

IBAC Technical Report Summary

Subject: Asia- Pacific Air navigation and Flight Operations

Meeting: Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) 15, Bangkok, August 23 through August 27, 2004

IBAC File: Regional PIRGS

Reported by: James D. Erickson

Summary: This was the third meeting in which IBAC attended as an accredited member. During the previous year, IBAC had also participated as a member of the Asia/Pacific Air Navigation Planning and Implementation Regional Group Future Directions Task Force (FDTF). That activity was reported separately.

There was solid support from APANPIRG for ICAO's Asia/Pacific regional programs, concern expressed regarding the ICAO regional staffing to support continued success, and the lack of a regional input to the ICAO budgetary process. There is apparently *no* input from the regions regarding ICAO priorities for funding. The ICAO Regional Office specifically asked in this meeting for support from the user community (and Member States) for APANPIRG and its programs at ICAO Headquarters in Montreal. It seems appropriate for IBAC to support this activity particularly now that implementation is actually beginning to produce real results.

A review of regional planning and implementation by member countries was conducted. Although varying levels of success in implementation were revealed, it was apparent for the first time that the members were concentrating on the implementation of systems in preference to continued planning. This is viewed as highly positive for the operator community. Examples during the past year of systems which are have received initiated implementation, been partially implemented, or are comprehensively implemented in the region include: RVSM, RNP, SAR coverage, transponder standards, ADS-B, and GPS/GNSS Com-Nav.

Implication for Business Aviation:

IBAC has been fully accepted and acknowledged for its participation in Regional Planning and Implementation. It is recommended that support be continued to the extent possible, both regionally and at ICAO headquarters. Without IBAC presence at these meetings there is no voice for Business or General Aviation.

Decisions Required:

None

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**Report of the 15th Meeting of the Asia/Pacific Air Navigation Planning and
Implementation Regional Group (APANPIRG/15)
Bangkok Thailand: 23 through 27 August 2004**

The meeting was held over 5 days to provide executive management of the Asia/Pacific Air Navigation systems, CNS/ATM, SAR, system deficiencies, progress on planning/implementation, and related activities. Mr. Wong Woon Liong, Director General of Civil Aviation Authority of Singapore chaired the meeting. Ninety attendees participated from fifteen member states, seven other states, and four international organizations. Forty-two papers were presented on a variety of regional issues. Business Aviation and General Aviation interests were represented by Mr. James D. Erickson, Southwest Asia Technical Representative for IBAC. A formal report of the meeting will be distributed to members within the next two months.

Issues of particular importance to the Business Aviation Community (and to General Aviation) arose during the meeting and are included below:

- Terms of Reference (TORs). The group reviewed and approved new terms of reference received from the ICAO Council. The revised TORs are considered clearer, more precise, and somewhat more compelling than the previous version.
- Polar routes. Considerable interest and discussion were generated by a working paper on Polar Routes. The paper portrayed the situation as progressing satisfactorily with the exception of airspace issues and general lack of progress at endpoints in China. It is recognized that China has civil-military airspace complexities that must be addressed. There was considerable waffling and some defensiveness by the Chinese Delegation although he committed to address the issue in a positive vein and to provide a constructive plan of action and potentially some positive results by APANPIRG 16.
- Vietnam membership. Vietnam was accepted into full APANPIRG membership. This should help to open the airspace in and around Vietnam for additional commercial activity.
- Future Direction Task Force. The recommendations of the Future Directions Task Force were accepted by the meeting. This results in the elimination of one of three sub-groups and removes a number of overlapping functions. This will help to strengthen the organization, increase the accountability of individual sub-groups, and improve the overall efficiency in APANPIRG.
- The Environment. APANPIRG is increasingly interested in the environmental responsibilities of the aviation industry. This increased attention is *not* focussed on noise nor local air quality, but exclusively on global warming. IBAC was able to provide much needed information on aviation's contribution to climate change and to current organizational responsibilities and activities within ICAO. This helped streamline APANPIRG's approach and aid understanding of their role in the ICAO process. Since a majority of the activities currently being implemented by APANPIRG directly contribute to aviation's positive contributions to reducing aviation's contribution to climate change, interest in the environment is a natural and compatible area for the Group's continued attention.

- Implementation. One of the most persistent comments expressed by user groups during past APANPIRG meetings has been increasing frustration with protracted planning and the accompanying delays in implementation. During the past year, APANPIRG has increasingly taken implementation as a higher priority and begun a steady and measured implementation of many system-wide improvements. Among these are Reduced Vertical Separation Minima (RVSM), Required Navigation Performance (RNP), PA Transponders, Reduced Horizontal Separation, Search and Rescue (SAR) coverage, Regional Airspace Safety Monitoring (RASM), and automated communication and navigation systems including GPS/GNSS. All of this bodes well for the user community. IBAC should continue to acknowledge ICAO for progress in this area and actively encourage further implementation of these systems.
