



International Civil Aviation Organization

The Twelfth Meeting of the FANS Implementation Team, Bay of Bengal (FIT-BOB/12) and the Second Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/2)

Bangkok, Thailand, 22 – 26 February 2010

Agenda Item 8: Any Other Business

OUTCOMES OF APANPIRG/20

(Presented by the Secretariat)

SUMMARY

This paper presents a total of 76 Conclusions and Decisions raised by the 20th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009) for the meeting's review.

1. INTRODUCTION

1.1 APANPIRG/20 was held in Bangkok, Thailand from 7 to 11 September 2009. As well as reviewing progress on Conclusions and Decisions raised by previous APANPIRG meetings, APANPIRG/20 raised a total of 76 new Conclusions and Decisions for regional action.

2. DISCUSSION

2.1 The APANPIRG/20 report records as follows in terms of FIT-BOB and the Global Operational Data Link Document (GOLD).

Eleventh Meeting of FANS Implementation Team, Bay of Bengal (FIT-BOB/11) and Data Link Seminar

3.5.4 In addition to details of relevant ICAO provisions and regional data link guidance materials, the seminar which preceded FIT-BOB/11 was expected to provide practical information from experienced data link operators and pilots, air navigation services providers, network system providers and airframe manufactures, and the technical background to the work undertaken by a data link Central Reporting Agency (CRA). In this context, seminar presentations were structured around the following broad topics:

- 1) What is ADS-C, what is CPDLC, what is data link;*
- 2) ADS/CPDLC operating procedures & documentation – FANS Operations Manual (FOM), ICAO provisions in relation to data link services & ICAO document references for ADS/CPDLC;*

- 3) *Requirements for ATC Systems with ADS/CPDLC;*
- 4) *Pilot Perspectives of ADS/CPDLC, including cockpit practices and procedures;*
- 5) *Data network system provision and architecture;*
- 6) *Roles and functions of FIT, including Problem Reports (PR) and system performance analysis;*
- 7) *Data link CRA – role, functions, outputs; and*
- 8) *Safety assessment and monitoring – the role of EMA.*

3.5.5 *The FIT-BOB/11 meeting expressed its strong support for the GOLD, noting the beneficial developments to existing material from the FANS Operations Manual (FOM), and additional guidance and informational material on both old and new subjects that had been included in the GOLD. The FIT-BOB/11 meeting encouraged all delegates to undertake a review of the GOLD ver. 0.5 and provide feedback before the September 30 deadline to tom.kraft@faa.gov.*

Global Operational Data Link Document (GOLD)

Adoption of the GOLD

3.6.29 *he GOLD incorporates the most recent advances in data link matters including consideration of ICAO's Required Communications Performance (RCP) provisions as well as technical specifications and guidance on post-implementation monitoring, based on RTCA DO-306/EUROCAE ED-122, Safety and Performance Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace (Oceanic SPR Standard).*

3.6.30 *The Ad-Hoc GOLD Working Group, which includes representation from ICAO HQ and the EUR/NAT and APAC Regional Offices, is targeting completion of an operational edition of the GOLD by the end of December 2009; promulgation of the GOLD is expected early in 2010. The meeting learned that because the recent work had been concentrated on preparing the GOLD, the FOM was now out of date and there was no expectation that the FOM would be updated as it would be replaced by the GOLD.*

3.6.31 *The United States and others joined IATA in recognizing that the GOLD supersedes the FOM and represents a very significant step towards the global harmonization of ADS-C and CPDLC procedures for pilots and ATCOs. As the GOLD builds on existing provisions in the FOM, transition from the FOM to the GOLD is not expected to introduce significant implementation issues and implementation will be coordinated via the Regional Office and the regional ATS Coordination Groups. The meeting formulated the following Conclusion:*

Conclusion 20/73 – 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 – Aeronautical Telecommunications Volume II – Communications Procedures including those with PANS status and the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM Doc 4444).

GOLD Change process

3.6.32 *After a Planning and Implementation Regional Group (PIRG) has endorsed the initial release of the GOLD, it will be maintained as a regional document in coordination with participating PIRGs providing data link services within their region. Each PIRG will establish a mechanism for submitting and administering change proposals via the respective Regional Offices.*

3.6.33 *Any stakeholder will be able to submit a change proposal to their ICAO Regional Office. The Regional Office will coordinate the change proposal within its own region, other regions, and with ICAO HQ, to determine the acceptability of the change proposal. Once coordination has been completed and the change proposal is accepted, the change will be incorporated into the GOLD.*

2.2 APANPIRG/20 raised a total of 76 new Conclusions and Decisions for regional action. A listing of the APANPIRG/20 Conclusions and Decisions has been included as the **Attachment** hereto.

