

ELEVENTH AIR NAVIGATION CONFERENCE

Montreal, 22 September to 3 October 2003

**PART I — WORKING PAPERS IN NUMERICAL ORDER
(AS OF 25 SEPTEMBER 2003)**

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1	Secretariat	Agenda	—
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3	Secretariat	Organizational arrangements for the Conference	—
4	Secretariat	The global ATM Operational Concept	1.1
5 and Corr.1	Secretariat	A global framework for safety	2.1
6	Secretariat	Automatic dependent surveillance — broadcast Concept of Use	1.2
7	Secretariat	Regional and global measures to enhance airspace capacity	4.2
8	Secretariat	The concept of required total system performance (RTSP)	3.2
9	Secretariat	“Interoperability” and “seamless” considerations in air traffic management	1
10	Secretariat	Update on the ICAO global aviation safety plan (GASP)	2.4
11 and Corr. E	Secretariat	Future aeronautical mobile communication scenarios	7
12	Secretariat	ICAO activities on aeronautical mobile communication systems development	7

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13	Secretariat	Guidelines on standardization of new aeronautical communication technologies	7
14	Secretariat	Comparative analysis of ADS-B data links	7
15	Secretariat	Review of the outcome of the ITU World Radiocommunication Conference (2003) (WRC-2003) and its impact on aeronautical spectrum utilization	5
16	Secretariat	Interference into aeronautical radiocommunication and radionavigation systems	5
17	Secretariat	GNSS vulnerability and mitigation methods including terrestrial, airborne and procedural solutions	6
18	Secretariat	Concept of using combinations of independent satellite navigation systems and their augmentations	6
19	Secretariat	Proposed updates to the ICAO strategy for the introduction and application of non-visual aids to approach and landing in Annex 10, Volume I	6
20	Secretariat	Feasibility assessment of GNSS-based category II/III approach and landing and aerodrome surface operations	6
21	Secretariat	Development of ATM requirements from the ATM operational concept	1
22	Secretariat	The role and function of the Global Air Navigation Plan for CNS/ATM Systems	1.3
23	Secretariat	Air navigation activities in the aviation security field	2
24	Secretariat	ICAO provisions and guidance material for ATS safety management	2.1
25	Secretariat	In-flight emergency response procedures for air traffic controllers	2.5
26	Secretariat	The development of Standards and Recommended Practices (SARPs) from the ATM operational concept	1
27	Secretariat	A regional framework for the implementation of a global ATM system – Progress and challenges	1.3
28	Secretariat	ICAO's runway safety programme	4.2

WP No.	Presented by	Title	Agenda Item
29	Secretariat	Computerised aeronautical information services system concept	1.2
30	Secretariat	Development of an ICAO global air navigation plan database and associated web-based information and charting service	1.3
31	Secretariat	Airborne collision avoidance system II (ACAS II)	1.4
32	Secretariat	Expansion of the ICAO Universal Safety Oversight Audit Programme	2.1
33 Rev	Secretariat	The protection of sources of safety information	2.1
34	Secretariat	The role of collision avoidance in future ATM systems	1
35	Secretariat	Rectification of deficiencies in the air navigation field	4.2
36	Secretariat	ICAO activities on the use of required communication performance (RCP) in the provision of air traffic services	3.1
37	Secretariat	Proposed amendments to the Global Air Navigation Plan for CNS/ATM Systems (Doc 9750)	6
38	Secretariat	Review of Annex 10 SARPs for ground-based radio navigation aids in the light of present and planned GNSS services	6
39	Secretariat	Monitoring safety during normal ATS operations	2.1
40	Malaysia	The need to have a Regional Air Navigation meeting	1.3
41	United States	Initial automatic dependent surveillance — broadcast (ADS-B) applications for global interoperability	1.2
42 E only	ARINC	ARINC supports the ICAO global ATM operational concept	1.1
43 Rev. E only	IFATCA	Airspace organization and management	1.2
44 E only	IFATCA	ATM safety management systems (SMS)	2.1
45 E only	IFATCA	The human in future air traffic control (ATS) systems	2.1

