

IBAC Technical Report Summary

Subject: ICAO Regional Planning

Meeting: 16th Meeting of the Asia/Pacific Planning and Implementation Regional Group (APANPIRG/16)

IBAC File: ICAO PIRGS

Reported by: D Spruston

Summary:

The 16th Meeting of APANPIRG considered a number of issues related to the implementation of CNS/ATM and related subjects. A number of deficiencies were reviewed, particularly the lack of safety management provisions required by Annex 11 for reduced separation (RVSM and RNP operations). It was reported that there have been a significant number of Large Height Deviations in the South China Sea and Pacific Oceanic areas and that the Target Level of Safety had not been met. Given that all airspace in the region will be very soon designated RVSM airspace, action is required to resolve the deficiency. The meeting was also advised that there were a number of reports of aircraft in RVSM airspace that do not meet Annex 6 requirements for ACAS and Pressure Altitude Transponders. Furthermore, there were some States that had not yet introduced regulations applicable to Annex 11 and Annex 6 Part I and II. A significant concern was expressed regarding many States not providing safety related data to monitoring agencies.

It was agreed that further implementation of reduced separation should not proceed in areas where safety management provisions were not satisfied. It was agreed that the safety issues will be briefed to the Regional DGCA meeting.

Implication for Business Aviation:

There is no indication in the ICAO reporting data that business aviation is implicated in the violations of Annex 6 requirements and in the Large Height Deviation reports. The safety implications of the lack of adherence to the regulations warrant monitoring.

Decisions Required:

POC to monitor implementation of reduced separation requirements and inform associations as appropriate. Associations should remind operators to ensure adherence to equipment and approval requirements when operating within reduced separation airspace.

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Report of the 16th Meeting of the Asia/Pacific Planning and Implementation Group (APANPIRG/16)

Regional

Bangkok, 22-26 August 2005

Introduction

The 16th Meeting of the Asia / Pacific Planning and Implementation Regional Group APANPIRG/16) was held in Bangkok 22-26 August 2005. Given that IBAC has status as an accredited observer, the meeting was attended by D. Spruston, IBAC's APANPIRG representative.

IBAC submitted two Information Papers in advance of the meeting on:

1. Report of the IBAC/GAMA Task Force on CNS/ATM Strategy for Business Aviation
2. Business Aviation Safety Brief Issue 3

A total of 61 conclusions were made in the APANPIRG final report.

Specific Issue Summary

1. Report of ATM/AIS/SAR Subgroup

A comprehensive report was given on the status of regional implementation. A number of deficiency updates were considered including language proficiency problems, route deficiencies, ACAS and Pressure Reporting Transponder issues.

2. Report of the Regional Airspace Safety Monitoring Advisory Group

The report outlined a number of considerable problems whereby the Target Level of Safety was not met. In particular, a number of Large Height Deviations were noted in the South China Sea area. The Group also reported on a number of deficiencies related to lack of rules by a number of States as well as a lack of reporting of safety data.

3. Funding of Safety Management Monitoring

A report was tabled regarding the regional funding issue in establishing safety monitoring. A Task Force is to address the issue and make recommendations.

4. Report of Regional RVSM Implementation Task Force

A report was given on how RVSM is being implemented in each of the Regional FIRs. Of particular note is that the Task Force has identified a number of cases whereby aircraft, which are not RVSM qualified, are flying in the airspace.

5. ACAS and Pressure Altitude Transponders

The report outlined a number of deficiencies in implementing requirements of Annex 6. It was agreed that those States that have not made rules for the SARP requirements be identified in the regional deficiency list.

6. Report of the ATS Route Network Task Force

The meeting agreed to remove a number of route deficiencies and to disband the Task Force.

7. Report of the CNS/MET Subgroup

A number of decisions were made with respect to ATN in the region including the procedures for coordination. A strategy for air ground data link including use of VDL M2 was accepted. The existing Strategy for GNSS Navigation Capability was approved based on a comprehensive report. An ADS/B Implementation Guidance doc was noted as distributed to States and a list of tasks was identified. Means were discussed for transition to SADIS 2G (Satellite Distribution) for met reports due date requirement of 31 Dec 2008, as well as a long term plan for SADIS development. A number of other issues were discussed related to transmission of weather information. The work program for the Met Task Force was accepted. A number of improvements were proposed for SIGMET reports and updating of various Met tables. Also discussed was approval of some promotional information. It was also agreed to amend the regional CNS/ATM plan to include ADS/B and to make it relate to the expected reissue of the Global Plan. Work is to continue on the regional plan but a decision related to the format will wait until the Global Plan is issued. There was some discussion of developing GNSS approaches to a number of airports on an urgent basis to be used for disaster relief.

8. Status of Global Air Navigation Plan for CNS/ATM Systems

A review of background and status of the global Plan was briefed by an ICAO HQ rep. A proposed three volume format is being proposed. The amendment to the Plan is proposed to be discussed at an ALLPIRG meeting to be held in Montreal 5-7 December 2005. Key issues and priorities for CNS/ATM implementation in the region were presented in a separate paper. In this regard there was discussion regarding SBAS and GBAS implementation. IATA and IBAC requested the cost benefit analysis accompany further GBAS development.

9. Development of Modernization of Air Navigation Systems

ICAO HQ presented a useful summary of the status of all activities related to ANS modernization. This is a very useful ongoing report that should be of use to IBAC members. As a result a copy will be inserted onto the IBAC Technical Library on the IBAC site.

10. IBAC / GAMA Report

The meeting was briefed on the background and rationale for the TG Report, as well as some of the key recommendations. Copies of the report were provided.

11. Follow up on Assembly ANS Matters

A report was filed on the status of Assembly resolutions.

12. Report on Status of Safety Oversight Programme

A briefing on the new systems approach to the audit programme were outlined.

13. Fuel Cost Crisis

IATA briefed on a comprehensive report on the impact of fuel on the total profitability of the airlines. A number of recommendations were made regarding the mechanisms for reducing fuel burn. The presentation generated extensive discussion and generally received good sympathy. It was agreed that a workshop should be held in the region to try to find means of reducing costs. It was further agreed by IATA that the issue would be coordinated with other IATA regions and input to ICAO HQ would be made.

14. Status of Air Navigation Deficiencies

A report of regional deficiencies was briefed using the new definition of “deficiencies” approved by the Council. The report generated some debate on what should continue to be listed. Concern was expressed with a number of reports appearing year after year with no progress. It was proposed that the region’s DGCA’s should be notified in advance of the DGCA meeting in Australia in September.

Also the region tabled a report on outstanding conclusions and decisions of APANPIRG.

15. APANPIRG Planning

A number of Papers were tabled and discussed regarding future planning and scheduling of APANPIRG and its many workgroups.

16. IBAC Safety Brief

An IP was tabled and a brief given on the third issue of the Business Aviation Safety Brief.

17. IFALPA Ad Hoc Comments

IFALPA made a statement expressing concern with safety issues, which are not being adequately addressed. Agreement was expressed by IATA and IBAC but the regional office advised that everything possible was being done. It was agreed that the APANPIRG report to the DGCA conference would highlight the issue.