



*International Civil Aviation Organization*

**The Twentieth Meeting of APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

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**Agenda Item 2: Review the APANPIRG/20 Report and Subsequent ANC/Council Actions  
with Respect to ATM/AIS/SAR Issues**

**APANPIRG/20 REPORT AND ANC/COUNCIL ACTIONS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents a summary of the review by the Air Navigation Commission (ANC) on the Report of APANPIRG/20 with respect to ATM/AIS/SAR matters and, where appropriate, actions taken by the ANC.

This paper relates to

**Strategic Objectives:**

- A: Safety – Enhance global civil aviation safety*
- C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment*
- D: Efficiency – Enhance the efficiency of aviation operations*
- E: Continuity – Maintain the continuity of aviation operations*

**Global Plan Initiatives:**

*All*

**1. INTRODUCTION**

1.1 APANPIRG/20 (September 2009, Bangkok) reviewed the ATM/AIS/SAR/SG/19 (June 2009, Bangkok) report and adopted the draft decisions and conclusions developed by the Sub-Group meeting. During the fourth meeting of its 183<sup>rd</sup> Session held on 21 January 2010, ANC considered the review of the APANPIRG/20 Report, as presented by the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) contained in AN-WP/8433.

**2. DISCUSSION**

2.1 Following each APANPIRG meeting, the report of the APANPIRG is reviewed by the ANC and subsequently by the Council if deemed necessary by the Commission. During these reviews, the ANC and Council note the report, make comments thereon and provide guidance to the APANPIRG as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained in the report, since the follow-up to some conclusions may require approval by the ANC or Council. Follow-up actions by the ICAO Secretariat on APANPIRG conclusions and decisions are then guided by the outcome of the ANC and Council actions.

### **Review of the APANPIRG/20 Report by the ANC Working Group**

2.1 To assist in this work, the ANC formed the Working Group for Strategic review and Planning (WG/SRP) to undertake the review and report back to the ANC. The WG/SRP reviewed the report on 22 October 2009.

### **Review of the APANPIRG Report by the ICAO Council**

2.2 In accordance with the revised established practice (C-DEC 177/14, dated 20 March 2006), PIRG reports will not be presented to the Council unless the Commission deems it necessary for the Council to take action on any of the conclusions. In the case of APANPIRG/20 Report, as there were no specific items that required Council action, it was not submitted to the Council. Detailed Action Plan developed by the ANC is provided in **Attachment** hereto.

### **2.3 Air traffic management (Agenda Items 3.2 and 3.3)**

2.3.1 *ATFM Communications Manual:* With reference to air traffic flow management (ATFM), the WG/SRP, while noting Conclusion 20/12 regarding the adoption of the *ATFM Communications Handbook for the Asia/Pacific Region*, was apprized that the Secretariat is in the process of developing ATFM guidance material with a target date of completion in 2011.

2.3.2 *RVSM long term height monitoring requirements:* With regard to Conclusion 20/23, the WG/SRP welcomed the initiative of APANPIRG in preparing an impact statement for the reduced vertical separation minimum (RVSM) long-term height monitoring requirements and that it would serve as regional guidance material for developing regional monitoring infrastructure.

### **2.4 Communications/navigation/surveillance (Agenda Item 3.4)**

2.4.1 *Satellite data link communication capability:* The WG/SRP noted the concerns of APANPIRG with regard to ensuring the availability and sustainability of infrastructure to fulfill operational requirements for satellite data link communication services (Conclusion 20/34 refers). Also, it was noted that the same issue was highlighted by the North Atlantic Systems Planning Group (NAT SPG) during the Conference on the Economics of Airports and Air Navigation Services (CEANS) held in Montreal in September 2008. As a follow-up to Recommendation 14(e) by CEANS, the WG/SRP noted that ICAO will undertake a case study on the ownership and control of the air navigation services infrastructure, including the development of a draft service level agreement for use by air navigation service providers (ANSPs), to ensure that private third party service providers perform in line with recognized safety and performance requirements. Furthermore, as global satellite communication networks are progressively evolving, usage of two or more autonomous networks by States and international organizations will provide better availability as compared to using a single network. The WG/RPL, noting these developments, requested that the Commission invite the Secretariat to monitor further developments.