WP No.	Presented by	Title	Agenda Item
46	Australia	Cooperation among aviation safety regulators	2.2
47	Australia	Performance: Where to now?	3.2
48	Australia	A more coherent global framework for safety and performance	2.1 and 3.2
49 EFSA	IATA	IATA position on the global air traffic management (ATM) operational concept and the need for an ATM global implementation roadmap	1
50 EFSA	IATA	The concept and performance targets for RTSP in air traffic management	3.1 and 3.2
51 EFSA	IATA	Airline position on capacity enhancement	4
52 EFSA	IATA	Airline position on aeronautical navigation needs	6
53 EFSA	IATA	IATA position on non-visual aids for Category II/III approach and landing	6
54 EFSA	IATA	IATA position on aeronautical air ground communications needs	7
55 E only	ARINC	Air-ground data link implementation: VDL/ATN and HF DL	7
56	Switzerland	GNSS implementation in Switzerland: Status and priorities	6.1
57	France	Controlling aeronautical frequency interference	5
58	France	Methodology for computer security in operational networks of the French office for air navigation	2.5
59	France	Implementation of GNSS approaches in France	6.1
60	France	Enhanced data integrity for RNAV and GNSS-based operations	6.3
61	France	The French ATC terrain warning system	2.5
62	France	The advantages of automated assistance for IFR procedure design	2.5

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63	United States	Improving ICAO's spectrum planning process	5
64	Secretariat	Airborne separation assistance system (ASAS)	1.2
65 E only	IAOPA	Integrating general aviation and aerial work into the global CNS/ATM concept	1.1
66	United States	United States endorsement of the automatic dependent surveillance — broadcast (ADS-B) Concept of Use	1.2
67	Sweden	Alignment of future work according to the ICAO global ATM operational concept	1.1
68	Sweden	Delegation of separation, benefits and required changes	1.2
69	Sweden	ACAS, the last safety net	1.4
70	Sweden	Safety culture in air traffic management	2.1
71	Sweden	Autonomous back-up systems to GNSS based on local infrastructure	2.5 and 6.2
72	Sweden	GNSS augmentation in support of A-SMGCS	2; 6.3; 6.4
73	Sweden	Increased safety and security by knowledge of position and intent	2.5
74	Sweden	Collaborative decision-making (CDM)	4.1
75	Sweden	Extending EGNOS coverage for navigation and surveillance operations	6
76	Sweden	Communication needs in the new ATM system	1.2
77	France	Compatibility between ACAS and the air traffic control system	1.4
78 EFRS	Eurocontrol	Enhanced aeronautical information exchange for global interoperability	1.2
79 EFRS	Eurocontrol	European strategy for safety management implementation by air navigation service providers	2.1
80 EFRS	Eurocontrol	Eurocontrol's strategic safety action plan to enhance European ATM safety	2.1

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81 EFRS	Eurocontrol	Runway safety issues in Europe — The prevention of runway incursions	2.1
82 EFRS	Eurocontrol	Aviation safety regulatory interfaces	2.2
83 EFRS	Eurocontrol	ATM safety regulatory oversight	2.3
84 EFRS	Eurocontrol	International and national ATM safety assessment activities	2.3
85 EFRS	Eurocontrol	EUROCONTROL ATM 2000+ strategy — Supporting the ICAO global operational concept	1.1
86 EFRS	Eurocontrol	Initial ground surveillance and airborne surveillance applications enabled by ADS-B	1.2
87 EFRS	Eurocontrol	The European experience in the implementation of ACAS II	1.4
88 EFRS	Eurocontrol	Economic performance of ATM	3.1
89 EFRS	Eurocontrol	European ATC capacity enhancement – Recent experience and future perspectives	4.2
90 EFRS	Eurocontrol	Required navigation performance	6.2
91 E only	ICCAIA	VHF data link Mode 4 considerations	7
92 E only	IFATCA	The need for a just culture in aviation safety management	2.1
93 E only	IFATCA	Conflict management	1
94 EFRS Rev. E only	Eurocontrol	Towards a future communications concept	7
95	Italy	Establishment of the European upper flight information region “EUIR” in the course of the implementation of the single European sky	1.1

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96	Italy	Advanced-surface movement guidance and control system (A-SMGCS) — Surveillance and control requirements for European airports	4.2
97	United States	Elevating the role of the Global Air Navigation Plan for CNS/ATM Systems	1.3
98	United States	United States support of the ICAO Global Air Traffic Management (ATM) Operational Concept	1
99	United States	Development of global runway incursion risk management information	2.3
100 and Corr.	United States	United States ATC capacity enhancement — Traffic flow management (TFM) real world gains	1
101	United States	Performance metrics and air traffic management	3.1
102	United States	Required communication performance (RCP)	3.1
103 EFRS	Eurocontrol	European spectrum management	5
104	United States	Strategy for global interoperability of automatic dependent surveillance — broadcast (ADS-B)	7
105	Italy	A global strategy for GNSS — The European perspective	6
106	Japan	Current status and perspective for navigation system in Japan	6.2
107	United States and the 20 Member States of COMESA	The need for reliable free GNSS service	6
108	See ¹ .	On planning the realization of the main provisions of the project of global operational air traffic management concept in the region of the Commonwealth of Independent States	1.1