2.3 In relation to the Conclusions and Decisions of APANPIRG/20, ICAO Asia/Pacific Regional Office has notified States and international organisations that the ‘*Interim Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages*’ was adopted and published as the interim edition, and States and users be urged to commence planning. (Conclusion 20/7 refers). Also, the Regional Office will:

- 1) facilitate coordination with the European Originating Region Code Assignment Method (ORCAM) Secretariat to implement code management arrangements that avoid SSR code conflicts at the EUR/ASIA interface. (Conclusion 20/9);
- 2) conduct a regional ATFM Steering Group which will be tasked with preparing an Asia/Pacific Regional ATFM Concept of Operations based on analysis of regional data and traffic flows. (Conclusion 20/11);
- 3) highlight that the *Air Traffic Flow Management (ATFM) Communications Handbook for the Asia/Pacific Region* was adopted and will circulate it as regional guidance material (Conclusion 20/12 refers);
- 4) act as the regional point of contact for the work being undertaken by the United States to coordinate a global Interface Control Document for AFTN AIDC and invites the (Decision 20/14);
- 5) inform States that in addition to the continuous update of RVSM Approvals data, States provide an update of RVSM Approvals data in conjunction with the annual December traffic sample data submission (Conclusion 20/22 refers); and

- 6) highlight 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 (Conclusion 20/24);

3. ACTION BY THE MEETING

- 3.1 The meeting is invited to note the outcomes of APANPIRG/20.