2.4.2 *PBN implementation:* Confirming the request of APANPIRG in Conclusions 20/37 (PBN guidance material), 20/42 (PBN safety assessment) and 20/48 (Flight inspection and validation of flight procedures), the WG/SRP invited the Commission to call upon the Secretary General to address these performance based navigation (PBN) issues through the appropriate ANC Panels and Study Groups.

### **2.5 Other air navigation matters (Agenda Item 3.6)**

2.5.1 *Language proficiency requirements:* Referring to paragraph 3.6.10 of the meeting report concerning Nepal's plan to test the controllers and pilots for English proficiency by the end of

2009, the WG/SRP recommended that the Commission call upon Secretariat to provide a report to the Commission on the status of region wide implementation of language proficiency requirements.

## 2.6 **Regional air navigation deficiencies (Agenda Item 4)**

2.6.1 *Addressing deficiencies:* Regarding deficiencies, the WG/SRP noted that APANPIRG had reviewed, analysed and prioritized the list of air navigation deficiencies (Conclusions 20/74, 20/75 refer). The WG/SRP requested the Commission to invite the Secretary General to urge States to develop and implement an action plan for each deficiency and to provide information to the Bangkok Regional Office.

## 2.7 **Future Work Programme (Agenda Item 5)**

2.7.1 *Future ATM systems.* In relation to paragraph 5.6 of the report, the WG/SRP noted that Japan had proposed to position APANPIRG as a new platform to discuss the future air traffic management system of the Asia/Pacific Region and APANPIRG, after considerable discussions, referred the subject to the 46<sup>th</sup> Directors General of Civil Aviation (DGCA) Conference for its review. The WG/SRP was apprized that the DGCA Conference, held in Osaka, Japan in October 2009, agreed (Action item 46/1 of the 46<sup>th</sup> DGCA Conference refers) to using the existing mechanism of APANPIRG as the starting platform to discuss the issues.

## 3. **ACTION BY THE MEETING**

3.1 The meeting is invited to note outcomes and specific action taken by the Air Navigation Commission on the APANPIRG/20 Report.

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**Implementation of select conclusions/decisions of APANPIRG/20 Meeting  
— Action Plan —**

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/2  D	<b>Asia Pacific Regional Performance Objectives</b>	That, the Asia Pacific Regional Performance Objectives and associated Performance Framework Forms (PFFs) as contained in <b>Appendix A</b> to the APANPIRG/20 Report on Agenda Item 3.0 be adopted.	ICAO APAC Office          ICAO Headquarters/ ANB          ICAO Headquarters/ ANB	Regional Performance Objectives (PFFs). Available on website       Brief to ANC       Convene ALLPIRG/6 Meeting	Noted  Welcomed the approach and confirmed the need for the States to derive national performance objectives based on the regional objectives.       Requested the Secretariat to provide a brief to ANC on performance framework and its rollout plan       Requested to convene ALLPIRG meeting for harmonizing the implementation of performance framework	Completed          January 2010          2011
C 20/3  D	<b>Align Regional &amp; National Performance Objectives</b>	That, the Regional Office encourage use by States of the PFF template adopted for the regional PFFs and circulate MS Word soft copy versions of the regional PFFs adopted by APANPIRG to enable States to derive national performance objectives based on the regional objectives.	ICAO APAC Office	State letter	Noted	Ongoing