¹ Presented by the Republic of Azerbaijan, Republic of Armenia, Republic of Belarus, Georgia, Republic of Kazakhstan, Kyrgyzstan Republic, Republic of Moldova, Russian Federation, Republic of Tajikistan, Republic of Uzbekistan and the Interstate Aviation Committee

WP No.	Presented by	Title	Agenda Item
109 E&R only	Interstate Aviation Committee	On the use of airborne collision avoidance system	2.1
110	Australia	Increasing aviation's effectiveness in the WRC process	5
111	Russian Federation	Controller/pilot interaction in solving the problem of conflict resolution	1.4
112	Russian Federation	The role of human factors in ensuring air traffic safety	2
113	Russian Federation	The interrelationship of global, regional and national requirements for the future ATM system and elements thereof	4
114	Russian Federation	The problems of the assessment of the level of air traffic safety at the global and national levels	2
115	Russian Federation	The development of technical requirements for the future CNS/ATM systems	2
116	Russian Federation	The role of RASP and RTSP in the process of designing the global ATM system	3
117	Japan	Current status and perspective for aeronautical mobile communication system in Japan	7
118	United States	Global aeronautical information management	1
119	United States	Harmonization of flight level assignment methodology across flight information region boundaries	4.2
120	Australia	Asia/Pacific regional strategies for navigation services	6.2
121	United Kingdom	Proposed GNSS services in the DME band	6
122	United States	Performance-based navigation in the future ATM system: Harmonizing the transition to area navigation and required navigation performance operations	6.2
123	See ²	Concept of harmonization of the national ATM systems of the CIS Member States	1.2

² Presented by the Republic of Armenia, Republic of Belarus, Republic of Kazakhstan, Kyrgyzstan Republic, Republic of Moldova, Russian Federation, Republic of Tadjikistan, Republic of Uzbekistan and the Interstate Aviation Committee

WP No.	Presented by	Title	Agenda Item
124 E&F	ASECNA	First satellite based augmentation system (SBAS) in Africa	6
125	Colombia	GNSS implementation, plans and projects in Colombia	6
126 E only	Ethiopia	Rectification of deficiencies in the air navigation field	4.2
127	Australia	Automatic dependent surveillance-broadcast (ADS-B) for air-to-ground surveillance	1.2
128	Australia	Asia/Pacific regional strategies for ADS-B implementation	1.2
129	Colombia	Methodology for SARPs development	1.2
130	Colombia	Airborne collision avoidance system (ACAS) effectiveness	1.4
131	Colombia	Safety requirements	2.3
132	Colombia	Performance requirements for communications, navigation and surveillance	3.1
133	Japan	Japan's view on the global air traffic management operational concept	1.1 1.3
134 EFRS	Eurocontrol	Flow and capacity management: Getting the best of available capacity	4.1
135	United States	Future communications — An evolutionary approach towards global interoperability	7
136 EFRS	Eurocontrol	Navigation infrastructure	6.2
137 EFRS	Eurocontrol	European recommendation on an ADS-B data link selection	7
138	United States	Future spectrum needs and proposed WRC-2007 actions	5
139 E only	IFALPA	Common understanding of terms and definitions	2.1
140 E only	IFALPA	ACAS improvements — Downlink of RAs	1.4

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141 E only	IFALPA	ATC ground system commissioning and the application of the minimum equipment list (MEL) concept	2.3
142 E only Revised	IFALPA	SARPs “Notification of Differences” procedures and PANS status	2.3
143	African States ³	Legal aspects of GNSS	6.2
144	African States ³	Proposal to extend the transitional period of the Global Air Navigation Plan for CNS/ATM systems in the AFI Region (ICAO Doc 9750)	6.3
145 E only	IATA	Future aviation radio spectrum needs	5
146	Russian Federation	Support for the global ATM operational concept	1.1
147	Russian Federation	ADS-B in the future ATM system	2.5, 7
148 E only	IATA	IATA position on the implementation of ADS-B	1.2
149 E only	IATA	Aeronautical information and meteorological data format	1.2
150 Corr. E	African States ³	Implementation of airborne collision avoidance system II (ACAS II) in the Africa-Indian Ocean (AFI) region	1.4
151	African States ³	Certification of ATM systems	2.2
152	African States ³	Harmonization and interface problems between regions	4.2
153	EUROCONTROL	GNSS legal framework contractual framework for the implementation, provision, operation and use of the global navigation satellite system for air navigation purposes	6