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Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/1	Performance Framework Workshop/Seminar	That, ICAO be invited to conduct additional Workshop(s)/Seminar(s) on performance frameworks to provide guidance to the States in developing their national performance frameworks.
C 20/2	Asia Pacific Regional Performance Objectives	That, the Asia Pacific Regional Performance Objectives and associated Performance Framework Forms (PFFs) as contained in Appendix A to the APANPIRG/20 Report on Agenda Item 3.0 be adopted.
C 20/3	Align Regional & National Performance Objectives	That, the Regional Office encourages 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.
C 20/4	Asia/Pacific Performance Metrics	<p>That the following metrics be adopted as a part of Asia/Pacific regional performance monitoring and measurement:</p> <p>APAC Metric 1 Percentage of RMA sub-regions achieving the regional Target Level of Safety (TLS) for RVSM operations, referenced as of April each year.</p> <p>APAC Metric 2 Percentage of instrument runway ends with an approach procedure with vertical guidance.</p> <p>APAC Metric 3 Percentage of en-route and terminal PBN routes implemented on a sub-regional basis in accordance with the regional PBN plan.</p> <p>APAC Metric 4 Average delays for departures at State's primary international airports for the busiest hour on a weekly basis</p>
C 20/5	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.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
D 20/6	Dissolution of Western Pacific/South China Sea RVSM Scrutiny Working Group	That, having completed the Terms of Reference established by APANPIRG, a) the Western Pacific/South China Sea RVSM Scrutiny Working Group (WPAC/SCS RSG) be commended for the swift and effective outcomes in satisfactorily addressing RVSM safety performance in the WPAC/SCS area, and b) the WPAC/SCS RSG be dissolved and any residual work items be allocated to Southeast Asia ATS Coordination Group (SEACG) and/or the Regional Airspace Safety Monitoring Advisory Group (RASMAG) and ATM/AIS/SAR Sub-Group as necessary.
C 20/7	Adopt Interim Strategy for Implementation of New Flight Plan Format	That the ' <i>Interim Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages</i> ' provided in Appendix A 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.
C 20/8	Notification of State Transition Date to New Flight Plan Format	That, in order to align regional implementation planning, States inform the Regional Office by 1 July 2010 of their scheduled date and implementation methodology for transition to the new Flight Plan and ATS Message formats.
C 20/9	SSR Code Coordination with ORCAM Secretariat	That, recognizing that four of the ten European (EUR) region SSR code Participating Areas (PAs) border Asian States, the Regional Office facilitate coordination with the European Originating Region Code Assignment Method (ORCAM) Secretariat to implement code management arrangements that avoid SSR code conflicts at the EUR/ASIA interface.
C 20/10	ATFM Compliance- Advice to Airlines and Airports	That, on behalf of the ATFM/TF, the Regional Office seeks assistance in properly complying with ATFM procedures from the specific airlines and airports identified by the ATFM/TF as contributing to poor ATFM performance because of early or late departures.
C 20/11	ATFM Steering Group and Concept of Operations	That a regional ATFM Steering Group be constituted and tasked with preparing an Asia/Pacific Regional ATFM Concept of Operations based on analysis of regional data and traffic flows. The ATFM Steering Group should consider the outcomes and recommendations from the October 2008 ATFM Seminar/Workshop (Fukuoka, Japan) and information about the CAR/SAM ATFM Project contained in IP/3 to APANPIRG/20 as guidance in deriving its Objectives and Terms of Reference.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/12	Adopt ATFM Communications Manual	That the <i>Air Traffic Flow Management (ATFM) Communications Handbook for the Asia/Pacific Region</i> , as shown in Appendix B to the APANPIRG/20 Report on Agenda Item 3.2, be adopted and circulated as regional guidance material.
C 20/13	Conduct Regional ATFM Survey	That a survey of Asia/Pacific States be conducted based on the questionnaire at Appendix C to the APANPIRG/20 Report on Agenda Item 3.2, with the objective of benchmarking the current status of Air Traffic Flow Management (ATFM) activities in the Asia/Pacific Region.
D 20/14	Support for Global ICD for AFTN AIDC	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.
C 20/15	Survey of RNP 4 Equipage and Approvals	That during 2010 the Regional Office conducts a regional survey to establish the current and near term equipage and approvals status for RNP 4 operations.
C 20/16	Assistance to States to Implement Electronic Terrain and Obstacle Data (eTOD)	<p>That, in light of the fact that:</p> <p>a) within the Asia and Pacific region, there is a varying degree of implementation status and readiness for the existing Annex 15, Chapter 10 eTOD Standards and Recommended Practices (SARPs);</p> <p>b) significant cost and institutional issues prevail as impediments to global eTOD implementation; and</p> <p>ICAO consider providing short- and long-term assistance to States in order to build their capacity to provide eTOD in a sustainable and cost efficient manner.</p> <p><i>Note: An appropriate form of providing assistance could include establishment of an ICAO Technical Cooperation Project with funding sought from donor agencies.</i></p>
C 20/17	SAR Guidance on 121.5 MHz Search Planning	Recognizing that large populations of aircraft would continue to use 121.5MHz distress beacons after the February 2009 cessation of COSPAS SARSAT Satellite tracking capability, States consider the guidance material " <i>Search Planning for Audible 121.5 Distress Beacon Alerts</i> " contained in Appendix G to the APANPIRG/20 Report on Agenda Item 3.2 when developing SAR procedures and training documentation.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/18	Provide SAR 121.5 MHz Guidance to ICAO/IMO JWG	That the Regional Office seek the assistance of the United States in providing a copy of the guidance material “ <i>Search Planning for Audible 121.5 Distress Beacon Alerts</i> ” contained in Appendix G to the APANPIRG/20 Report on Agenda Item 3.2 to the ICAO/IMO Joint Working group on SAR for consideration as an amendment to the <i>International Aeronautical and Maritime SAR (IAMSAR) Manual</i> .
D 20/19	ATM/AIS/SAR Task List	That the ATM/AIS/SAR Sub-Group Task List and attachments contained in Appendix A to the ATM/AIS/SAR/SG/19 Report on Agenda Item 10 be adopted as the current work programme for the ATM/AIS/SAR Sub-Group of APANPIRG.
C 20/20	Adopt RVSM Minimum Monitoring Requirements	That the RVSM Minimum Monitoring Requirements (MMRs) shown in Appendix B to the APANPIRG/20 Report on Agenda Item 3.3 be adopted as the MMRs applicable for the Asia/Pacific Region.
D 20/21	Expand use of safety monitoring data	That the arrangements for annual month of December traffic sample data by all States to satisfy airspace safety monitoring analysis called for by APANPIRG Conclusion 16/4 be expanded to enable this data to also be available for airspace planning and implementation purposes. This will apply only where such data is not otherwise available to regional or State implementing bodies and only with specific written authority of the ICAO Asia/Pacific Regional Office on each occasion.
C 20/22	Provide Annual Update of RVSM Approvals to RMAs	That, in addition to the continuous update of RVSM Approvals data called for by Conclusion 19/15 and APANPIRG RMA requirements, States provide an update of RVSM Approvals data in conjunction with the annual December traffic sample data submission required by Conclusion 16/4.
C 20/23	Adopt RVSM Monitoring Impact Statement	That the <i>Asia/Pacific Regional Impact Statement – RVSM Global Long Term Height Monitoring Requirements effective from November 2010</i> , as shown in Appendix C to the APANPIRG/20 report on Agenda Item 3.3, be adopted and circulated as Asia/Pacific regional guidance material.
D 20/24	En-route Monitoring Agency (EMA)	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.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/25	Adopt En-route Monitoring Agency (EMA) Handbook	That the <i>Asia/Pacific En-route Monitoring Agency (EMA) Handbook</i> , as shown in Appendix D to the APANPIRG/20 report on Agenda Item 3.3, be adopted and circulated as Asia/Pacific regional guidance material.
D 20/26	Revision of Subject/Tasks List of ATNICG	That, the revised Subject/Tasks List of ATNICG provided in Appendix A to the Report on Agenda Item 3.4 be adopted.
C 20/27	ATN/AMHS Guidance Material	That, the following guidance materials for ATN/AMHS Implementation be adopted and published. <ul style="list-style-type: none"> - Version 3.1 of the Asia/Pacific IDRP Routing Policy provided in Appendix B to the Report on Agenda Item 3.4; - AMHS/ATN Network Management Operational Procedure Guidelines provided in Appendix C; - Amended AMHS Conformance Testing (AMHS Manual provided in Appendix D; and - Aeronautical Telecommunication Network Security Checklist provided in Appendix E.
C 20/28	Short-term procedure for Global AMHS address Coordination	That, ICAO request States to register their AMHS addresses with EUROCONTROL AMC through Aeronautical Radio of Thailand (Aerothai) and provide a copy of this information to ICAO Asia/Pacific Office.
C 20/29	AMHS Addressing Scheme	That, <ul style="list-style-type: none"> a) States be urged to update information in respect of their administrations in the regional AMHS Naming Register; and States hosting BBIS hubs be requested to process both the XF and CAAS addressing schemes.
C 20/30	Revision of FASID Tables CNS-1B, CNS-1C and CNS-1E	That, FASID Tables CNS-1B, 1C and 1E for ATN Router Plan, AMHS Routing Plan and AIDC Routing Plan be replaced with the revised CNS Tables provided in Appendices F, G and H respectively to the Report on Agenda Item 3.4.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/31	State and Operator aircraft information for GOLD	<p>That,</p> <p>a) States be urged to provide Region & State Information for inclusion in the GOLD Appendix E, by sending the completed forms(s) provided in Annex 1 to the Report on agenda item 3.4 for their flight information regions (FIRs) or control areas (CTAs) by 30 October 2009; and</p> <p>IATA be urged to coordinate with member airlines for providing operator & aircraft information for the GOLD Appendix F by sending completed form(s) as provided in Annex 2 to the Report on agenda item 3.4 for each variance, clarification, or addition to applicable aircraft type by 30 October 2009.</p>
C 20/32	Second Satellite Data-link Operational Continuity Meeting	<p>That, ICAO be invited to organize 2nd Satellite Data-link Operational Continuity Meeting in 2010 for stakeholders to review the developments on the performance and provision of satellite data link communication in the Asia/Pacific Region and develop a solution.</p>
C 20/33	Coordinate Implementation of Reduced Horizontal Separations with CSPs	<p>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.</p>
C 20/34	Technical Limitations in Satellite Data Link Communications Capability	<p>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.</p>
C 20/35	Asia-Pacific Flight Procedure Programme	<p>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.</p>
C 20/36	Preparation for PBN Implementation	<p>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.</p>