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/4 D	Asia/Pacific Performance Metrics	<p>That the following metrics be adopted as a part of Asia/Pacific regional performance monitoring and measurement:</p> <p><b>APAC Metric 1</b> Percentage of RMA sub-regions achieving the regional Target Level of Safety (TLS) for RVSM operations, referenced as of April each year.</p> <p><b>APAC Metric 2</b> Percentage of instrument runway ends with an approach procedure with vertical guidance.</p> <p><b>APAC Metric 3</b> Percentage of en-route and terminal PBN routes implemented on a sub-regional basis in accordance with the regional PBN plan.</p> <p><b>APAC Metric 4</b> Average delays for departures at State's primary international airports for the busiest hour on a weekly basis.</p>	<p>ICAO APAC Office</p> <p>ICAO Headquarters ANB</p>	<p>Asia/Pacific regional performance metrics. Available on website</p> <p>A common set of performance metrics</p>	<p>Noted</p> <p>Requested the Secretariat to develop a common set of performance metrics for all the regions so as to facilitate comparative analysis of regional developments</p>	<p>Completed</p> <p>2011</p>
C 20/5 D	Data Collection for Regional Metrics	That States, organizations and stakeholders collect and process data to support the regional metrics adopted by APANPIRG, leveraging to the extent possible all existing data and ongoing efforts, and provide a progress report to APANPIRG/21.	<p>ICAO APAC Office</p> <p>APAC States</p>	<p>State letter</p> <p>Data to be provided to regional meetings and APANPIRG to support metrics</p>	Noted	<p>Completed</p> <p>Ongoing</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/7 D	<b>Adopt Interim Strategy for Implementation of New Flight Plan Format</b>	That the <i>Interim Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages</i> provided in <b>Appendix A</b> to the APANPIRG/20 Report on Agenda Item 3.2 be adopted and published as the interim edition, and States and users be urged to commence implementation planning based on the interim strategy.	ICAO APAC Office	Interim Strategy for Implementation of New Flight Plan Format	Noted	Completed
C 20/12 D	<b>Adopt ATFM Communications Manual</b>	That the <i>Air Traffic Flow Management (ATFM) Communications Handbook for the Asia/Pacific Region</i> , as shown in <b>Appendix B</b> to the APANPIRG/20 Report on Agenda Item 3.2, be adopted and circulated as regional guidance material.	ICAO APAC Office  ICAO Headquarters ANB/ATM	Regional ATFM Communications Handbook  Global guidance	Noted  Noted that the Secretariat is in the process of developing globally-applicable ATFM guidance material	Completed  2011
D 20/14 D	<b>Support for Global ICD for AFTN AIDC</b>	That recognizing the benefits to be gained from globally-harmonized interface arrangements for AIDC, APANPIRG supports the work being undertaken by the United States to coordinate a global Interface Control Document for AFTN AIDC and invites the Asia/Pacific Regional Office to act as the regional point of contact for this work.	ICAO APAC Office/ United States	Global Interface Control Document for AFTN AIDC	Noted	February 2010
C 20/20 A & D	<b>Adopt RVSM Minimum Monitoring Requirements</b>	That the RVSM Minimum Monitoring Requirements (MMRs) shown in <b>Appendix B</b> to the APANPIRG/20 Report on Agenda Item 3.3 be adopted as the MMRs applicable for the Asia/Pacific Region.	ICAO APAC Office	RVSM Minimum Monitoring Requirements. Available on website	Noted	Completed

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/23 A & D	<b>Adopt RVSM Monitoring Impact Statement</b>	That the <i>Asia/Pacific Regional Impact Statement – RVSM Global Long Term Height Monitoring Requirements effective from November 2010</i> , as shown in <b>Appendix C</b> to the APANPIRG/20 report on Agenda Item 3.3, be adopted and circulated as Asia/Pacific regional guidance material.	ICAO APAC Office	Asia/Pacific Regional Impact Statement – RVSM Global Long Term Height Monitoring Requirements. Available on website	Noted and welcomed the initiative of APANPIRG in preparing an impact statement for RVSM long-term height monitoring requirements.	Completed
D 20/24 A & D	<b>En-route Monitoring Agency (EMA)</b>	That the term En-route Monitoring Agency (EMA) be used to describe an organization providing airspace safety assessment, monitoring and implementation services for international airspace in the Asia/Pacific Region to support implementation and operation of reduced horizontal (lateral and longitudinal) separation.	ICAO APAC Office	Adoption of new name: En-route Monitoring Agency (EMA)	Noted	Completed
C 20/25 A & D	<b>Adopt En-route Monitoring Agency (EMA) Handbook</b>	That the <i>Asia/Pacific En-route Monitoring Agency (EMA) Handbook</i> , as shown in <b>Appendix D</b> to the APANPIRG/20 report on Agenda Item 3.3, be adopted and circulated as Asia/Pacific regional guidance material.	ICAO APAC Office	En-route Monitoring Agency (EMA) Handbook. Available on website	Noted	Completed