³ Algeria, Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cap Verde, Central African Republic, Chad, Comoros, Congo, Cote d’Ivoire, Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libyan Arab Jamahiriya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Sudan, Swaziland, Togo, Tunisia, Uganda, United Republic of Tanzania, Zambia, Zimbabwe

WP No.	Presented by	Title	Agenda Item
154 E only	IFATSEA	Safety regulation in air traffic management	2.2 and 2.3
155 E, F only	African States ³	Security of air traffic management systems	2
156	African States ³	Support of AFI Region States to the globalATM operational concept	1.2
157	India	Security aspects in air traffic management	2.5
158	India	Need to review night curfew to enhance airport capacity	4.1
159 E only	SITA	Leveraging installed data link avionics: A way to maximise air traffic service benefits for all	7
160	United States	Legal and institutional issuesand the status of CNS/ATM	6
161	Singapore	Singapore's CNS/ATM implementation and future plans	1.1
162	China	Data link flight information services (DFIS) applications	7
163	Singapore	Safety management activities in Singapore	2.1
164	Singapore	Achievements of APANPIRG in enhancing airspace capacity in the Asia/Pacific region	4.2
165	Singapore	Enhancing airspace capacity in the Asia/Pacific region	4.2
166	United States	Concerns with consideration for VDL Mode 4 to support ATC data communications	7
167	China	Views on ICAO global air traffic management (ATM) operational concept	1.1
168	Japan	Capacity enhancement over theNorth/Central Pacific areas	4.2
169	Brazil	The outcome of the ITU World Radio Conference 2003 (WRC-2003)	5
170	Italy	Security in ATM communications	2.5

WP No.	Presented by	Title	Agenda Item
171 E only	Mongolia	Automatic dependent surveillance in Mongolia	1.2
172	Egypt	Airspace organization and management	1.2
173 E, S only	COCESNA	Proposal concerning the future development of air-ground aeronautical communications	7
174	Colombia	Proposals for the future development of GNSS navigation systems	6
175 E only	Brazil	The ATM system: considerations on the role of interoperability and seamlessness on the implementation of CNS/ATM technologies	1
176	Colombia	Suitability and need to include the MET and AIS components in future developments of the required total system performance (RTSP)	3
177			
178 E only	IBAC	CNS/ATM - The paradoxes for business aviation	7
179 A, E only	Arab States Member of the Arab Civil Aviation Commission	Global air traffic management system	1.3
180 A, E only	Arab States Member of the Arab Civil Aviation Commission	Air traffic management system certification	2.2
181 E only	Netherlands	Security quick response procedures for air traffic controllers	2.5
182 E only	Netherlands	The concept and performance targets for RTSP in air traffic management	3
183	Secretariat	Draft Report of Committee B on Agenda Item 6 (Sub-Item 6.1)	6
184	Secretariat	Draft Report of Committee A on Agenda Item 1	1
185 E only	ITF	Personnel regulation as a tool to support safety and security in ATS	2.3 and 2.5

**PART II — INFORMATION PAPERS IN NUMERICAL ORDER
(AS OF 25 SEPTEMBER 2003)**

Note.— Information papers are produced only in the language(s) submitted.

IP No.	Presented by	Title	Agenda Item
1	Secretariat	Aeronautical mobile communication systems development	7
2	Secretariat	Areas of critical concern to aviation that will be addressed at the ITU World Radiocommunication Conference 2007 (WRC-07)	5
3	Secretariat	Manual on Simultaneous Operations on Parallel or Near-parallel Instrument Runways (SOIR)	4.1
4	Secretariat	Manual on Advanced-Surface Movement Guidance and Control Systems	4.1
5 Rev	Secretariat	Circular on airborne separation assistance system (ASAS)	1.2
6	Secretariat	ATM operational scenarios	1.2
7 and Corr.1	Secretariat	Historical and future role of the airborne collision avoidance system (ACAS)	1.4
8	Secretariat	Update on the ICAO programme for the prevention of controlled flight into terrain (CFIT) and for the approach and landing accident reduction (ALAR)	2.4
9	Secretariat	The Manual on Safety Management for Air Traffic Services	2.1
10	Denmark	Implementation of a mandatory, confidential and non-punitive reporting system for civil aviation in Denmark	2.1
11	Secretariat	An overview of aeronautical fixed service (AFS) developments	7
12	Secretariat	Comparative analysis of ADS-B data links	7

