



International Civil Aviation Organization

**EIGHTEENTH MEETING OF THE COMMUNICATIONS/NAVIGATION  
AND SURVEILLANCE SUB-GROUP (CNS SG/18) OF APANPIRG**

Asia and Pacific Regional Sub-Office, Beijing, China  
(21 – 25 July 2014)

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**Agenda Item 3: Review**

- 3.1 Follow-up actions on Reports of the CNS/MET SG/16 and  
APANPIRG/23 Meetings

**REVIEW OF ACTIONS PLAN ON  
THE REPORT OF THE SEVENTEENTH CNS SUB-GROUP AND  
TWENTY FOURTH APANPIRG MEETINGS**

(Presented by the Secretariat)

**SUMMARY**

This paper presents the status of implementation of Decisions/Conclusions relevant to the CNS Sub-group of APANPIRG in its Seventeenth Meeting and adopted by APANPIRG/24.

This paper relates to –

**Strategic Objectives:**

*A: Safety – Enhance global civil aviation safety*

*B: Air Navigation Capacity and Efficiency – Increase Capacity and improve efficiency of the global civil aviation system*

*E: Environmental Protection – Minimize the adverse environmental effects of civil aviation activities*

**1. INTRODUCTION**

1.1 The CNS Sub Group meets prior to the APANPIRG meeting to discuss the status of implementation of various Decisions and Conclusions adopted by APANPIRG in its previous meeting. APANPIRG, in its meeting reviews the reports of Sub-groups and considers Draft Decisions/Conclusions developed by the Sub-groups for adoption.

1.2 The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was established by the ICAO Council in 1991 [C-MIN.133/18, 26 June 1991]. The Terms of Reference of APANPIRG was approved by the Council of ICAO in 6th Meeting of its 171 Session on 27 February 2004 and revised consequent to the decision of the Council [C-DEC183/9, March/April 2008 and C-WP/13558, C190/4, 25 May 2010]. APANPIRG is composed of all APAC Member States providing air navigation services in the Asia and Pacific Regions.

1.3 The Twenty Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24) was held in Bangkok, Thailand from 24 to 26 June 2013.

1.4 APANPIRG/24 adopted action plan in a table form which provides for each Conclusion/Decision, the related ICAO strategic objective (s), the follow-up action to be taken Organization/Administrations responsible to initiate action, expected deliverable (s) and the target date for completion. The format is in line with the ICAO Business Planning and Performance Based Approach.

1.5 The Air Navigation Commission (ANC) referred the Report of the APANPIRG/24 (Bangkok, 24-26 June 2013) Meeting to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The AN-WG/SRP reviewed the report on 21 and 25th November 2013 and was approved by the ANC on 27<sup>th</sup> November 2013.

## **2. DISCUSSION**

2.1 The status of follow-up actions taken by the States/Administrations and ICAO Asia and Pacific Regional Office on the Conclusions/Decisions of the APANPIRG/24 relevant to CNS Sub-group provided in the **Attachment 1** to this paper for review by the meeting.

2.2 **Attachment 2** of this paper provides progress of implementation of the outstanding Conclusions till the Twenty Third meeting of APANPIRG.

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

3.1 The meeting is invited to note the follow-up actions taken by ICAO APAC Office, Air Navigation Commission and the States on the Decisions/Conclusions adopted by APANPIRG in its Twenty Fourth Meeting as shown in the **Attachment 1**.

3.2 The meeting is also invited to review the follow-up actions on the outstanding Conclusions taken as shown in the **Attachment 2**.