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/33 D	<b>Coordinate Implementation of Reduced Horizontal Separations with CSPs</b>	That, recognizing the technical limitations in satellite data link communications capability for the provision of ADS-C and CPDLC, States intending to implement reduced horizontal separations based on RNAV 10 and RNP 4 PBN specifications in oceanic and remote area commence early coordination with Communication Service Providers (CSPs) in order to ascertain adequate data link communication/surveillance capability to support the proposed implementation. Outcomes should be recorded in a formal Service Level Agreement (SLA) between implementing States and CSPs, jointly or severally, to ensure that capabilities are available to properly support RCP 240/D specifications contained in Appendices B and C to the GOLD on an ongoing basis.	ICAO APAC Office  States	State letter  Service Level Agreement (SLA) between implementing States and CSPs, jointly or severally.	Noted	Completed  Ongoing

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/34 D	<b>Technical Limitations in Satellite Data Link Communications Capability</b>	That, recognizing current technical limitations in satellite data communications capability that impacts PBN based separation applications particularly for RNAV10 and RNP 4 in the remote and oceanic areas, ICAO be invited to address this issue at global level.	ICAO APAC Office  ICAO HQ ANB/CNS ATB	Issue form to be sent to HQ  Global monitoring	Noted  Noted and that ICAO will undertake a case study on the ownership and control of the air navigation services infrastructure, including the development of a draft service level agreement for use by air navigation service providers. Furthermore, usage of two or more autonomous networks by States and international organizations will provide much better availability. The Secretariat to monitor further developments.	Completed  Ongoing
C 20/35 D	<b>Asia-Pacific Flight Procedure Programme</b>	That, States be encouraged to participate in the Asia-Pacific Flight Procedure Programme in order to build or improve their instrument flight procedure capabilities, meet the PBN implementation goals of Assembly Resolution A36-23 and enhance flight safety, efficiency and environmental protection.	ICAO APAC Office  States  ICAO HQ ANB/ATM	State letter  Participation of States in the Asia-Pacific Flight Procedure Programme	Noted  Noted  Welcomed the initiative and requested the Secretariat to follow it up for with a similar approach for AFI region.	Completed  2010  2011

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action agreed by ANC 21 January 2010 (ANC 183-4)</b>	<b>Reporting/ Completion date</b>	
<b>C 20/36 D</b>	<b>Preparation for PBN Implementation</b>	That, States that have not done so, are urged to develop their State PBN Implementation Plans, and take action in accordance with those plans to implement WGS-84 and Electronic Terrain and Obstacle Data in their States.	ICAO APAC Office	State letter	Noted	November 2009	
			States	PBN Implementation Plans		January 2010	
<b>C 20/37 D</b>	<b>Guidance material for PBN Implementation</b>	That, ICAO be invited to develop guidance materials on:  a) establishing common implementation rules and technical standards for GNSS reporting and prediction requirements;  b) assigning PBN capability to GPS IFR aircraft in the first instance without the need for recertification; and  c) PBN-specific aspects of en-route safety assessment.	ICAO APAC Office	Submission of Issue form to HQ	Noted	Completed	
			ICAO Headquarters/ ANB/ATM	Guidance material for PBN implementation		To address these PBN issues through appropriate ANC Panel and Study Groups.	2011
			ICAO Headquarters/ ANB/ATM	Status report		Requested the Secretariat to provide a status report on global implementation of PBN.	June 2010
<b>C 20/41 D</b>	<b>Asia/Pacific Regional PBN Implementation Plan</b>	That, the Asia/Pacific Regional PBN Implementation Plan provided in <b>Appendix L</b> to the Report on Agenda Item 3.4 be adopted as Version 1.0.	ICAO APAC Office	Asia/Pacific Regional PBN Implementation Plan	Noted	Completed	
<b>C 20/42 A &amp; D</b>	<b>PBN Safety Assessment Training</b>	That, ICAO be requested to assist in addressing the PBN safety assessment training needs in the region.	ICAO APAC Office	Submission of issue form to HQ	Noted	Completed	
			ICAO Headquarters ANB/ATM	PBN safety assessment training needs		To address this performance based navigation issue through appropriate ANC Panels and Study Groups.	2012