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/37	Guidance material for PBN Implementation	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.
D 20/38	Regional RAIM prediction System	That, PBNTF be tasked to examine the feasibility of establishing a regional RAIM prediction system.
C 20/39	RNAV Human Factors	That, RNAV safety message provided in Appendix J to the Report on Agenda Item 3.4 be distributed to the States for further distribution to all operators involved in RNAV operations in order to apply the lessons learnt.
C 20/40	PBN Implementation Progress Report Template	That, States be urged to use the PBN Implementation Progress Report Template provided in Appendix K to the Report on Agenda Item 3.4 for all future reporting of their status of PBN implementation. The Report should be submitted at each of the future PBN Task Force Meeting.
C 20/41	Asia/Pacific Regional PBN Implementation Plan	That, the Asia/Pacific Regional PBN Implementation Plan provided in Appendix L to the Report on Agenda Item 3.4 be adopted as Version 1.0.
C 20/42	PBN Safety Assessment Training	That, ICAO be requested to assist in addressing the PBN safety assessment training needs in the region.
C 20/43	RNP AR Approach Implementation	That, States be urged to give detailed considerations to the operational need, safety and cost benefits prior to deciding on RNP AR Approach implementation.
D 20/44	PBN Task Force Activities	That, the PBN Task Force continues with the current TORs for two additional meetings in 2010.
C 20/45	Sharing Information on ICAO Panels/SGs	That, ICAO be requested to consider sharing information on ICAO Panels and Study Groups activities/outcome regularly with regional planning/implementation groups.
C 20/46	Revision of the Strategy for the Provision of Navigation Services in the Asia/Pacific Region	That, the updated Strategy for the provision of navigation services provided in Appendix M to the Report on Agenda Item 3.4 be adopted and published.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
D 20/47	Guidance material for flight inspection/validation of ADS-B ground stations	That, ADS-B SITF be tasked to study the need for developing guidance material for flight inspection/validation of ADS-B ground stations.
C 20/48	Flight Inspections and Validation of Flight Procedures	That, ICAO be invited to: <ul style="list-style-type: none"> a) carry out a study for use of DGPS as a positioning reference system for flight inspection; b) provide guidelines for selecting GP reference point for flight inspection; c) review areas of possible misinterpretations in ICAO Doc 8071 such as the ones shown in Appendix N 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; d) review information on flight validation as contained in ICAO Doc 8071 Volume II consequent to new Doc 9906 Volume V becoming applicable; and 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 Appendix O to the Report on agenda item 3.4.
C 20/49	Update of procedures and infrastructure	That, the States be <ul style="list-style-type: none"> a) reminded of the contents of State Letter AN 7/5-01/52 dated 11 May 2001 on ILS maintenance procedures; b) reminded to provide updates to information as contained in the eighth edition of the flight inspection catalogue; and c) urged to consider upgrading their FIS to include the flight inspection requirements of GNSS, Interference, ADS-B, Multi-lateration etc. as necessary.
D 20/50	Subject/Tasks List of ADS-B Study and Implementation Task Force	That, the Subject/Tasks List for ADS-B Study and Implementation Task Force provided in Appendix P to the Report on Agenda Item 3.4 be adopted.
C 20/51	Workshop on ADS-B OUT equipage requirement	That, ICAO be invited to organize a workshop on ADS-B OUT equipage requirement before May 2010 with the assistance from Australia and USA.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/52	Table CNS 4A and Table CNS 4B	That, the FASID Table CNS 4A and Table CNS 4B be replaced with updated Tables provided in Appendix Q and Appendix R to the Report on Agenda Item 3.4 in accordance with the established procedure.
C 20/53	Revised Guidelines for Development of ADS-B Implementation Plan by States	That, the revised guidelines for Development of ADS-B Implementation Plan by States provided in Appendix S to the Report on Agenda Item 3.4 be adopted.
C 20/54	Regional ADS-B Equipage Requirement	That, States be urged to issue ADS-B authorizations for the interim period 2010-2020 (or until requirements can be harmonized globally) in Non-Radar Areas (NRA) airspace based on: <ul style="list-style-type: none"> - AMC20-24 certification or - Approval by CASA Australia or - The requirements of the CASA Civil Aviation Order 20.18 Amendment (No. 1) 2009 and Advisory Circular AC21-45 <p style="text-align: center;"><i>States that have not yet published regulations should implement necessary regulations that recognize that any one of the above requirements is acceptable and not specify an individual requirement.</i></p>
C 20/55	Forward Fitment Requirements for SA Aware and FDE functionality	That, ICAO recommends States concerned to adopt forward fitment requirements which include SA aware and FDE functionality as soon as reasonable.
C 20/56	Coordination for SSR MODE S II Codes	That, <ul style="list-style-type: none"> a) the Table on SSR Mode S Interrogator Identifier Codes as provided in Appendix T on Agenda Item 3.4 to the Report be adopted; and b) States be advised to provide the required information as specified in the Table on SSR Mode S Interrogator Identifier Codes to the ICAO Asia/Pacific Office for coordination and registration.
C 20/57	Planning Criteria for SSR Mode S II Code Assignment	That, the Planning criteria for SSR Mode S II code coordination and assignment as provided in Appendix U to the Report on Agenda Item 3.4 be adopted as a provisional guidance material for use in the Asia/Pacific Region.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/58	ICAO Position for the World Radio Communication Conference – 2011(WRC-11) Agenda Items	<p>That, States be urged to:</p> <ul style="list-style-type: none"> 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; b) include ICAO Position on WRC-11 Agenda Items into the State Position to the extent possible; c) undertake to provide experts from their civil aviation authorities to participate in the development of State and regional positions; and d) ensure to the extent possible, State delegation to regional conferences, ITU Study Groups and WRC should include experts from Civil Aviation authorities.
D 20/59	Use of the public Internet to access OPMET data and WAFS forecasts	<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>
C 20/60	Extension of the ISCS-G2 and the implementation of the WAFS Internet file server (WIFS)	<p>That, WAFS Washington Provider State advise the ISCS user States about its intentions to:</p> <ul style="list-style-type: none"> a) continue to work on extending the current ISCS-G2 service through 30 June 2012 to allow users sufficient time for transition to replacement services; and b) provide an operational WAFS Internet File Server (WIFS) by March 2010.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/61	Replacement of ISCS-G2	<p>That,</p> <p>a) the ICAO Regional Office, in coordination with the ISCS Provider State, prepare a survey to be circulated to the ISCS user States and focal points on their intentions as to the future reception of OPMET data and WAFS forecasts, i.e. ISCS-G3 vs. WIFS;</p> <p><i>Note 1: the survey would include pros and cons of the two systems, together with the associated cost estimates, to be provided by the ISCS Provider State and seek information about the States' capability to assume these costs in view of establishing possible funding arrangements.</i></p> <p><i>Note 2: the Secretariat request States to revalidate their respective focal point to further promote coordination between the ISCS Provider State and the user States in the Asia/Pacific Region.</i></p> <p>b) after completion of action under a) above by 1 December 2009, the ISCS Provider State inform the ISCS user States concerning their plans for the replacement of the ISCS-G2; and</p> <p><i>Note 3: the ISCS Provider State is expected to indicate its future plans concerning ISCS-G3 and the WIFS</i></p> <p>c) the WAFSOPSG be invited to consider preparing an amendment to all ICAO regional procedures in the ANP/FASID to render WIFS and SADIS FTP Service as an alternative to the respective satellite broadcasts as the primary means of obtaining WAFS forecasts and OPMET data for flight planning purposes.</p> <p><i>Note 4: WAFS user States are responsible for the procurement of the necessary tools to access WAFS forecasts and OPMET data provided by the WAFCS.</i></p> <p><i>Note 5: The adoption of this Conclusion reinstates the APANPIRG Conclusion 19/45, Transition to ISCS 3rd Generation.</i></p>

