

## IBAC Technical Report Summary

**Subject: IBAC Technical Report**

**Meeting: APANPIRG 13, Bangkok, September 9 - 13, 2002**

**IBAC File: Regional PIRGS**

**Reported by: *James Erickson***

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### **Summary:**

This was the first meeting in which IBAC attended as a full industry participant at ICAO's Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

An extensive review of all aspects of regional planning was carried out. RVSM has now been implemented in the Western Pacific and in the South China Sea. ACAS II is being fully implemented in the region by member states and after 1 January 2003 it's absence will be viewed as a deficiency. APANPIRG is evaluating options for ADS infrastructure in the South Pacific, Australia, and South China Sea and will develop an implementation proposal for APANPIRG/14.

The meeting drew attention to the World Radiocommunication Conference (WRC-2003), scheduled from 9 June to 4 July 2003 in Geneva. Due to the importance of protecting the aeronautical frequency spectrum, IBAC should lend it's attention and support.

As agreed at APANPIRG 12, IBAC made a presentation on Business Aviation Safety.

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### **Implication for Business Aviation:**

In light of IBAC's acceptance into APANPIRG it will be important to participate regularly. Work is accomplished in regional subgroups and task forces in which IBAC should consider participating.

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### **Decisions Required:**

Members should take note of RVSM and ACAS II implementation in the region, and the probable development of ADS requirements in APANPIRG's future work program.

# Report of the 13<sup>th</sup> Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/13)

## Bangkok, Thailand; 9 to 13 September 2002

The meeting was held over 5 days to update participants on the progress on Asia/Pacific Air Navigation systems, CNS/ATM implementation, Deficiencies in Air Navigation, and related activities. Mr. Wong Woon Liong, Director General of Civil Aviation Authority of Singapore, chaired the meeting. Forty four papers were presented on a wide variety of Regional aviation issues. The meeting also reviewed actions of the ICAO Council and the Air Navigation Commission related to APANPIRG/12's decisions, actions, and progress on implementation. Ninety (90) attendees [inclusive of ICAO staff] were in attendance. Representatives from twenty-four (24) countries and five (5) international aviation organizations attended. Mr. James Erickson represented IBAC and presented a paper on business aviation safety.

Issues of particular importance to business aviation included:

- reduced vertical separation minima (RVSM) have now been implemented in the Western Pacific and in the South China Sea
- continued funding for monitoring of RVSM performance in the South China Sea and for other system reliability monitoring has become a significant issue for the region to assure future benefits. It is proposed that this task be transferred from FAA to AeroThai, and that a funding mechanism be devised. Technical training for AeroThai personnel has begun.
- Funding of aviation improvements continues to be an issue for many countries in the region. Not surprisingly, Afghanistan is in the greatest need and this has resulted in a large strain on ICAO resources.
- The meeting agreed that ACAS II would be implemented throughout the region by member states and that after 1 January 2003 it's absence would be viewed as a deficiency.
- Frequency protection. In preparation for the World Radiocommunication Conference (WRC-2003), scheduled to be held in Geneva from 9 June to 4 July 2003, papers were presented on the critical nature of protection for the aeronautical frequency spectrum. Attention was drawn for all parties to lend strong support to the ICAO position for this conference and to participate actively in for a developing National positions. *This is a critical issue for all aviation users and is clearly worthy of IBAC's attention and support.*
- The subject of ADS-B implementation provided the opportunity to remind ICAO, IATA, and member States of the importance of including Business Aviation in considering implementation of new systems and of the equipment costs to users. This is particularly important in regard to consideration of ADS-B equipage for the South Pacific, Australia, and

South China Sea. Over the coming year, a new ADS-B Study and Implementation Task Force will consider proposals for implementing this or a derivative system in much of the region. *This bears continued monitoring by IBAC.*

- IBAC presented a paper on the forthcoming global safety study of business aviation. Conference attendees expressed interest in the paper, were appreciative of efforts to break out the data by region, and expressed interest in the date on which final data would become available
  
- During the meeting it was clear that States would need *Safety Management Systems* to comply with Annex 11 and 14 requirements for air traffic systems and for airports. It seems highly advisable for IBAC to stay familiar with evolving Safety Management arrangements and to continue to assess IS-BAO in this regard.