



*International Civil Aviation Organization*

**Fourteenth meeting of the Asia/pacific air navigation planning and Implementation regional group (apanpirg/14)**

Bangkok, Thailand 4 to 8 august 2003

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**Agenda Item 3: CNS/ATM Implementation and Related Activities**

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**CONTINUATION OF THE CNS/ATM IMPLEMENTATION  
COORDINATION SUB-GROUP (CNS/ATM/IC SG)**

(Presented by Australia)

**SUMMARY**

This paper reviews the history of the CNS/ATM/IC Sub Group and notes the concern of APANPIRG about the achievements of this Sub Group and the various changes that have been attempted to revitalise the Sub Group. It is recommended that the CNS/ATM/IC Sub Group be dissolved and a Future Directions Task Force be established to report to APANPIRG 15.

**1. Background**

**APANPIRG/4**

1.1 The CNS/ATM Implementation Coordination Sub-Group (CNS/ATM/IC SG) was established by APANPIRG 4 (Decision 4/41, March 1994) to continue implementation activities of the dissolved CNS/ATM Sub Group. The continuing need for co-ordination and linkages between in-country programs and APANPIRG was cited as a justification for the sub-group.

1.2 The original terms of reference of the sub-group were:

1. Co-ordinate the updating, on a regular basis, of the ASIA/PAC Regional Implementation Plan for the new CNS/ATM systems in the light of new developments, particularly with satellite based systems;
2. Monitor the research and development, trials and demonstrations with the ASIA/PAC Regions and information from other Regions;
3. Co-ordinate States, international organisations, airlines and industries plans for the implementation of the ASIA/PAC Regional Implementation Plan for the new CNS/ATM systems;
4. Provide a forum for the active exchange of information between States and for the solution of planning and implementation problems as they arise;
5. Facilitate the transfer of CNS/ATM systems expertise, equipment, trials data etc. between States;
6. Provide appropriate review and co-ordination of amendment to the Regional Air Navigation Plan to ensure adoption of the new CNS/ATM requirements including Basic Operational Requirements and Planning Criteria.

1.3 The Sub-Group was particularly active in the initial years of operation and was responsible for the production and maintenance the geographic traffic flow models for the Region.

#### **APANPIRG/10**

1.4 APANPIRG/10 in reviewing the work program of the three Sub-Groups (the then COM/MET/NAV/SUR, ATS/AIS/SAR and CNS/ATM/IC) expressed concern about the work programs. Issues discussed were:

- a. the lack of identification of intra and inter regional coordination issues including recommending actions to address those issues;
- b. opinion that the CNS/ATM/IC Sub-Group was only meeting part of its charter;
- c. CNS/ATM/IC Sub-Group is providing a very important venue for the exchange of information and updates on activities within the region; and
- d. the CNS/ATM/IC Sub-Group was unable to fully perform the “co-ordination” function.

1.5 APANPIRG established (Decision 10/45) the APANPIRG Sub-Group Work Programme Review Task Force with the terms of reference of:

- a. *recommend a consolidated action plan taking into consideration outcome of ALLPIRG meetings, Sub-Groups’ work, Tasks and Key Issues for the implementation of CNS/ATM in the Region;*
- b. *recommend an effective reporting process which identifies progress against key priorities and*
- c. *consider any other relevant issues such as intra and inter regional coordination requirements and recommend inclusion of appropriate tasks in the work programme.*

*The Task Force should comprise the three Sub-Group Chairs and Secretariat. The Task Force should meet early, i.e. well before the first Sub-Group meeting in 2000.*

#### **Sub-Group Work Programme Review Task Force**

1.6 The Task Force met and prepared a report with recommendations for consideration by APANPIRG. In accordance with the direction from APANPIRG the three sub-groups were briefed in advance of APANPIRG /11. The main findings of the Task Force were:

