IBAC Technical Report Summary

Subject: Regional Planning and Implementation Regional Groups

Meeting: Asia Pacific PIRG (APANPIRG/18), September 3-7, 2007

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Summary:
 The annual meeting of the Asia and Pacific Planning and Implementation Group (APANPIRG) was held at the regional ICAO headquarters (Bangkok) September 3-7. Many of the Agenda items relate to headquarters program, however there were excellent presentations by the 3 principle Regional Sub-groups (ATM/ATS/SAR; CNS/MET and RASMAG). See very brief summary of Papers below. All Reports are available from IBAC.

The meeting was generally more positive than recent years as some of the recurring problems are being sorted out. For example, a few States have volunteered to provide Regional Monitoring Agencies at no cost to the user and the US has agreed to continue providing and funding the service in the Pacific. The regional deficiency list, although still rather long, has reduced in size due to work by a dedicated Task Force.

Two FIRs continue to fail to meet the Target Level of Safety (TLS), however this is an improvement as some other FIRs have solved their problem. The main cause of failure is interagency coordination between ATS units, resulting in Large Height Deviations.

One very positive trend this year is the considerable movement on creation of new routes, many of which result in large enroute reductions. The US provided an excellent presentation on improvements in the Pacific Region that are providing large fuel savings and hence a positive environmental impact.

China announced that they are ready to implement RVSM using metric levels and that they intend to recommend metric RVSM levels be added to Annex 2 Tables.

There was some off meeting suggestions that IBAC should be more involved in some of the Workgroups. This will have to be considered by the CNS/ATM Ad Grp.

Implication for Business Aviation:
Some of the more pertinent aspects for business aviation are:
1. Information to Members re China RVSM.
2. Users encouraged to apply GANP in reporting issues.
3. Follow up on new Air Navigation Integrated Plan to see if it is of benefit for the CNS/ATM Ad Grp.
4. Need to get traction in ICAO for Bus Av Safety Strategy.

Decisions Required:
There remains a need for business aviation to have more detailed information on problems experienced by BA operators so that we can be more useful in addressing needs at PIRG meetings. Propose this be a task of the CNS/ATM Task Force.   There is a need to better establish BA activity in the APAC Region. There is also need for the TF to address mechanisms for contribution to some of the many Work Groups in the

Region, particularly on the PAC.

Report of
18th Meeting of the
Asia Pacific Planning and Implementation Regional Group

Overview

APANPIRG/18 was held in Bangkok in the ICAO Regional headquarters during the week of September 3-7, 2007. Introductory remarks were given by Mr. Lalit Shah, Regional Director, and the Chairman Mr. Wong from Singapore.

Most Asia Pacific States (14) were represented as well as four international organizations, including IBAC. As in past years, emphasis of the meeting was on air traffic planning, particularly on safety monitoring programs for RVSM. Most of the Papers revolved around the APANPIRG Sub-Groups:
1. ATM/AIS/SAR
2. CNS/MET
3. RASMAG (Reg Airspace Safety Monitoring Agency Advisory Group).

There were a total of 45 Working Papers presented. A very brief summary of the Papers follows. Requests for the full Papers should be passed to IBAC which has an electronic copy of all Papers. A total of 62 conclusions were made per the Final Report (also available from IBAC).

Working Papers

WP/1 -   <u>Agenda Approval</u>

WP/2 –   <u>Actions of ANC on APANPIRG/17 meeting</u>

WP/3 -   <u>Review of the Status of Implementation of APANPIRG/17 Conclusions and Decisions</u>
              A large number of actions are shown as closed or completed which shows considerable progress. However, many of the actions

involved setting up groups to address problems as opposed to actually solving the issue.

WP/4 - <u>Review of the Status of Implementation of APANPIRG Outstanding Conclusions and Decisions</u>

WP/6 - <u>Continued Evolution of a Performance Based Global ATM System</u>
Status of the Global Air Navigation Plan presented. States and International organizations are encouraged to follow common approach as presented in the GANP. One thing to monitor is the Air Navigation Integrated Plan (ANIP) as the new system should provide good data on where each region is re CNS/ATM Action for IBAC CNS/ATM Ad Grp.

WP/11 - <u>Environmental Benefits of CNS/ATM Systems</u>
Material known by IBAC but should be applied in part to the Environment Project and development of industry information material.

WP/7 - <u>Progress Report on Implementation of DGCA/06 Recommendations</u>

WP/8 - <u>Global Aviation Safety Plan</u>
A presentation was given on the status of the GASP and the Roadmap that was used as industry input. IBAC pointed out that the Roadmap did not include general and business aviation and that a Business Aviation Safety Strategy had been developed.

WP/10 - <u>ICAO Business Plan</u>
The new ICAO Business calls for processes that are different than the past and some will impact PIRGs. Some question re how APANPIRG will do things differently. Some disgruntlement by States.