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/48 D	<b>Flight Inspections and Validation of Flight Procedures</b>	<p>That, ICAO be invited to:</p> <p>a) carry out a study for use of DGPS as a positioning reference system for flight inspection;</p> <p>b) provide guidelines for selecting GP reference point for flight inspection;</p> <p>c) review areas of possible misinterpretations in ICAO Doc 8071 such as the ones shown in <b>Appendix N</b> to the Report on Agenda Item 3.4 and provide necessary guidance on the interpretation of the ICAO requirements in order to avoid inconsistency of interpretations and to harmonize application of ICAO Standards and Recommended Practices;</p> <p>d) review information on flight validation as contained in ICAO Doc 8071 Volume II consequent to new Doc 9906 Volume V becoming applicable; and</p> <p>e) develop templates for flight validation reports for PBN IFPs including RNP APCH procedure. A sample template developed by Aerothai for RNP APCH is provided in <b>Appendix O</b> to the Report on agenda item 3.4.</p>	<p>ICAO APAC Office</p> <p>ICAO Headquarters/ ANB/ATM</p>	<p>Submission of issue form to Headquarters</p> <p>Flight Inspections and Validation of Flight Procedures</p>	<p>Noted</p> <p>To address this performance based navigation issue through appropriate ANC Panels and Study Groups.</p>	<p>Completed</p> <p>2011</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/57 D	<b>Planning Criteria for SSR Mode S II Code Assignment</b>	That, the Planning criteria for SSR Mode S II code coordination and assignment as provided in <b>Appendix U</b> to the Report on Agenda Item 3.4 be adopted as a provisional guidance material for use in the Asia/Pacific Region.	ICAO APAC Office	Planning Criteria for SSR Mode S II Code Assignment and available in website	Noted	Completed
C 20/58 D	<b>ICAO Position for the Eleventh World Radio Communication Conference – 2011 (WRC-11) Agenda Items</b>	<p>That, States be urged to:</p> <ul style="list-style-type: none"> <li>a) integrate ICAO Position on WRC-11 Agenda Items into their State Position presented to the regional telecommunication forum (APG) involved in the preparation of joint regional position on the Agenda Items;</li> <li>b) include ICAO Position on WRC-11 Agenda Items into the State Position to the extent possible;</li> <li>c) undertake to provide experts from their civil aviation authorities to participate in the development of State and regional positions; and</li> <li>d) ensure to the extent possible, State delegation to regional conferences, ITU Study Groups and WRC should include experts from Civil Aviation authorities.</li> </ul>	<p>ICAO APAC Office</p> <p>States</p>	<p>State letter</p> <p>Support to ICAO position on WRC agenda through participation in WRC 2011 now postponed January 2012</p>	<p>Appreciated the ongoing contribution of APANPIRG in addressing this issue in a number of forums and requested the Secretary General to urge States to continue to participate at various levels in different forums to provide support to the ICAO position.</p>	<p>Completed</p> <p>January 2012</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
D 20/59 D	<b>Use of the public Internet to access OPMET data and WAFS forecasts</b>	<p>That, OPMET data and WAFS forecasts currently distributed through the ISCS, if only used for flight planning, can be considered non-time critical and therefore, can be accessed through the public Internet.</p> <p><i>Note: Relevant ICAO guidance will be updated accordingly, subject to consideration of a similar decision by the WAFSOPSG/5 Meeting and subsequent endorsement by ANC.</i></p>	<p>ICAO APAC Office</p> <p>ICAO Headquarters/ ANB/MET/AIM</p>	<p>Submission of issue form to Headquarters</p> <p>Updated guidance material</p>	<p>Noted</p> <p>Requested the Secretariat to update the guidance in Doc 8896.</p>	<p>Completed</p> <p>2010</p>
C 20/69 D	<b>Implementation of SIGMET on Radioactive Clouds and Aerodrome Warnings on Tsunami</b>	<p>That, in view of clarifying existing Annex 3 provisions,</p> <p>a) the IAVWOPSG consider developing Annex 3 provisions and guidance material, as necessary, related to the issuance of SIGMET on radioactive clouds; and</p> <p>b) ICAO consider developing Annex 3 provisions and guidance material as necessary related to the issuance of aerodrome warnings on tsunami.</p>	<p>ICAO APAC Office</p> <p>ICAO Headquarters ANB/MET/AIM</p>	<p>Submission of issue form to Headquarters</p> <p>Annex 3 provisions and guidance material as necessary related to the issuance of aerodrome warnings on tsunami.</p>	<p>Noted</p> <p>Invited the IAVWOPSG to consider the need for developing additional ICAO provisions related to SIGMET on radioactive clouds and requested the Secretariat, with the assistance of the METWSG, to consider the need for developing additional ICAO provisions related to aerodrome warnings on tsunami.</p>	<p>Completed</p> <p>November 2013</p>