- a. *The CNS/ATM IC Sub-Group had completed the harmonization of CNS/ATM Regional Plan with the Global Plan and also had updated the Regional Plan.*
- b. *The IC Sub-Group had formulated key priorities for the CNS/ATM implementation. The tasks associated with key priorities had been assigned to the various Sub-Groups by the APANPIRG/10 meeting and had been incorporated in their respective task list. Inconsistencies were identified on the Sub-Groups’ task list with the priority assigned to the key priority items. It was noted that there are very few tasks assigned to the CNS/ATM /IC Sub-Group.*
- c. *The IC Sub-Group had no specific issues/tasks list similar to the other two Sub-Groups. It had only a Terms of Reference most of which, if not all, were*

*already being addressed/considered by the ATS/AIS/SAR and COM/MET/NAVSUR Sub-Groups.*

- d. By inviting all the States in the region, the IC Sub-Group meetings became too large to handle at the expense of efficiency. However, this procedure was useful to disseminate and exchange information on the new CNS/ATM systems. In implementing any change to the current structure and working practices of APANPIRG, including its sub-groups, it is necessary to ensure the continued flow of information to States. Alternative methods of information distribution were considered including a seminar briefing session preceding APANPIRG, topic specific workshops and inclusion of information distribution in the work programs of the other sub-groups.*
- e. It was noted that the IC Sub-Group was performing an intermediate role between APANPIRG and the other two Sub-Groups in reviewing and endorsing the work done by the ATS/AIS/SAR and COM/MET/NAV/SUR Sub-Groups. The role of the IC Sub-Group is to ensure coordination of work program of APANPIRG and its sub-groups. Recent operation of the IC Sub-Group has seen it acting as a pre-filter to APANPIRG leading to duplication of consideration of matter being raised by the ATS/AIS/SAR and COM/MET/NAV/SUR Sub-Groups. There appeared to be no significant contribution from IC Sub-Group in this role.*
- f. The ATS/AIS/SAR and COM/MET/NAV/SUR Sub-Groups had been addressing the FASID requirements for CNS/ATM systems as well as the existing conventional systems in the last few meetings and these two Sub-Groups will continue to review and update these requirements. Once again the CNS/ATM/IC SG had very little to contribute in this task.*

1.7 The Task Force's conclusions and recommendations were;

- a. The existing CNS/ATM/IC Sub-Group has completed most of its tasks and future tasks related to these items could be handled by the two renamed Sub-Groups. Also, the work on the tasks in question cannot be usefully continued by the existing CNS/ATM IC Sub-Group. Therefore, in accordance with the APANPIRG Procedural Handbook, it is recommended that the CNS/ATM IC Sub-Group be dissolved.*
- b. Consequently, it is proposed to rename the other two sub-groups as ATM/AIS/SAR Sub-Group and CNS/MET Sub-Group. The proposed Terms of Reference of the two renamed sub-groups taking into account the tasks involved in CNS/ATM implementation are in Attachment A (not attached). APANPIRG may wish to consider and approve the above proposal.*
- c. In order to maintain the co-ordination and linkages between the two renamed sub-groups and to identify issues related to CNS/ATM implementation and key priorities it is suggested that the Sub-Group Chairpersons (and Vice-Chairpersons, if required) supported by the Secretaries, shall meet prior to every APANPIRG meeting and present their findings and recommendations to the APANPIRG meeting.*

1.8 The COM/MET/NAV/SUR SG endorsed the recommendations the task force, whilst the ATS/AIS/SAR SG noted the recommendations. The CNS/ATM/IC SG noted the report of the Task Force and proposed an alternative strategy. The alternative strategy observed that the Sub Group was

still performing a very useful function and was enabling States to share information and highlight new developments and progress with CNS and ATM projects. The strategy also suggested that the CNS/ATM/IC SG's inability to fully perform the "co-ordination" function may in part be due to the agenda content. The Sub Group's recommendation to APANPIRG was to restructure the agenda and to continue the Sub Group.