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## APANPIRG/25

## APANPIRG/24 Conclusions/Decisions – Action Plan

Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
D 24/1  A & C	<b>Regional Priorities and Targets for Air Navigation</b>	That APANPIRG  a) establish, consistent with Recommendations 6/1 and 6/12 of the AN-Conf/12, priorities and targets for air navigation by May 2014;  b) utilize specific interface groups, where required, for addressing the harmonization of air navigation plans in adjacent areas of APANPIRG; and  c) coordinate with APAC-RASG to ensure consistency of action and avoid overlap.	APANPIRG	Regional Priorities and Targets established	May 2014	COMPLETE  COMPLETE  IN PROGRESS	To note
C 24/2 A & C	<b>Establishing Regional Priorities and Targets</b>	That, following the PIRG- RASG Global Coordination meeting held in March 2013 APANPIRG/24 invited the Chairpersons of ATM, RASMAG, CNS, and MET sub groups to establish regional priorities and targets for the APAC Region in alignment with the GANP and APAC Seamless ATM Plan by December 2013 in order to facilitate submission to ICAO by May 2014	ICAO APAC Office  Chairperson of ATM, CNS, RASMAG & MET	State Letter  Regional Priorities and Targets established	September 2013  December 2013	COMPLETE AGA013/13 1 AUG 2013  COMPLETE	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/3  A & C	<b>Regional and Global Air Navigation Reporting</b>	<p>That States:</p> <p>a. support the plan for an online Regional Performance Dashboard in March 2014 and annual Global Air Navigation Report in April 2014;</p> <p>b. provide requisite information to the ICAO Regional Office, Bangkok to demonstrate operational improvements; and</p> <p>c. establish, if not yet done so, a performance measurement strategy that comprises of data compilation, processing, storage and reporting for the identified regional performance metrics for the air navigation systems.</p>	ICAO APAC Office  APAC States	State Letter	November 2013	COMPLETE AN 3/3 – AP113/13 (AGA) dated 2 August 2013	To note
C 24/4 A & C	<b>Follow-up to AN-Conf/12 Recommendations by States and International Organizations</b>	That, the States and International Organizations, on the basis of analysis contained in the Appendix A to Report on Agenda Item 2, takes follow-up action as appropriate on the applicable recommendations of the AN-Conf/12	ICAO APAC Office	State Letter	November 2013	COMPLETE AN 3/3 – AP112/13 dated 2 August 2013	To note
D 24/5 A & C	<b>Follow-up to AN-Conf/12 Recommendations by APANPIRG</b>	That the subgroups of APANPIRG study the recommendations of the AN-Conf/12, initiate appropriate follow-up actions and submit a report on the outcomes of these actions to APANPIRG/25.	ICAO APAC Office  APANPIRG Sub Groups	State Letter	August 2013	COMPLETE AN 3/3 – AP112/13 dated 2 August 2013  <b>IN PROGRESS</b>	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/11 A & C	<b>Reliance on FPL and ATS Message Converters</b>	<p>That, considering the airspace capacity, efficiency and safety benefits intended by the full implementation of PANS/ATM Amendment 1 changes, States are urged to:</p> <p>a) report to the ICAO Asia/Pacific Regional Office the:</p> <p>i. current status of ATM automation and conversion systems; and</p> <p>ii. planned date of implementation of full capability to process NEW format FPL and ATS messages without conversion; and</p> <p>b) where converters are utilized, upgrade ATM Automation and supporting systems to fully support Amendment 1 changes without using converters.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE Ref. T 3/10.0 – AP085/13 (ATM)	To consider addressed by briefing to be provided in 195 <sup>th</sup> session

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/14 A & C	<b>Air Traffic Flow Management Information Sharing</b>	<p>That States, where ATFM processes are in place, including within adjacent airspace, be urged to share information, which may include:</p> <p>a) capacity assessment: including factors of interest affecting capacity, such as special use airspace status, runway closures and weather information;</p> <p>b) traffic demand information: which may include flight schedules, flight plan, repetitive flight plan data as well as associated surveillance updates of flight status; and</p> <p>c) ATFM Daily Plan.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 3/10.0 – AP088/13 (ATM)	To note
C 24/16 A & C	<b>South China Sea ATS Facilities</b>	<p>That the provision of surveillance and communications services in the South China Sea area, where radar, ADS-B and/or VHF voice communications are currently not provided, be reviewed by China, Hong Kong China, Malaysia, Philippines, Singapore and Viet Nam, to consider:</p> <p>a) enhancement of current services;</p> <p>b) delegation or amendment of airspace service volumes; and</p> <p>c) cooperative agreements to exchange communications and surveillance capability.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 3/10.0– AP082/13 (ATM)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/17 A & C	<b>AIDC Implementation</b>	<p>Recognizing that States implementing AIDC messaging may be doing so without previous knowledge or experience, and significant safety, ATC capacity and workload benefits arise from implementation of an appropriately selected initial suite of AIDC messages;</p> <p>States should:</p> <p>a) engage as soon as possible in AIDC trials to develop knowledge and address any related ATM or communications system issues;</p> <p>b) implement operational AIDC messaging as a matter of priority, in accordance with APANPIRG Conclusion 19/19; and</p> <p>c) implement as far as practicable, the AIDC messages Advanced Boundary Information (ABI), Coordinate Estimate (EST), Acceptance (ACP), Transfer of Control (TOC) and Assumption of Control (AOC).</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 3/10.0 – AP082/13 (ATM)	To note
C 24/20 A & C	<b>Basic Air Navigation Plan Amendment Procedure and Guidance for Submission of ATS Route Amendments</b>	That, to further improve the quality and processing time of proposals to amend ATS route information in the Basic Air Navigation Plan, the Doc 9673 Amendment Procedure provided on the Asia/Pacific website should be replaced with the Amendment Procedure and Guidance for Submission of ATS Route Amendments appended as Appendix E to the Report on Agenda Item 3.2.	ICAO APAC Office	State Letter  Uploaded Guidance Material amendment to the ICAO APAC web site.	July 2013	COMPLETE Ref. T 3/10.0 – AP084/13 (ATM)	To consider that the amendment procedure and guidance could be of global interest.