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/62	Harmonization of procedures for OPMET data issuance	<p>That, ICAO Regional Office be invited to</p> <p>a) Include examples of correct methods of issuing OPMET data for inclusion in the ROBEX Handbook;</p> <p>b) After completion of a) above request States in the Asia/Pacific Region to implement these methods as a matter of priority; and</p> <p>c) Consult the RODBs to monitor the progress of OPMET data issuance in compliance with the Regional Air Navigation Plan for reporting at the OPMET/M TF/8 Meeting.</p>
C 20/63	Improvement of OPMET data availability for AOP aerodromes	<p>That, after the next round of harmonization of OPMET data between SADIS and ISCS Provider States,</p> <p>a) IATA be invited to monitor the availability of OPMET data for AOP aerodromes; and</p> <p>b) ICAO Regional Office, based on the results of the monitoring in a) above, remind States concerned of unavailability of OPMET data.</p> <p><i>Note: the aim will be an availability of 95% of all OPMET data (METAR and TAF) from AOP aerodromes on SADIS and ISCS.</i></p>
C 20/64	Improvement of OPMET data availability for non-AOP aerodromes	<p>That, after the next round of harmonization of OPMET data between SADIS and ISCS Provider States,</p> <p>a) IATA be invited to monitor the availability of OPMET data for non-AOP aerodromes; and</p> <p>b) ICAO Regional Office, based on the results of the monitoring in a) above, approach States concerned to confirm their agreement to continue providing OPMET data</p> <p><i>Note: the aim will be an availability of 90% of all OPMET data (METAR and TAF) from non-AOP aerodromes on SADIS and ISCS.</i></p>
C 20/65	Replace FASID Tables MET 4A and 4B by the ROBEX Handbook	<p>That, the FASID Tables MET 4A and 4B be replaced with the ROBEX Handbook when referencing the ROBEX Scheme in the Basic ANP and FASID in accordance to Appendices V and W to the APANPIRG/20 Report on Agenda Item 3.4. Subsequently, FASID Tables MET 4A and 4B will be removed from the FASID.</p>