WP/12 - <u>WP/12 - Status on Regional Air Navigation Plan – AOP</u>
ICAO urged Sates to update material in the Regional Air Navigation
Plan

WP/13 - <u>ATM/AIS/SAR/17 SG Report</u>
Very lengthy presentation and discussion on a number of ATM issues. Much of the discussion revolved around need for more involvement of ICAO HQ on standards

WP/14 - <u>CNS/MET SG/11</u>
A significant number of CNS issues discussed based on the debate of the Subgroup. Much discussion on ADS/B and dates for mandatory application. A total of 37 recommendations were made, most involving CNS planning.

WP/35 -   FAA Automatic dependent Surveillance-Broadcast (ADS-B) Programme Office Roadmap
Presentation by US on ADS/B program. Expect a rule in April 2009 regarding mandatory equipage in 2010 and compliance by 2020.

WP/42 -   Sub-Regional Cooperation for the Implementation of ADS-B in the South-East Asia Area
Group of States in SE sub-region propose to develop a cooperative arrangement to introduce ADS/B across a number of FIRs. The Group would work within the Regional ADS/B Implementation TF. Proposal supported.

WP/9 -   Progress Report on Unmanned Aerial Vehicle Work (UAV)
ICAO HQ presentation of status of UAV.

WP/15 -   ATM/AIS/SAR- Review implementation of routes in the ICAO Asia/Pacific route catalogue
IATA is pressing to implement a number of routes and had expressed concern that a number of routes have not yet been put in place.

WP/16 -   Language Proficiency Requirements
Briefing by ICAO HQ on status of the English language program. Good progress noted. Considerable discussion on regional progress with some interest in the Singapore's school.

WP/31 -   AIDC Task Force & AIDC Interface Control Document Version 3
US and Japan initiative on phraseology document. Considerable debate on next steps and what is being proposed. Not much in the way of resolution.

WP/22 -   Report on Activities of the RASMAG
A report ws given on the Regional Safety Monitoring Advisory Group. Concerns exist re some States not providing information for determining TLS. There has also been identified problems with unit to unit communications in ATS causing Large Height Deviations. There does not appear to be a problem with GNEs in this region.

WP/24 -   AIS Update from the AIS Implementation Task Force and the 17th Meeting of the ATM/AIS/SAR Sub-Group

WP/25 -   Non-adherence to AIRAC Provisions
Ongoing problems of States not reporting changes in accordance with the AIRAC cycle in Annex 15. Recommend to bring to attention to DGCA meeting and send letter to States. The problem seems to be that agencies re not aware of the AIRAC cycle.

WP/26 -   Asia/Pacific RVSM Safety Assessments

2 of 6 sub-regions that monitor show a failure to meet the TLS. Large Height Deviations seem to be the largest problem. Australia emphasizes that Safety Monitoring is n integrated part of the RVSM program hence continuation is essential. One way they would like to investigate is to use the ADS program to provide for TLS calculation. ADS TF suggest that this be added to their TORs to be investigated.

WP/28 - <u>Implementation of Air Traffic Flow Management (ATFM) in Bay of Bengal and South Asia</u>
Some good messages re Air Traffic Flow Management. Considerable fuel savings (12 million kgs per year saving). Lots of kudos for India and other States as well as ICAO Secretariat.

WP/29 - <u>Implementation of Reduced Vertical Separation Minimum (RVSM) in the Asia and Pacific Region</u>
Complete briefing of activity of the RVSM Task Force. Some additions completed (Incheon in Japan). China to be decided at a go-no-go decision Sept 18-21.

WP/30 - <u>Summary of the First Meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS/1)</u>
Summary of the initial meeting of TRASAS in Paris.

WP/31 - <u>AIDC Task Force & AIDC Interface Control Document Version 3</u>
Summarizes a meeting of the AIDC TF. Recommends acceptance of the AIDC control document material as permanent regional guidance. Recommends disbandment of the TF.

WP/32 - <u>Long Term Monitoring of RVSM height keeping performance</u>
IATA encourages universal procedures worldwide for height monitoring. Proposes that Region implement fixed ground HMU units as done for Europe and NAT. Australia thinks it is not likely that HMUs could be implemented and given the proposal for RASMAG to review potential methods including use of ADS TF to investigate the concept.

WP/33 - <u>Review of the North and Central Pacific airspace</u>
IATA paper on increasing use of PAC airspace. IATA suggests a review be conducted to determine if efficiencies in the route structure can be achieved. FAA and Japan supported the proposal and will be considered by the Oceanic are coordinating group.

WP/39 - <u>Issues Concerning the Establishment of Safety Monitoring Agency for Asia Region</u>
Thailand is encouraging finalizing the Safety Monitoring Agency Handbook as soon as possible.