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/24 A & C	ADS/C and CPDLC Problem Reporting and Analysis	<p>That, FIT-Asia States are requested to:</p> <ul style="list-style-type: none"> <li>• register on the FIT-Asia website (<a href="http://www.ispacg-cra.com">http://www.ispacg-cra.com</a>), and report their registration to the ICAO Asia/Pacific Regional Office by 31 December 2013;</li> <li>• report problems relating to Automatic Dependent Surveillance-Contract (ADS-C) and Controller Pilot Data-Link Communications (CPDLC) services to the Central Reporting Agency (CRA) for analysis, utilizing the FIT-Asia website; and</li> <li>• ensure the CRA analysis is reported to FIT-Asia.</li> </ul>	<p>1. ICAO APAC Office</p> <p>2. States</p>	<p>1. State Letter</p> <p>2. Report FIT-Asia Registration to the APAC Office</p>	<p>1. July 2013</p> <p>2. December 2013</p>	<p>COMPLETE Ref. T 3/10.0 – AP086/13 (ATM)</p> <p><b>In progress</b></p>	To note



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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C24/25 A & C	<b>En-Route Monitoring Agency Role and Tasks</b>	<p>Considering the requirement for a defined process of monitoring airframe Required Communication Performance (RCP) and Required Surveillance Performance (RSP) compliance, and analysis of data-link performance affecting horizontal separation standards that utilise data-link, Asia/Pacific States should:</p> <p>a) in collaboration with RASMAG, assign an En-Route Monitoring Agency (EMA) for each FIR; and</p> <p>b) support the assigned EMA with the provision of information regarding -</p> <p>i. observed aircraft horizontal navigation performance; and</p> <p>ii. observed non-compliant data-link performance of individual aircraft; and</p> <p>iii. aircraft data-link approvals, and</p> <p>c) recognize the potential benefit of EMAs in providing risk analysis to support horizontal separation implementation.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE Ref. T 3/10.0 – AP086/13 (ATM)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C24/27 A & C	<b>Prioritization of AIDC Implementation to Address LHDs</b>	<p>Considering that ATS Inter-facility Data Communications (AIDC) is an important means of minimizing Large Height Deviations (LHD), Asia/Pacific States should support the expedition of AIDC through collaborative projects at the following significant LHD interface areas:</p> <p>a) Indonesia: between Jakarta and Chennai/Ujung Pandang/Brisbane/Melbourne FIRs;</p> <p>b) India: between Chennai and Kuala Lumpur FIRs;</p> <p>c) Philippines: between Manila and Fukuoka/Taipei/Hong Kong/Ho Chi Minh/Singapore/Kota Kinabalu/ Ujung Pandang FIRs; and</p> <p>d) China: between – i. Urumqi and Lahore FIRs; and ii. Beijing and Ulaan Baatar FIRs.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 3/10.0 – AP086/13 (ATM)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/28 A & C	Timely implementation of ATN/AMHS	<p>That,</p> <p>a) States/Administrations hosting BBIS hubs be urged to review the feasibility and realize interim ATN connectivity using IDRPs prior to complete readiness of all the member States in the Region by 2014/15. This will realize early operational benefits of network resiliency and AMHS operations, particularly in the instances where incompatible versions of AMHS currently preclude AMHS connectivity;</p> <p>b) BBIS and BIS States/Administrations be urged to resolve bilateral issues on urgent basis paving the way for effective use of the network and thereby ensuring utilization of resources and the investment made by the States; and</p> <p>c) States hosting BIS nodes be urged to aggressively take up implementation of ATN/AMHS connectivity as per the Regional Plan to complete regional ATN/AMHS network in the whole APAC region by the end of 2015.</p>	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 8/2.10 – AP107/13 (CNS) (29 Sept. 13)	To note
C 24/29 A & C	Interface Control Document for ATN IPS (IP V.4)	That, the ICD for ATN IPS (IP v.4) as provided in Appendix A to the Report on Agenda Item 3.4 be adopted as the regional guidance material.	ICAO APAC Office	State Letter Published GM on website	July 2013	COMPLETE  Ref. T 8/2.13 – AP097/13 (CNS) (12 Jul. 13)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/30 A & C	XML Trial over ATN/AMHS	That, ICAO be invited to provide guidance on the requirements for end-user product/message in respect of XML coded NOTAM and OPMET messages.	ICAO APAC Office	IOM to HQ	December 2013	COMPLETE  IOM to HQ. Ref.: T 8/9.6:AP- CNS0114/13 (11 Oct. 13)	To request the advice of the Secretariat on an appropriate response to the request
D 24/31 A & C	Aeronautical Communication Services Implementation Coordination Group – (ACSICG)	That,  a) the name “ATN Implementation Coordination Group” be replaced by “Aeronautical Communication Services Implementation Coordination Group” and  b) the revised TOR of ACSICG provided in Appendix B to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	WP to ATNICG/A CSICG	April 2014	State Letter T 8/2.11, T 8/10.21:AP03 0/14 (CNS) dated 17 February 2014	To note
D 24/32 A & C	Common Regional Virtual Private Network (VPN) Task Force	That, a Task Force with Subject Matter Experts (SME) be established to study the virtual private network and develop a detailed proposal by 2016. The Task Force reports the outcome of its study to APANPIRG through ACSICG and CNS SG.	ICAO APAC Office	State Letter	November 2013	COMPLETE  Ref.: T 8/2.11, T 8/10.21:AP12 7/13 (CNS) (21 Aug. 13)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
D 24/33 A & C	APAC RCP/RSP Implementation Framework	That, APANPIRG Sub-groups include in their work program and implementation initiatives, consideration of the required communication performance (RCP) and required surveillance performance (RSP) framework.	APANPIRG SGs	Updated work programme of CNS SG and ATNICG	July 2014 CNS SG and ACSICG to be notified in May/July 2014 (RCP/RSP will be addressed in their work programme)	IN PROGRESS	To note
C 24/34 A & C	Conclusion 24/34 – Adoption of Global Operational Data Link Document (GOLD) Edition 2	That, the Global Operational Data Link Document (GOLD) Edition 2 provided in Appendix D to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	State Letter Posted on the APAC website	July 2013	COMPLETE  Ref. T 8/4.13 – AP098/13 (CNS) (12 Jul. 13)	To note that the scheduled publication as a Doc is November 2014
C 24/35 A & C	Revised regional Aeronautical Mobile Service Strategy	That, the revised regional AMS strategy provided in Appendix E to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	State Letter	August 2013	COMPLETE  Ref. T 8/2.11 – AP121/13 (CNS) (15 Aug. 13)	To note