IP No.	Presented by	Title	Agenda Item
13	Australia	Safety regulation of CNS/ATM in Australia: A brief sketch	2.3
14	Secretariat	The Global Navigation Satellite System (GNSS) Manual	6
15 E&F	France	Experimentations conducted by France involving gliders equipped with transponders in the vicinity of one ACAS-equipped aircraft	1.4
16	United States	Status of the United States local area augmentation system (LAAS)	6
17 Revised	United States	Status of the United States wide area augmentation system (WAAS)	6
18	United States	The UAT's role in the United States FAA ADS-B link decision	7
19	South Africa	RNAV (GNSS) implementation in South Africa	6
20 EFRS	Eurocontrol	ATM security issues	2.5
21 EFRS	Eurocontrol	The design of airspace structures	1.2
22 EFRS	Eurocontrol	A European perspective of safety roles in air traffic management	2.1
23 EFRS	Eurocontrol	European common aviation position on satellite navigation — Current position and future perspectives	6.1
24	United States	United States safety management system development	2.1
25	United States	FAA safety risk management in the development of new systems	2.2
26	United States	Defining a framework for system safety and information security to perform collaborative risk management	2.5
27	United States	Operational evolution plan overview and sample results	4

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28	United States	Safe Flight 21: Alaska Capstone and the Ohio River Valley	1.2
29 S only	Cuba	Desarrollo de GNSS en Cuba: Participacion en el proyecto edisa (Ensayos egnos en las regiones del caribe y suramerica)	6.1
30	Pakistan	Pakistan's role in the global ATM operational concept	1.1
31	ICCAIA	Integration of GNSS and inertial navigation systems	6
32	Japan	MSAS (MTSAT satellite-based augmentation system) status	6.1
33 and Corr.1	United States	Status of the FAA's next generation air/ground communications programme	7
34	Japan	Status of multi-functional transport satellite (MTSAT)	7
35	Japan	Status of ADS-B activity in Japan	7
36	United States	Impact of WRC 2003	5
37	Secretariat	Progress report concerning the study on the allocation of GNSS costs	6.1
38 E&R	Interstate Aviation Committee	Certification of aerodrome and airways equipment	2.2
39	United States	U.S. security influence on the safety of the FAA national airspace system	2.5
40	United Kingdom	MLS — The case for installation at specific airfields	6
41	United States	Roadmap for performance-based navigation	6.2
42	Australia	The Australian air traffic management strategic plan 2003	1
43	Japan	The establishment of air traffic management center in Japan	1.2
44 EFSR	Eurocontrol	Air-ground data link implementation in Europe: The link 2000+ programme	4.2

IP No.	Presented by	Title	Agenda Item
45	China	China's policies on and implementation of ACAS II	1.4
46	China	Experiment and implementation of regional navigation (RNAV) flight procedures in China	4, 6
47	European Commission	European community cooperation with third countries	2
48	European Commission	The Advisory Council for Aeronautical Research in Europe (ACARE) initiative	1
49	European Commission	A single European sky to overcome the fragmentation of the European air traffic control system	1
50	European Commission	Status of GALILEO and EGNOS programmes	6
51	European Commission	Radio spectrum policy in the European Union	5
52	Greece	Overview on the developments concerning the preparations of the Olympic Games "Athens 2004"	4.2
53	Pakistan	Overview of Pakistan's role in achieving global ATM operational requirements	1, 2, 3, 4, 7
54	European Commission	European legislation on occurrence reporting in civil aviation and use of common information exchange network	2.1
55 E, R only	Russian Federation	Current status and plans for the development of the GLONASS system	6.1
56	Secretariat	Development of guidance material on business case analysis for the implementation of CNS/ATM systems	6
57	India	Aeronautical air — ground voice and data communications including VSAT controlled remote controlled air-ground VHF in India	7
58	India	Indian satellite based augmentation system — GAGAN functions and current status	6.1

