



ICAO

International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group

Video Teleconference, 23 – 27 November 2020

## Agenda Item 2: Review of Related High Level Meetings

### APANPIRG/30 OUTCOMES

(Presented by the Secretariat)

#### SUMMARY

This paper presents a brief overview of outcomes relevant to Air Traffic Management (ATM) from the Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30, 05 – 09 August 2019).

## 1. INTRODUCTION

1.3 The Thirtieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held at ICAO APAC Office, Bangkok, Thailand from 04 – 06 November 2019. The meeting was attended by 151 participants from 22 States, two Special Administrative Regions of China, and eight International Organizations (AAPA, CANSO, EUROCONTROL, IATA, ICAO, ICCAIA, IFAIMA and IFALPA).

## 2. DISCUSSION

### ATM/SG/7

2.1 The Seventh Meeting of the APANPIRG ATM Sub-Group (ATM/SG/7, Bangkok, Thailand, 05 – 09 August 2019) had agreed to a number of Draft Conclusions, Conclusions, and Draft Decisions as follows:

#### Draft Conclusions (submitted to APANPIRG/30)

***Draft Conclusion ATM/SG/7-1: Asia/Pacific Seamless ANS Plan***

***Draft Conclusion ATM/SG/7-2: ICAO HQ Support for Regional ANS Implementation***

***Draft Conclusion ATM/SG/7-3: Asia-Pacific ATM Performance Measurement Framework***

***Draft Conclusion ATM/SG/7-8: Recovery of Lost Revenue due to Airspace Closure***

***Draft Conclusion ATM/SG/7-12: Ballistic Launch and Space Re-Entry Notification and Response***

#### Conclusions (agreed by the ATM/SG)

***Conclusion ATM/SG/7-5: ATS Message Reception and Handling***

***Conclusion ATM/SG/7-6: ATM Emergency and Contingency Response Planning***

***Conclusion ATM/SG/7-7: Amendment to the Regional ATM Contingency Plan***

***Conclusion ATM/SG/7-9: Regional Guidance for the Regulation and Safe Operation of UAS within National Airspace***

***Conclusion ATM/SG/7-11: Standardized Aeronautical Information***

***Conclusion ATM/SG/7-13: NOTAM Format for FUA Operations***

***Conclusion ATM/SG/7-14: Format for Multi-Part NOTAMs***

***Conclusion ATM/SG/7-15: Aeronautical Data Catalogue***

***Conclusion ATM/SG/7-16: Amendment to the Regional Plan for Collaborative AIM***

***Conclusion ATM/SG/7-17: Preparation for GADSS ADT Phase***

***Conclusion ATM/SG/7-18: Asia/Pacific SAR Plan Update***

***Draft Decisions (submitted to APANPIRG/30)***

***Draft Decision ATM/SG/7-4: Amend ATFM/SG Terms of Reference***

***Draft Decision ATM/SG/7-10: Dissolution of the APUAS/TF***

***APANPIRG/30***

2.2 ATM-related Conclusions from APANPIRG/30 were as follows:

***Conclusion APANPIRG/30-5: Asia/Pacific Seamless ANS Plan:***

*That, given the urgency and priority of Air Navigation Service (ANS) planning and modernization, and the lack of progress in implementing the Aviation System Block Upgrade (ASBU) Block 0, Asia/Pacific States are urged to:*

*(1) review Version 3.0 of the Asia/Pacific Seamless ANS Plan appended as **Appendix A to the Report on Agenda Item 3.2**; and*

*(2) consider utilising the Asia/Pacific Seamless ANS Plan to develop a National Air Navigation Plan (NANP) after considering the NANP Template at **Appendix B to the Report on Agenda Item 3.2**, to enable timely implementation of applicable Seamless ANS elements.*