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/36 A & C	RNAV Substitution for Conventional Instrument Flight Procedures	<p>That, considering the intent of US AC 90-108 and issues concerning the application of GNSS capability for aircraft flying conventional instrument flight procedures:</p> <p>a) Asia/Pacific States should publish material that:</p> <p>i) includes approval for authorized operators with the appropriate RNAV capability to include the listing of conventional navigation aids in flight plans, provided the operator has approval for navigation aid substitution and an appropriate, up-to-date database;</p> <p>ii) includes acceptance of navigation substitution approvals of foreign States; and</p> <p>iii) supports ATC separation standards for navigation aid substitution; and</p> <p>b) ICAO HQ be invited to:</p> <p>i) expedite development of global navigation aid substitution provisions; and</p> <p>ii) review the current Flight Plan contents to consider the listing of aircraft navigation capabilities rather than the listing of specific equipment carried (revisions should include the addition of Item 18 PBN codes for navigation specifications not currently included).</p>	ICAO APAC Office	State letter	September 2013	COMPLETE  Ref. T 8/4.13 – AP148/13 (CNS) (10 Oct. 13)	To note that development of provisions is in hand
				IOM to HQ	November 2013	COMPLETE IOM to HQ. Ref.: T 8/9.6:AP- CNS0114/13 (11 Oct. 13)	
					July 2014	In progress	

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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/37 A & C	New PBN Navigation Specifications	<p>Considering that the RNP2, RNP0.3 and Advanced RNP Navigation Specifications were to be significantly valuable for future planning, ICAO be urged to:</p> <p>a) expedite standards and guidance associated with these navigation specifications;</p> <p>b) provide adequate training material and courses to enable effective implementation; and</p> <p>c) expedite the development of procedure design standards in Doc 8168 for low RNP value missed approach and departure operations.</p>	ICAO APAC Office	IOM to HQ  Workshop on RNP2, RNP0.3 and Advanced RNP specification s;	December 2013  December 2014	COMPLETE  IOM to HQ. Ref.: T 8/9.6:AP-CNS0114/13 (11 Oct. 13)  <b>In progress</b>	To note that development of provisions is in hand
C 24/38 A & C	PBN Procedures with Vertical Guidance	That, given the difficulties that some States had with insufficient fleet capability for Baro-VNAV and no Space Based Augmentation System (SBAS), ICAO was urged to consider additional guidelines on alternative provisions to enable compliance so as to better align with the intent of Assembly Resolution A37-11 where practicable.	ICAO APAC Office	IOM to HQ	December 2013	COMPLETE  IOM to HQ. Ref.: T 8/9.6:AP-CNS0114/13 (11 Oct. 13)	To request the Secretariat provides more information on the issue
C 24/39 A & C	Asia/Pacific Regional PBN Implementation Plan Ver. 4	That, recognizing the need for alignment of PBN Strategies and Guidance Material, as well as development of the Asia/Pacific Seamless ATM Plan, the Asia/Pacific Regional PBN Implementation Plan Version 4.0, provided in Appendix F to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	State Letter and posted on the APAC website	July 2013	COMPLETE  Ref. T 8/5.15 – AP101/13 (CNS) (18 Jul. 13)	To note