#### **APANPIRG/11**

1.9 APANPIRG/11 noted that the subject matter that was normally discussed at the CNS/ATM/IC Sub-group was very useful to States in developing their CNS/ATM strategies. The last meeting of the Sub-group re-enforced this. After considering all the issues, APANPIRG/11 decided to defer a decision regarding the dissolution of the CNS/ATM/IC Sub-group and review this matter at APANPIRG/12.

#### **APANPIRG/12**

1.10 APANPANG/12 noted that the CNS/ATM/IC/SG/8 members were very enthusiastic in their support that the Sub-Group should continue its activities with revised terms of reference, and with a work programme that placed greater emphasis on the co-ordination, monitoring and advancement of CNS/ATM activities. Also, there was a need to eliminate areas of duplication of work with other Sub Groups. APANPIRG revised the Terms of Reference of the Sub-Group, added additional tasks on business cases for various options of CNS/ATM implementation taking into account environmental benefits, to develop a framework for regional training plans and to co-ordinate and harmonize the establishment and operation of ASIA/PAC system performance monitoring agencies. The tasks were refocused to be more action oriented and to achieve specific deliverables. The meeting agreed that a new work programme should be developed by the Secretariat in consultation with the members of the Sub-Group.

#### **APANPIRG/13**

1.10 The ninth meeting of the CNS/ATM/IC SG was held in advance of the ATS/AIS/SAR and CNS/MET SGs. The change of schedule was to allow the CNS/ATM/IC SG to consider the Council's review of APANPIRG/12 and issues raised at the Regional DGCA Conference to provide guidance to the other subgroups on implementation issues. The report of APANPIRG/13 records that the CNS/ATM/IC/SG/9 meeting had been very productive and those delegates had found considerable value from the discussions on a wide range of material presented for consideration. The meeting observed that while the TORs had been expanded to include training, environmental issues and the use of business case studies, there was also a need for future discussions to be more directed towards implementation to realize the full benefits of the planning. To achieve these improvements in future meetings, it was agreed that providing additional guidelines in the form of explanatory notes for each agenda item would be beneficial and should be attached to the meeting notification. The scheduling of CNS/ATM/IC SG as the first of the sequence of sub group meeting was not supported.

#### **CNS/ATM/IC SG/10**

1.11 The tenth meeting of the CNS/ATM/IC SG was held jointly with seventh meeting of the CNS/MET SG. The purpose of the joint meeting was to allow scheduling of all of the sub groups before APANPIRG/14. APANPIRG/14 being brought forward due the 11<sup>th</sup> Air Navigation Conference. The agenda of the combined meeting was co-ordinated by the chairmen of the sub groups with the support of the secretariat.

1.12 The discussions of the joint meeting are reported in WP/6. In reviewing the terms of reference and activities of the CNS/ATM/IC SG the meeting agreed that to undertake a thorough review as envisaged above was beyond the capability of this meeting and a Task Force should be formed to undertake this work after the ANC/11 meeting in October 2003. Draft Decision 7-10/xx was formulated. Future joint meetings of the sub groups were not supported.