***Conclusion APANPIRG/30-6: ICAO HQ Support for Regional ANS Implementation***

*That, ICAO HQ is invited to:*

*(1) given the greatly increased number and complexity of Aviation System Block Upgrade (ASBU) elements in the draft 6th Edition of the Global Aviation Navigation Plan (GANP), the redefinition of ASBU Block 0 elements that were expected to be completed by 2019, and the need for more detailed and comprehensive guidance provided on the ASBU Portal for each element than is currently provided, consider:*

*(i) the consequences for States of different capabilities to ensure that the No Country Left Behind (NCLB) policy is fully considered; and*

(ii) the extra resources, tools and training required to enable States to be able to understand, review, determine priorities and costs/benefits, and implement the applicable ASBU elements; and

(2) ensure that the redevelopment of the Regional Air Navigation Plan Volume III templates allow the Asia/Pacific Seamless Air Navigation Service (ANS) Plan to be fully incorporated into Vol. III without amendment; and

(3) ensure an urgent upgrade of the electronic regional ANS Monitoring and Reporting Scheme to:

(i) allow States to electronically submit data related to the Seamless ANS Plan and its subsidiary plans; and

(ii) ensure the ICAO Regional Office can amend online elements, metrics and priorities, consistent with APANPIRG endorsements.

**Conclusion APANPIRG/30-7: Asia-Pacific ATM Performance Measurement Framework**

That, States are urged to consider:

1. analysing the Asia/Pacific ATM Performance Measurement Framework (ATM PFM) at **Appendix C to the Report on Agenda Item 3.2**;

2. tailoring the ATM/PFM according to their own conditions, as appropriate;

3. promoting the ATM PFM through encouraging the stakeholders to initiate their own performance measurement practice;

4. when time and condition permit, publish a report, supporting the initiative to conduct a trial of the first phase for the initial performance measurement work; and

5. the means by which to guide the stakeholders to perform analysis and manage improvement internally, for example, develop a comprehensive information demonstration platform for performance measurement to gather data, display outcomes with computerised support tools and technology documents as appropriate.

**Conclusion APANPIRG/30-8: Recovery of Lost Revenue due to Airspace Closure**

That, concerned States are urged to carefully consider enacting any ANS pricing changes aimed at recovering revenue lost during the 2019 Pakistan airspace closure. Should any States be considering such a move the meeting urges those States to enter into full and transparent consultations with airspace users and their representative bodies in accordance with ICAO Doc 9082 prior to any decisions being made.

**Conclusion APANPIRG/30-10: Ballistic Launch and Space Re-Entry Notification and Response**

That, States are urged to:

1. Comply with Asia/Pacific Seamless ANS Plan provisions for advance notification of ballistic launch and space re-entry activities;

2. Ensure that, in addition to the coordination specified in Annex 11, and in the Asia/Pacific Seamless ANS Plan, all notifications for ballistic launch and space re-entry are addressed to:

a) the ATC Centres in Charge of all affected Flight Information Regions; and

b) the International NOTAM Office of all affected Flight Information Regions; and

*3. Ensure that NOTAMs are promulgated and tactical coordination undertaken for the management of affected airspace and traffic, immediately on receipt of notification from another State, and on receipt of any notification of changes or cancellation.*

2.3 The results of APANPIRG/30 Conclusions as reviewed by ICAO HQ are contained in **Attachment A**.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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**WORKING PAPER**

**AIR NAVIGATION COMMISSION**

**REVIEW OF THE REPORT OF THE 30TH MEETING OF THE  
ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION  
REGIONAL GROUP (APANPIRG/30) AND THE REPORT OF THE 9TH MEETING OF  
THE REGIONAL AVIATION SAFETY GROUP ASIA AND PACIFIC (RASG-APAC/9)  
(Item No. 21330 and 21331)**

(Presented by the Chairperson of the ANC Working Group of the Whole for Strategic Review and Planning)

<b>SUMMARY</b>
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/30 and RASG-APAC/9 Meetings.
Action by the Air Navigation Commission is in paragraph 3.
<b>WORK PROGRAMME ELEMENTS</b>
N/A
<b>COORDINATION</b>
All related ANB Sections, Asia and Pacific Regional Office, Bangkok
<b>REFERENCES</b>
*APANPIRG/30 Report *RASG-APAC/9 Report
This working paper relates to the Strategic Objectives for Safety and Air Navigation Capacity and Efficiency.
*Principal references

**1. INTRODUCTION**

1.1 The thirtieth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/30) was held from 4 to 6 November 2019 and the ninth meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/9) was held from 7 to 8 November 2019 both at the ICAO Asia and Pacific (APAC) Office, Bangkok, Thailand.