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<b>Conclusion/ Decision No --- Strategic Objective*</b>	<b>Title of Conclusion/Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Target date</b>	<b>Status as of 31 March 2014</b>	<b>Action agreed by ANC</b>
<b>D 24/40 A &amp; C</b>	<b>Dissolution of the PBN Task Force</b>	That, the Performance-based Navigation Task Force (PBN/TF) be dissolved.	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 8/5.15 – AP105/13 (CNS) (29 Jul. 13)	To note
<b>C 24/41 A &amp; C</b>	<b>Navigation Strategy for the Asia/Pacific Region</b>	That, the revised navigation strategy provided in Appendix G to the Report on Agenda Item 3.4 be adopted for the Asia/Pacific Region.	ICAO APAC Office	State Letter	August 2013	COMPLETE  Ref. T 8/4.13 – AP122/13 (CNS) (15 Aug. 13)	To consider if this might be of interest to other regions, and for consideration by the MET section in ICAO HQ
<b>C 24/42 A &amp; C</b>	<b>Timeframe for Data-sharing in the Bay of Bengal Sub-region</b>	That, States concerned be urged to consider the timeframe established for data-sharing in the Bay of Bengal Sub-region as provided in Appendix H to the Report on Agenda Item 3.4.	ICAO APAC Office	State Letter	August 2014	COMPLETE  Ref.T8/10.21 -AP130/13 (CNS) (26 /8/2013)	To note



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Conclusion/ Decision No --- Strategic Objective*	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Target date	Status as of 31 March 2014	Action agreed by ANC
C 24/43 A & C	<b>Processing altitude information in ADS-B Message</b>	That, States/Administrations implementing ADS-B based surveillance services be urged to be fully aware of the safety implications and difference between geometric and barometric altitude. Geometric altitude information shall not be displayed on ATC displays used for the provision of air traffic services. States may choose to use geometric altitude in ATM systems for other purposes.	ICAO APAC Office	State Letter	July 2013	COMPLETE  Ref. T 8/10.21 – AP106/13 (CNS) (29/7/13)	To note
C 24/44 A & C	<b>Amendment to ADS-B Implementation and Operation Guidance Document (AIGD)</b>	That, the revised AIGD provided in Appendix I to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	State Letter and Publish on the website	July 2013	COMPLETE Ref. T 8/10.21 – AP099/13 (CNS) (12/7/13)	To note
C 24/45 A & C	<b>Exchange ADS-B performance monitoring result</b>	That, States be encouraged to exchange findings/result of their ADS-B performance monitoring including experience gained in conducting the required performance monitoring.	ICAO APAC Office	State Letter	November 2013	COMPLETE State Letter T 8/10.21:AP06 2/14 (CNS) was issued on 10 April 2014	To note
C 24/46 A & C	<b>Need for adequate Logistics and Spares Support for ADS-B service</b>	That, States consider making maintenance arrangements including requirements for spares pool and/or maintenance contract for all ADS-B system acquisitions and existing systems already in operation if these arrangements do not yet exist.	ICAO APAC Office	State Letter	August 2013	COMPLETE Ref. T 8/10.21 – AP132/13 (CNS) (27/8/13)	To note

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<b>Conclusion/ Decision No --- Strategic Objective*</b>	<b>Title of Conclusion/Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Target date</b>	<b>Status as of 31 March 2014</b>	<b>Action agreed by ANC</b>
<b>C 24/47 A &amp; C</b>	<b>Surveillance Strategy for the Asia/Pacific Region</b>	That, the revised surveillance strategy for the Asia/Pacific Region provided in Appendix J to the Report on Agenda Item 3.4 be adopted.	ICAO APAC Office	State Letter	August 2013	COMPLETE Ref. T 8/4.13 – AP122/13 (CNS) (15/8/13)	To note
<b>D 24/59 A &amp; C</b>	<b>ATM/AIS/SAR, AOP, CNS and MET Deficiency List</b>	That, the list of air navigation deficiencies reported and identified in ATM/AIS/SAR, AOP, CNS and MET Deficiency List be updated as detailed in Appendix A to D to the Report on Agenda Item 4.	ICAO APAC office	Updated deficiency list	December 2013	COMPLETE January 2014	To note