IP No.	Presented by	Title	Agenda Item
59	SITA	Current trends in the implementation of air traffic service data link applications	7
60	Italy	Air traffic management systems architectures: meeting the requirements of traffic growth	4.2
61	Pakistan	Pakistan's ATM network and its transition to CNS/ATM	1.2
62	Italy	ASAS pre-operational trials in Europe: The "Mediterranean free flight" programme	1.2
63	Egypt	Upgrading Egypt safety management system	2.1
64	Secretariat	Overview of GNSS-related developments in technical and operational areas	6
65	African States	Search and rescue (SAR)	2.1
66	African States	International financial facility for aviation safety (IFFAS)	2.1
67	Singapore	SINGAPORE aviation academy — training programmes on CNS/ATM	1.2
68	Australia	Status of ground based regional augmentation system standards and recommended practices	6
69 and Corr.1 E, R only	Ukraine	Regional air navigation services development association (RADA)	1.3
70 E, R only	Ukraine	Modernization of the air navigation system of Ukraine	2.1
71	Germany	Tools and functions for GNSS RAIM/FDE availability determination	6
72 E only	Brazil	Status of the Brazilian trials on augmentation systems	6
73	Brazil	Upgrade and enhancement of the Brazilian VHF datalink communications services — datacom system	7
74	Republic of Korea	Recommendation for discussion with neighboring nations prior to the installation of SBAS	6

IP No.	Presented by	Title	Agenda Item
75	Republic of Korea	Test application of 3-dimensional landing guidance system for the implementation of GNSS	6
76	United States	Studies addressing reassignment of DMEs to accommodate GPS I5 operations	6
77	Indonesia	Key issue on CNS/ATM implementation in Indonesia	6
78	Republic of Korea	Performance assessment of the GBAS through flight test and integrity monitoring test	6
79	Uganda	GNSS development status	6
80	Uganda	Endorsement of APIRG/14 proposal to extend CNS/ATM time frame	6
81	Uganda	Participation in spectrum planning process	5
82	Uganda	Status of Uganda's air-ground communications	7
83	Netherlands	Safety studies	2
84	ITF	The role of ATS employees in advancing the ATM operational concept	1.1
85		in preparation	
86		in preparation	
87		in preparation	

PART III — IN ORDER OF AGENDA ITEM**Agenda Item 1**

WPs					IPs	
4	42	86	129	175	5 Rev.	53 _(see items 2,3,4, 7)
6	43	87	130	179	6	61
9	49	93	133	184	7 + Corr. 1	62
21	64	95	140		15	67
22	65	97	148		21	69
26	66	98	149		28	84
27	67	100	150		30	
29	68	108	156		42	
30	69	111	161		43	
31	76	118	163		45	
34	77	123	167		48	
40	78	127	171		49	
41	85	128	172			

Agenda Item 2

WPs				IPs	
5 + Corr. 1	48 _(see Item 3)	81	141	8	53 _(see items 1, 3, 4, 7)
10	52	82	142 (Rev.)	9	54
23	58	83	147 _(see Item 7)	13	63
24	61	84	151	20	65
25	62	92	155	22	66
32	70	99	157	24	70
33 Rev.	71 _(see Item 6)	109	170	25	85
39	72 _(see Item 6)	112	180	26	86
44	73	114	181	38	
45	79	115	185	39	
46	80	139		47	

Agenda Item 3

WPs			IPs	
8	50	116	53 _(see items 1, 2, 4, 7)	
36	88	132	87	
47	101	176		
48 (see Item 2)	102	182		

Agenda Item 4

WPs				IPs	
7	74	119	164	3	46 (see item 6)
28	89	134	165	4	52
35	96	152	168	27	53 (see items 1, 2, 3, 7)
51	113	158		44	60
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Agenda Item 5

WPs		IPs	
15	110	2	
16	138	36	
57	145	51	
63	169	81	
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Agenda Item 6

WPs				IPs		
17	59	120	160	14	40	71
18	60	121	174	16	41	72
19	71 (see Item 2)	122	183	17	46 (see item 4)	74
20	72 (see Item 2)	124		19	50	75
37	75	125		23	55	76
38	90	136		29	56	77
52	105	143		31	58	78
53	106	144		32	64	79
56	107	153		37	68	80

Agenda Item 7

WPs			IPs	
11 + Corr. E only	104	173	1	57
12	117	178	11	59
13	135		12	73
14	137		18	82
54	147 (see Item 2)		33	
55	159		34	
91	162		35	
94	166		53 (see items 1, 2, 3, 4)	

— END —