1.2 It was noted that the APANPIRG/30 Meeting was very well attended with 151 participants from 22 Member States, two special administrative regions of China, and eight international organizations. The WG/SRP noted that 15 Conclusions and four Decisions were taken.

1.3 The WG/SRP noted that the RASG-APAC/9 Meeting was also well attended with 84 participants from 19 Member States and 10 international organizations participating. It was noted that the meeting adopted four Conclusions and eight Decisions.

1.4 The WG/SRP reviewed the two reports presented by Mr. A. Mishra, Regional Director, ICAO APAC Office. The WG/SRP thanked Mr. Mishra for his time and effort in the preparation of this detailed presentation to the SRP.

## 2. DISCUSSION

2.1 The WG/SRP was presented with the key challenges and issues and the APAC accomplishments during 2019 as well as a brief overview of the APANPIRG/30 and RASG-APAC/9. The WG/SRP noted with appreciation the value of the information provided.

2.2 With respect to the key issues in air navigation, the WG/SRP noted the challenges related to the implementation of the APAC internet protocol based common regional aeronautical VPN private network (CRV) to meet the increased requirements of aeronautical traffic and to achieve early benefits.

2.3 With regards to the upgrading of the ATS message handling system (AMHS) to support the requirement of the ICAO meteorological information exchange model (iWXXM), Version 3.0, by November 2020, the WG/SRP noted that several States have made limited or no progress. As well, little progress has been made in the designation of the responsible meteorological (MET) authorities.

2.4 With respect to performance-based navigation (PBN) approach procedure implementation, the WG/SRP noted that progress was slower than the global average. It was noted with satisfaction that the PBN SID/STAR implementation progress exceeded the global average. It was further noted that many States are facing difficulties to certify military aerodromes used for international operations.

2.5 With regards to the implementation of the global reporting format as per Annex 14 — *Aerodromes*, the WG/SRP noted that only a few States and aerodrome operators are fully ready for transition in a timely manner. It was noted that to address the issue, regional workshops will be conducted in 2020 in China and India.

2.6 With regards to the key issues identified in aviation safety, the WG/SRP was informed that APAC States require consistent support from the ICAO Regional Office to improve their safety oversight capabilities and this requires constant and reliable funding mechanisms to sustain the supporting programmes.

2.7 The WG/SRP was informed that the implementation of a national aviation safety plan (NASP) or State safety programme (SSP) requires high level of coordination between State CAA's and other Ministries. The WG/SRP noted that it is proposed to convene regular Ministerial conferences to address the issue.

2.8 The WG/SRP noted with concern that some States in the Region experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation. The WG/SRP was informed that a way to improve this situation is by assisting States with a well-developed training program with an emphasis on on-the-job-training (OJT). The WG/SRP commented that low level implementation of CE-4 is a chronic and global issue which is difficult to resolve; the potential ways to counter this situation should address the underlying problem of each region.

2.9 With regards to the Pacific Island States with low levels of effective implementation (EI) in all audit areas, the WG/SRP was informed that one of the best options may be to establish a regional safety

oversight organization (RSOO). It was noted the Pacific Aviation Safety Office (PASO) requires improvements in the establishment of a comprehensive oversight capability and that PASO is hampered by staff related resources and that ICAO needs a presence in the Region. The WG/SRP was informed that ICAO created a link with the States. However, it was noted that States need to provide the resources for this initiative. The WG/SRP recognized that Australia and New Zealand are providing valuable support to PASO. It was commented that the system-wide information management (SWIM) progress is also slow and that ways to assist States should be identified and implemented.