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/66	Replace FASID Table MET 4C by the Asia/Pacific regional OPMET data banks interface control document	That, the FASID Tables MET 4C be replaced with the Asia/Pacific regional OPMET data banks interface control document when referencing the responsibilities of the ASIA/PAC OPMET data banks for collection and dissemination of OPMET bulletins to support the ROBEX Scheme in the Basic ANP and FASID in accordance to Appendices V and W to the APANPIRG/20 Report on Agenda Item 3.4. Subsequently, FASID Table MET 4C will be removed from the FASID.
C 20/67	Cost Recovery by Volcano Observatories	That, the ICAO CNS/MET Sub-group VA/TC Implementation Task Force, in coordination with the VAAC Provider States and the ICAO Secretariat, be invited to investigate examples of agreements between State volcanic observatories and the civil aviation authorities that may be used by other States in considering the recovery of the cost in accordance with ICAO provisions.
C 20/68	Expanded WV SIGMET Test Development	That, a) Japan be invited to further develop an expanded WV SIGMET Test utilizing automated templates in consultation with the Darwin VAAC; and b) upon completion of a) above, Japan conducts the expanded WV SIGMET Test and produce an analysis to the OPMET/M TF/8 meeting for further review and subsequent reporting to the CNS/MET SG/14 meeting to determine the next phase of the test.
C 20/69	Implementation of SIGMET on Radioactive Clouds and Aerodrome Warnings on Tsunami	That, in view of clarifying existing Annex 3 provisions, a) the IAVWOPSG consider developing Annex 3 provisions and guidance material, as necessary, related to the issuance of SIGMET on radioactive clouds; and b) ICAO consider developing Annex 3 provisions and guidance material as necessary related to the issuance of aerodrome warnings on Tsunami.
C 20/70	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.
D 20/71	Updated Terms of Reference and Subject/Tasks List of the CNS/MET Sub-group	That, the revised Terms of Reference and Subject/Tasks List of the CNS/MET Sub-group provided in Appendices Y and Z to the Report be adopted.