## APANPIRG/25

**Status of Outstanding Conclusions/Decisions – Action Plan till APANPIRG/23**

Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 19/43  D	<b>Training for the new WAFS gridded forecasts</b>	<p>That, in order to facilitate the implementation by the States of the new WAFS gridded forecasts,</p> <p>a) WAFC Provider States, in coordination with ICAO and WMO, be invited to organize training on the use of the new WAFS gridded forecasts for icing, turbulence and cumulonimbus clouds; and</p> <p>b) WAFSOPSG be invited to consider, in addition to the planned regional training seminars, developing alternative methods for provision of training to the States on the new gridded forecasts for icing, turbulence and cumulonimbus clouds in order to ensure that a maximum number of WAFS users in the States will have access to the training in the most efficient way.</p> <p><i>Note: The alternative training methods include computer based training products distributed to States and web-based training.</i></p>	<p>a) Organize training</p> <p>b) Develop alternative methods for provision of training to the States on the new gridded forecasts for icing, turbulence and cumulonimbus clouds</p>	<p>ICAO HQ</p> <p>ICAO HQ</p>	<p>conduct training programme</p> <p>Alternative training methods</p>	<p>Revised target date- Dec 2013</p> <p>Revised target date Sep 2012</p>	<p><b>COMPLETED</b></p> <p>Under the auspices of the WAFSOPSG, the WAFC Provider States developed computer-based training material for WAFS gridded global forecasts for CB clouds, icing and turbulence (April 2013)</p> <p>ICAO made the training material available on the WAFSOPSG website in all official languages of ICAO (November 2013)</p>

**Status of Outstanding Conclusions/Decisions – Action Plan till APANPIRG/23**

Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 20/68	<b>Expanded WV SIGMET Test Development</b>	<p>That,</p> <p>a) Japan be invited to further develop an expanded WV SIGMET Test utilizing automated templates in consultation with the Darwin VAAC; and</p> <p>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.</p>	<p>Develop WV expansion SIGMET test</p> <p>Conduct and report on trial test</p>	<p>Japan/ VAAC Darwin</p> <p>Japan</p>	<p>Updated WV expansion SIGMET Test</p> <p>Test results included in OPMET/M TF/8 and CNS/MET SG/14 reports</p>	<p><b>Revised target date July 2014</b></p>	<p><b>IN PROGRESS</b></p> <p>Efforts suspended due to earthquake/Tsunami and accidental release of radioactive material;</p> <p>Japan to resume work on developing an expanded SIGMET test for volcanic ash in the APAC Region; Australia to assist.</p>

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Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
D 21/9	<b>Develop Sub-Regional volcanic Ash Contingency Plan</b>	<p>That,</p> <p>a) in view of the recent volcanic activity in Iceland, the CNS/MET Sub-Group be requested to develop sub-regional volcanic ash contingency plans; and</p> <p>b) urge States to designate appropriate contact points to establish/maintain contacts in the interim period until the sub-regional volcanic ash contingency plans become available.</p>	<p>CNS/MET SG to develop volcanic ash contingency plans</p> <p>States to provide POC for volcanic ash events</p>	<p>ICAO APAC</p> <p>ICAO APAC</p>	<p>Volcanic ash regional contingency plan</p> <p>Contingency contact list</p> <p>Assignment of duties – CNS/MET SG/14 D14/30 to METWARN/I TF and MET/ATM TF</p>	<p>Revised date- <b>July 2014</b></p> <p>Jan 2011</p>	<p>a) <b>IN PROGRESS</b> A framework for APAC regional contingency plans developed (Mar 2011); Ad-hoc group to consider input to ATM VACP.</p> <p>b) <b>COMPLETED</b></p>

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Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 21/46	<b>Improvements to WAFS Implementation</b>	<p>That, the WAFSOPSG is invited to discuss and consider the following improvement measures in WAFS implementation:</p> <p>a) the WAFS Provider States inform users in advance about forthcoming changes to the contents of the WAFS forecasts; and</p> <p>b) further guidance be provided regarding the specific actions to be taken by the MET service providers and all relevant end users of WAFS upon receiving the administrative message.</p> <p><i>Note: Guidance should also include any requirement for a user State to generate its own administrative message for a product affected by a received administrative message.</i></p>	<p>Determine changes, if necessary, to the WAFS change bulletin notice</p> <p>Determine further guidance, if necessary, for users of WAFS administrative messages</p>	<p>WAFSOPSG/6 (March 2011)</p> <p>WAFSOPSG/6 (March 2011)</p>	<p>Update WAFS bulletin notice, if required</p> <p>Update guidance on WAFS administrative messages, if required</p>	<p>July 2011</p> <p>Sept 2013</p>	<p>a) <b>COMPLETED</b> WAFSOPSG/7 (Sep 2012) Conclusion 7/8.</p> <p>b) <b>COMPLETED</b> WAFSOPSG/8 Conclusion 8/9: ICAO updated the <i>Guidance for Handling WAFS SIGWX Correction Messages</i> on the WAFSOPSG website (April 2014)</p>