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C 20/70 D	Training on QMS	That, WMO, in coordination with ICAO, be invited to organize a seminar/workshop on QMS related to aeronautical meteorological services during the first half of 2010.	ICAO Headquarters ANB/MET/AIM and WMO  ICAO Headquarters ANB/MET/AIM	QMS seminar/ Workshop  Harmonized QMS	Requested the Secretariat to invite WMO to conduct, in coordination with ICAO, a seminar/workshop on QMS.  Requested the Secretariat to harmonize QMS methodology for all fields of air navigation systems.	June 2010  TBD
Paragraph 3.6.10	Language proficiency implementation initiatives in Nepal	Nepal's plan to test the controllers and pilots for English proficiency by the end of 2009	ICAO Headquarters	Global implementation plan for language proficiency requirements	Secretariat to provide a report to ANC on the status of region wide implementation of language proficiency requirements.	March 2010
C 20/73 D	Adopt GOLD to replace FOM	That, upon release of the Global Operational Data Link Document (GOLD) by the Ad-Hoc GOLD Working Group in first quarter 2010, the FANS-1/A Operations Manual (FOM) be withdrawn and replaced by the GOLD as Asia/Pacific regional guidance material for use by States and airspace users as the basis for operating Automatic Dependent Surveillance – Contract (ADS-C) and Controller Pilot Data Link Communications (CPDLC), in conjunction with Annex 10 – <i>Aeronautical Telecommunications Volume II – Communications Procedures</i> including those with PANS status and the <i>Procedures for Air Navigation Services – Air Traffic Management</i> (PANS–ATM, Doc 4444).	ICAO APAC Office	Upon release of the GOLD by the ad hoc GOLD WG, transmit State letter	Noted	First quarter 2010

Concl/Dec No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action agreed by ANC 21 January 2010 (ANC 183-4)	Reporting/ Completion date
C20/76 A	<b>MET deficiencies to be added to the APANPIRG list of air navigation deficiencies</b>	That, the list of proposed air navigation deficiencies in <b>Appendix F</b> to the APANPIRG/20 Report on agenda item 4 obtained by the ICAO TCB CAEMSA-SP reports be added to the list of APANPIRG air navigation deficiencies list tagged with the U status	ICAO APAC Office	State letter	Noted and requested the Secretary General to urge States to develop and implement an action plan for each deficiency and to provide information to the Bangkok Regional Office.	March 2010

\* **Note:** ICAO has established the following Strategic Objectives for the period 2005-2010:

**A: Safety** - *Enhance global civil aviation safety;*

**B: Security** - *Enhance global civil aviation security;*

**C: Environmental Protection** - *Minimize the adverse effect of global civil aviation on the environment;*

**D: Efficiency** - *Enhance the efficiency of aviation operations;*

**E: Continuity** - *Maintain the continuity of aviation operations;*

**F: Rule of Law** - *Strengthen law governing international civil aviation.*

— END —