Conclusion/ Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision
C 20/72	Ionospheric Data Collection – Focal Point of Contact	<p>That, the States be urged to:</p> <p>a) cooperate with each other to collect data and characterize ionosphere model in the APAC region that will lead to smooth introduction of GNSS in ASIA/PAC Region; and</p> <p>b) provide the name and contact details of the Focal Point of Contact to ICAO Regional Office for coordinating collection and exchange of ionospheric data with the ultimate objective of establishing a standard ionospheric model for the region.</p>
C 20/73	Adopt GOLD to replace FOM	<p>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 <i>Annex 10 – Aeronautical Telecommunications Volume II – Communications Procedures including those with PANS status</i> and the <i>Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM Doc 4444)</i>.</p>
C 20/74	Removal of the APANPIRG Air Navigation Deficiency AP-MET-15	<p>That, the air navigation deficiency AP-MET-15 be removed from the APANPIRG air navigation deficiencies list.</p>
C 20/75	MET deficiencies to be added to the APANPIRG list of Air Navigation Deficiencies	<p>That, the list of proposed air navigation deficiencies in Appendix F 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.</p>
C 20/76	Continuation of CAEMSA-SP	<p>That, the DGCA/46 conference considers funding and resources be allotted by donor States, WMO, and ICAO for the continuation of the CAEMSA-SP in order to meet international requirements in the provision of meteorological services which would achieve the necessary safety and efficiency levels for airlines operating in the South Pacific.</p>