Status of Outstanding Conclusions/Decisions – Action Plan till APANPIRG/23

Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 21/48	Update of SADIS and ISCS User Guide	<p>That, the SADISOPSG and WAFSOPSG consider the need to update the SADIS and ISCS User Guides by aligning with regional Meteorological Watch Offices requirements (Regional FASID Tables)</p> <p><i>Note: To achieve this, the following steps should be taken in time for the regional SIGMET advisory trial (1 April 2011)</i></p> <p>a) <i>Regional amendment proposals on FASID Table MET 1B;</i></p> <p>b) <i>Develop global database based on Regional requirements in a); and</i></p> <p>c) <i>Consider global database on SIGMET requirements for use in SADIS and ISCS User Guides</i></p>	<p>Amendment Proposals to Tables in the Regions, where necessary</p> <p>HQ IT develop global database of FASID Table MET 1B</p> <p>Incorporate SIGMET requirements in SADIS Users Guide (as a link to the global database)</p>	<p>ICAO APAC</p> <p>ICAO HQ</p> <p>WAFSOPSG/6 (March 2011)</p> <p>SADISOPSG/15 (May 2011)</p>	<p>Up-to-date FASID Tables MET 1B for all Regions</p> <p>Global MWO database</p> <p>Provide link to global database for SIGMET requirements</p>	<p>Dec 2010</p> <p>Mar 2011</p> <p>Apr 2011</p>	<p>a) <b>COMPLETED</b></p> <p>b) &amp; c) <b>IN PROGRESS</b> (all regions submitted latest version table in excel format to HQ in Nov 2010, except for NAM) WAFSOPSG/6 noted development of database at HQ (but will not meet target date)</p> <p>Development of a global database of SIGMET requirements is underway in ICAO headquarters (along with the development of a database for all MET Tables contained in the air navigation plan).</p>

**Status of Outstanding Conclusions/Decisions – Action Plan till APANPIRG/23**

Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 22/36  A	<b>Amendment to Regional Supplementary Procedures on ADS-B</b>	That, the Regional Supplementary Procedure Doc7030 MID/ASIA Chapter 5 be amended in accordance with the established procedure to include regional requirements on ADS-B as provided in the <b>Appendix N</b> to the report on Agenda Item 3.4.	Prepare and process PfA to SUPP	ICAO APAC Office  ICAO HQ/ ANB/ATM	Proposal for amendment (PfA) processed and submitted to HQ.  Sharing of APANPIRG's PfA for DOC 7030 related to ADS-B with other regions.	March 2012/rev May 2012  Rev May 2013	<b>COMPLETED</b>  PfA was approved by President of Council on 4 Dec. 2013 and States notified on 11 December 2013
C 22/42  A & C	<b>Improvement of WAFC SIGWX charts</b>	That, the WAFSOPSG be invited to request the WAFC Provider States to provide SIGWX chart verification results, if any, to illustrate the degree of accuracy of their SIGWX charts.	Invite WAFSOPSG to request WAFC provider States to improve SIGWX charts	ICAO APAC Office	Letter to Secretary WAFSOPG	February 2012	<b>COMPLETED</b> WAFSOPSG/8 was informed that SIGWX chart verification results are currently not available, mainly due to the limited availability of observational data required to perform adequate verification and unresolved challenges in the comparison of the simplified 'object' representations of the phenomena on SIGWX charts with the more complex nature of actual SIGWX phenomena.