WG/40 -   Japan RMA capability for the Fukuoka FIR and appointment of
          JCAB RMA by APANPIRG
          Japan report of RVSM and Regional Monitoring Agencies in Japan
          FIRs. Proposes JCAB be appointed RMA for Fukuoka Airspace
)covers chunk of Pacific east of Japan. They are offering to do it
          free of charge. IATA concerned about efficiency and duplication.
          US, Thailand, India and China support proposal.

WP/41 -   The Preparation of Regional Monitoring Agency (RMA)
          establishment in China
          Report of China proposals for RMA. As they do not want an RMA
          outside to be responsible for RMA they want to do itself (ie China to
          be considered an RMA). Explained the work done in preparing to
          take over RMA responsibilities including training at FAA. Will be
          ready for RVSM implementation. Service will be provided free of
          charge. FAA supports and feels they are well advanced and
          capable.

WP/43 -   Implementation Progress of the Reduced Vertical Separation
          Minimum (RVSM) in China Airspace
          Report on progress of RVSM in China.   Will be done using Metric.
          Need to harmonize with other FIRs. Simulations being done.   ICAO
          RVSM TF working with them on a number of issues.   Find info on
          China RVSM website. Advocate amendment of Annex 2 to include
          metric to the Tables of Cruising Altitudes. IBAC supported China
          RVSM implementation and pointed out the need to ensure
          clearance to requested levels. Proposal still is for Nov 21 2007.

WP/44 -   Establishment and Revision of ATS/RNAV Routes within Ha Noi
          and Ho Chi Minh FIRs
          Vietnam proposal to implement new routes.

WP/17 -   Aerodrome Certification Requirements
          Status report on Annex 14 certification requirements. Pointed out
          need for SMS and obligation of State in time of airport privatization.
          States are requested to ensure implementation and advise the
          regional office of certification or progress.

WP/18 -   Bird Hazard Management
          Report of work done in Region on bird hazards. Encouraged
          formation of national bird hazard committee and for all airports to
          have a bird hazard committee.

WP/5 -   Implementation of the Concept of Performance Based Navigation
          Briefing on plan to implement PBN by 2016. The Paper explains
          principles etc. and points out responsibility of States, users etc.
          PBN Manual Vol 2 is on the ICAO website icao.net

WP/36 -   Regional Implementation Plan of Performance Based Navigation

Specific requirements for region to manage regional implementation. Suggest formation of a Regional PBN Task Force given that the workload is high and other groups would have difficulty taking it on. Some concern about how the TF would link with existing sub-groups.

WP/34 - <u>Increasing Efficiency and Reducing Greenhouse Gas Emissions in the Oceanic Environment</u>
Presentation done by US. Ref ICAO Strategic Objectives C and D (Environment and Efficiency). Propose straightening ATS routes around Guam and Hawaiian Islands (220,000 nm savings in Guam airspace alone and 110,000 nm savings in Hawaii). Looking at a number of other more direct routes all of which provide for considerable savings. Concept of Dynamic Re-routes is being explored – for example LA to Aukland. Looking at using ADS/C for enroute climb approvals. (Contact David Maynard – Mgr Oceanic and Offshore operations). Impressive number of initiatives.

WP/37 - <u>Implementation of RNAV 5and RNAV1 in Japan</u>
Report of Japan RNAV implementation schedule.

WP/23 - <u>Funding of Regional Airspace Safety Monitoring & Outcomes of the Regional Airspace Safety Monitoring Committees Task Force</u>
A briefing was given on the continuing problem of funding RMAs. However, the urgency does not seem as important given the new development of States establishing and funding their own RMAs (i.e. Japan, Singapore and China). The FAA advised that it will continue to fund their RMA covering the Pacific Region. Some discussion on future of RASMAG and the RVSM TF. After discussion it was agreed to dissolve RVSM Task Force.

WP/19 - <u>DRTF/3 Report on Deficiencies in the Air Navigation Field</u>
Background given on establishment of TF. Considerable concern at APANPIRG/17 so TF was formed to work on resolution of deficiencies. Propose to publish the Deficiencies List on the Regional Supplement as well as the Regional website. Seems that there has been considerable fixing of the deficiencies. Given that the TF has completed its work it was agreed to dissolve the TF.

WP/20 - <u>Status of APANPIRG List of Deficiencies</u>
Briefing on current deficiency list. States urged to address the deficiencies or to advise the action proposed to resolve the issue.

WP/27 - <u>Future Work Programme</u>
Meetings for the next two years reported.

WP/45 - <u>Report of the First Meeting of Regional Performance Framework Task Force</u>

After discussion the TORs of the TF were approved. There is considerable activity in the region on PBN, with training and lots of interest from States.