1.13 The current terms of reference for the CNS/ATM/IC SG are:

***Terms of Reference of the CNS/ATM /IC Sub-Group***

1. *Review and update, on a regular basis, the “Asia/Pacific Regional Plan for the New CNS/ATM Systems” and ensure the harmonization with the Global Air Navigation Plan for CNS/ATM Systems;*
2. *Develop, based on the research and development, trials and demonstrations being carried out in the Asia/Pacific as well as other regions, regional guidance material for the implementation of CNS/ATM systems;*
3. *Co-ordinate the plans of States, international organizations, airlines and industry for the implementation of the ASIA/PAC Regional Implementation Plan for the CNS/ATM systems under development and implementation;*
4. *Identify key priorities for implementation of CNS/ATM for the ASIA/PAC region, co-ordinate and monitor implementation;*
5. *Review and identify intra and inter-regional CNS/ATM co-ordination matters and where appropriate recommend actions to address these issues;*
6. *Co-ordinate and harmonize the establishment and operation of ASIA/PAC system performance monitoring agencies for implementation of CNS/ATM systems and reduced separation minima, and co-ordinate with other regional monitoring agencies;*
7. *Develop guidance material for the applicability of the ICAO ATM Concept in the Asia/Pacific Region, taking into account national planning;*
8. *Develop business cases for various options of CNS/ATM implementation taking into account environmental benefits;*
- 9) *Develop a framework for regional training plans for the introduction of CNS/ATM systems and to include this material in the “Asia/Pacific Regional Plan for the New CNS/ATM Systems”; and*
10. *To monitor environmental issues relating to the implementation of CNS/ATM systems, in particular, the work of the ICAO’s Committee on Aviation Environmental Protection (CAEP), to disseminate relevant information to Contracting States, and to carry out appropriate coordination with Contracting States.*

**2. Discussion**

2.1 APANPIRG/10 recognised problems with the operation of the sub-group and commissioned the Sub-Group Work Programme Review Task Force. The findings of this task force remain valid today.

2.2 At the eleventh, twelfth and thirteenth meetings of APANPIRG the terms of reference of the CNS/ATM/IC SG have been revised and amended. During the period scheduling changes and administrative changes have been introduced to improve the effectiveness of the Sub Group. Each year the Sub Group reports positively on its activities, particularly the exchange of information however the fact remains that the Sub Group has not achieved many of items in the terms of reference and those that have been achieved are based largely on the review of work performed by the ATS/AIS/SAR and CNS/MET Sub Groups.

2.3 The items unique to the CNS/ATM/IC SG, business cases (ToR 8) and environment (ToR 10), have not been adequately dealt with. Business cases are now recognised as a State responsibility with the role of APANPIRG being to provide guidance. This guidance was addressed by the Business Case Task Force. With respect to environment the proposal to establish a task force has fallen from consideration and was not even discussed at this years Sub Group meeting.

2.4 ToR 6 addressing monitoring requirements has been addressed by the Asia/Pacific Airspace Safety Monitoring Task Force (APASM TF) with a recommendation to APANPIRG this year to establish the Regional Airspace Safety Monitoring Advisory Sub Group (RASMA SG).

2.5 The CNS/ATM/IC SG has admitted by Draft Decision 7-10/41 that it is incapable of reviewing its own terms of reference and developing a subject/task list for its activities.

2.6 The CNS/ATM/IC SG is a pleasant meeting but it is not achieving the objectives set by APANPIRG in the Sub Group's terms of reference. The ATS/ATS/SAR and CNS/MET Sub Groups adequately covering the majority of the objectives and the proposed RASMA SG will take on monitoring task. The issues of business cases can be concluded based on a review of the Business Case Task Force. Environment can be assigned to ATS/AIS/SAR SG as it is operational in nature. The ATS/AIS/SAR SG can advise APANPIRG of the value of pursuing the Environmental Task Force.

2.7 The 11<sup>th</sup> Air Navigation Conference (11<sup>th</sup> AN-Conf) will provide direction on the future of air traffic management and air navigation services. It will be the responsibilities of the PIRGs to take this future direction and translate it into implementation plans for the region. The concept of a task force to review the outcome of the 11<sup>th</sup> AN-Conf has merit.

### **3. Recommendation**

The meeting is invited to adopt the following recommendations.

That;

- a. the CNS/ATM/IC Sub Group be dissolved, and
- b. a post 11<sup>th</sup> Air Navigation Conference future directions task force be established. The Future Directions Task Force to be constituted from the Chairpersons of the ATS/AIS/SAR, CNS/MET and RASMA Sub Groups and not more than ten other members drawn from States and International Organisations. The Task Force is to meet not later than May 2004 and report to APANPIRG/15 and brief the meetings of the Sub Groups prior to APANPIRG /15.

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