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C 22/44 C	<b>SIGMET template and example for no VA expected</b>	That,  a) ICAO consider modifying the SIGMET template in Annex 3 to include an example to report a situation when no ash is expected in the forecast section of a SIGMET; and  b) the Asia/Pacific SIGMET Guide be amended accordingly with an example of a SIGMET satisfying the condition in a).	ICAO to consider modification of Annex 3 provisions relating to SIGMET	ICAO HQ/ ANB/MET   ICAO APAC Office	Amendment to relevant provision of Annex 3.   Amendment to Asia/Pacific SIGMET guide.	March 2012	<b>COMPLETED</b> Am76 to Annex 3 adopted by Council 27 Feb 2013 (AN 10/1.1-13/39 refers) Applicability 14 Nov 2013;  SIGMET Guide updated accordingly on APAC eDocuments website (Nov 2013).
C 23/21	<b>IMS Operational Concept</b>	That, ICAO be invited to  a) develop IMS Operational Concept and expedite finalization of IPv6 network configuration; and  b) conduct cost-benefit analyses for the implementation of an IPv6 network and IMS/SWIM at regional level.	ICAO HQ ANB/IIM   APANPIRG/ ATNICG	IMS operational concept of IMS and IPv6 network configuration developed   CBA for IPv6 and IMS/SWIM implementation conducted	March. 2013   April 2013	TBA   Under developme nt target date revised to April 2014	<b>IN PROGRESS</b>

**Status of Outstanding Conclusions/Decisions – Action Plan till APANPIRG/23**

Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 23/37	Preparations for WRC-15	<p>That,</p> <p>a) States consider national and international requirements for aeronautical services identified in the WRC-15 Agenda and develop national positions in line with ICAO Position to ensure the availability and protection of this spectrum for aviation use;</p> <p>b) States actively participate and support WRC-15 aeronautical spectrum issues through national and international meetings including APT Preparatory Group for WRC-15, ITU-R Working Party 5B and JTG 4-5-6-7; and</p> <p>c) States be encouraged to establish consultative groups of aviation industry participants to assist in the preparations for WRC-15 as appropriate.</p>	<p>ICAO APAC Office</p> <p>States</p>	<p>State letter Ref. : T 8/8.10:AP017 /13 (CNS)</p> <p>a) National position for WRC-15 developed in line with ICAO position by States;</p> <p>b) States actively participated various forum for WRC-15;</p> <p>c) ICAO state letter issued urging States to establish industry consultative group</p>	<p>September 2013</p> <p>July 2013</p> <p>December 2014</p> <p>January 2013</p>	<p>SL issued on 31 Jan. 2013</p> <p>On Going</p> <p>On Going</p> <p>Complete</p>	

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Conclusion/ Decision No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date	Status
C 23/38	<b>A SIP Workshop on Radio Spectrum Management</b>	That, a Special Implementation Programme (SIP) Workshop on radio spectrum management including revision to the overall ICAO Spectrum Policy and relevant frequency assignment planning criteria be organized in the Asia/Pacific Region.	ICAO APAC office	SIP Workshop on radio spectrum management conducted	July 2014	Proposed SIP for 2014 was not approved and further postponed to 2015	<b>IN PROGRESS</b>
C 23/41	<b>VAAC Backup Procedures in the ASIA/PAC Region</b>	That, Australia, Japan and New Zealand considers the further development of:  a) VAAC Backup Procedures in the Asia-Pacific Region, as given at <b>Appendix Q</b> to the Report on agenda item 3.4, in order to include Tokyo, Wellington and Darwin VAACs; and  b) Procedures for VAAC Backup Tests between Tokyo, Wellington and Darwin VAACs for inclusion in the Asia/Pacific Regional SIGMET Guide.	a) Japan, New Zealand and Australia;  b) ICAO APAC Office	a) VAAC Backup Procedures for Tokyo/Wellington/Darwin; and  b) Appendix (VAAC Backup Test Procedures) in ASIA/PAC Regional SIGMET Guide	November 2012  (Revised March 2013) (Revised based on expected time-frame for Darwin/Wellington procedures)	<b>In Progress</b>	<b>IN PROGRESS</b>  a) Regional SIGMET Guide template to be reviewed (including VAAC Backup Procedures) and presented to MET/SG/18 for adoption.  b) VAAC Backup Test procedures have been developed between Wellington and Darwin for inclusion in the Asia/Pacific Regional SIGMET Guide

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C 23/45	<b>Implementation of Quality Management Systems for Meteorological Service Provision</b>	That ICAO, in coordination with the World Meteorological Organization (WMO), considers urgent strategies to foster the implementation of quality management systems for meteorological service amongst States in the Asia/Pacific Region in light of the ICAO Annex 3 – Meteorological Service for International Air Navigation requirement applicable 15 November 2012.	ICAO APAC office	Strategy/plan	October 2012  (Revised June 2013)	<b>In Progress</b>	<b>IN PROGRESS</b> States surveyed on QMS status; ICAO/WMO in discussion on plan for assistance

\* **Note: 1)** 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.

**Note: 2)** ICAO has established the following Strategic Objectives for the period 2011 -13:

**A: Safety** - Enhance global civil aviation safety; **B: Security** - Enhance global civil aviation security; Strategic Objective C: Environmental Protection and Sustainable Development of Air Transport — Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment.