on the discussion of the meeting as issues may surface after the meeting of contributory bodies.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
6)	APANPIRG/28 Meeting, 11-14 September 2017	Conclusion APANPIRG/28/14: ANS Deficiencies Relating to Data Link Performance Monitoring and Analysis	That, an Air Navigation Deficiency should be raised against non-implementation of the relevant provisions of Annex 6, Annex 11 and PANS/ATM when any Asia/Pacific Administration has implemented operational ADS-C/CPDLC services and: a) has not made arrangements for the reporting and analysis of data link problems to a competent CRA as identified by the Regional Airspace Safety Monitoring Advisory Group (RASMAG); or b) does not report data link problems to the CRA; or c) does not provide data link problem analysis reports to a recognized FANS Interoperability/Implementation Team (FIT); or d) does not provide data-link performance analysis reports to a recognized FIT at least once annually. This Conclusion supersedes Conclusion APANPIRG/26/25.	Suggested should have been handled at RASMAG before adoption as Conclusion in APANPRIG level.	Conclusion was formulated at APANPIRG, which should retain the right to do so based on the discussion of the meeting as issues may surface after the meeting of contributory bodies.	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
7)	APANPIRG/28 Meeting, 11-14 September 2017	Conclusion APANPIRG/28/15: PBCS-Related Proposals for Amendment to Regional Supplementary Procedure	That, ICAO Asia/Pacific Regional Office is requested to circulate to States and then submit for consideration by the Council of ICAO the Proposals for Amendment to Regional Supplementary Procedures MID/ASIA and PAC to support performance-based separation.	Suggested should have been handled at RASMAG before adoption as Conclusion in APANPRIG level.	Conclusion was formulated at APANPIRG, which should retain the right to do so based on the discussion of the meeting as issues may surface after the meeting of contributory bodies.	
8)	APANPIRG/28 Meeting, 11-14 September 2017	Conclusion APANPIRG/28/31 Update of information in APANPIRG Air Navigation Deficiencies Reporting Form	That, States/Administrations be urged to establish: a) action plan with defined target dates for resolution of deficiencies, update the status on the corrective action taken and report progress in the Reporting Form of Air Navigation Deficiencies identified in ATM/SAR/AIM, AOP, CNS and MET fields as detailed in Appendices A, B, C & D to the Report on Agenda Item 4; and b) a Focal Point to coordinate actions to resolve the Deficiencies.	No issue for this Conclusion to be discussed in APANPIRG level directly	<u>Conclusion was formulated at APANPIRG, which should retain the right to do so based on the discussion of the meeting as issues may surface after the meeting of contributory bodies.</u>	

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion	Remarks/Comments		
				Hong Kong, China	Singapore	USA
9)	APANPIRG/28 Meeting, 11-14 September 2017	Conclusion APANPIRG/28/29: Removal of AN Deficiencies AP-MET-03 and AP-MET-06 from the APANPIRG Open List	That, the AN Deficiencies AP-MET-03 and AP-MET-06 be removed from the APANPIRG Open List	-	<u>[Proposed by Singapore]</u> While the APANPIRG TORs are to identify and address specific deficiencies in the air navigation field, the Sub Groups could address deficiencies related to technical or operational matters as the relevant expertise will be present.	

**Table 6 - Operational/Technical-only Conclusions and Decisions related to Regional Guidance Materials
with the Materials not formally gone through the APANPIRG**

S. No	Meetings	Decision/Conclusion (Ops/Technical)	Description of Decision/Conclusion
Table 002a – ATM SG/5			
7)	Fifth Meeting of the ATM Sub-Group of APANPIRG (ATM/SG/5), Bangkok, Thailand, 31 July – 04 August 2017	Conclusion ATM/SG/5-2: Asia/Pacific Regional Guidance for Meteorological Information Supporting ATM	That, on approval of the <i>Asia/Pacific Regional Guidance for Tailored Meteorological Information and Services to Support Air Traffic Management Operations</i> Version 1 by the appropriate body and its uploading to the ICAO Asia/Pacific Regional Office website, the Regional Guidance should be referenced for the provision of Meteorological Information to ATM: 1. at ATFM Program Airports as defined in the <i>Regional Framework for Collaborative ATFM</i> ; 2. in Enroute sector airspace supporting the busiest Asia/Pacific city pairs as defined in the Asia/Pacific Seamless ATM Plan; and 3. at other airports or in airspace designated by the relevant authority.
Table 002b – RASMAG/23			
2)	Twenty-Second Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/22), Bangkok, Thailand, 10 – 13 July 2017	Conclusion RASMAG/22-5: Data Link Performance Reporting Template and Guidance	That, the revised Data Link Performance Reporting Template and Guidance at RASMAG/22/WP03 Attachment C replaces the Data Link Performance Reporting Template on the ICAO Asia/Pacific Regional Office Website.

		Conclusion RASMAG/22-9: EMA Handbook and ICAO Doc 10063 Content	En-route Monitoring Agencies performing horizontal plane performance monitoring in the Asia/Pacific Region should adopt ICAO Document 10063 <i>Manual on Monitoring the Application of Performance-based Horizontal Separation Minima</i> , as guidance material, and replace the EMA Handbook with ICAO Document 10063 (ICAO to remove the EMA Handbook from the APAC website).
Table 003 – CNS SG/21			
3)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C7: AIDC Implementation and Operation Guidance Document	That, the AIDC Implementation Guidance Document (AIDC IGD) provided in Appendix D is adopted.
5)	CNS SG/21 Meeting, 17-21 July 2017	Conclusion CNS SG/21-C15: Revised ADS-B Implementation and Operations Guidance Document (AIGD)	That, the revised ADS-B Implementation and Operations Guidance Document (AIGD) provided in Appendix I to the Report be adopted.
Table 004 – MET SG/21			
3)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/6: SIGMET Guide updates	That, the SIGMET Guide updates at MET SG/21 – WP/18 and Appendix 4 to the MET SG/21 Report be adopted for use in the APAC Region.
4)	MET SG/21 Meeting, 29 May to 1 June 2017	Decision 21/7: ROBEX Handbook and APAC ICD updates	That, the ROBEX Handbook and APAC ICD updates at Appendix 5 and Appendix 6 to the MET SG/21 Report be adopted for use in the APAC Region.