2.10 The WG/SRP noted with concern that the establishment of independent accident investigation authorities in the Region is very low, and that States require continuous and consistent support in this area.

2.11 The WG/SRP recalled that during the review of the APANPIRG/29 Report, the Commission was informed that the only Significant Safety Concern (SSC) in the Region will be resolved, hopefully, within the next few months. However, the SRP noted with concern that the SSC is not yet resolved.

2.12 With regard to the APANPIRG/30 key outcomes, the WG/SRP noted: the continuous monitoring of the implementation of the Beijing Declaration; triennial major update of the Asia/Pacific Seamless ANS Plan to incorporate the 6th Edition of the GANP; activities to resolve air navigation deficiencies identified by APANPIRG; the development of an education video and SWIM brochure by the ICAO APAC Office in cooperation with Member States and industry; the APAC Airport-Collaborative Decision-making (A-CDM) Implementation Plan; and the planned trail to combine the APANPIRG and RASG-APAC Plenary Meetings in 2020.

2.13 The WG/SRP noted that the States that have not met the Beijing Declaration target to certify aerodromes used for international operations by 2020. The APANPIRG concluded to include this item in the Aerodrome Operational Planning (AOP) Air Navigation Deficiency list.

2.14 The WG/SRP noted the conclusions taken to facilitate the ATM performance measurement work in order to achieve the seamless ATM and regional ATFM goals in the Asia/Pacific Region. To further promote improved operational performance, there is a need for additional data attributes to be exchanged among stakeholders involving in A-CDM operations and to support the integration between ATFM and A-CDM.

2.15 The WG/SRP specifically focused on Conclusion 30/6 related to ICAO HQ support required for regional ANS implementation. The WG/SRP was informed about the specific issues: resources to assist in the implementation ; the redevelopment of the Regional Air Navigation Plan, Volume III ; and the Monitoring and Reporting Scheme. The WG/SRP noted that the consolidated annual report on PIRGs and RASGs presented to the Council last year included a similar common challenge; however, it lacked concise required actions. The WG/SRP suggested, as a way forward, that this conclusion be further analysed and this challenge be incorporated into the next annual report to the Council including more concrete actions and taking into account the issues of other regions as well.

2.16 The WG/SRP noted the APAC air navigation priorities and specifically noted the unacceptable level of implementation related to aeronautical information management (AIM). The WG/SRP noted that APAC is behind its commitments to implement the APAC Seamless ATM (now ANS) Plan. To speed up the process, a requirement for a national air navigation plan (NANP) with 10 basic planning elements (BPEs) was endorsed by APANPIRG/30.

2.17 With regards to the RASG-APAC/9 Report, it was noted that the accident rate for RASG-APAC is 1.74 which is lower than the global average.

2.18 The WG/SRP noted with concern that the current average USOAP score for States in RASG-APAC is 64.59 per cent which is below the world average of 68.94 per cent. It was recalled that the Pacific Island contains 14 and to date, two States have not been audited. The 12 States audited to date have an average EI level of 40.02 per cent, which is of serious concern and needs to be addressed.

2.19 The WG/SRP noted some of the key safety conclusions and decisions taken, including: the amendment of the RASG-APAC Procedure Handbook; the empowerment of the Asia Pacific Regional Aviation Safety Team; APAC-AIG reporting directly to RASG-APAC; the endorsement of the APAC Regional Aviation Safety Plan; and the SIMS Ramp Inspection Data Sharing Project.

2.20 The WG/SRP noted in particular the Conclusion 9/4 related to the need for an updated Accident/Incident Data Reporting (ADREP) system, as well as guidance for States to use the tool and guidance related to the use of media sources. The Alternate Representative from Indonesia recalled this conclusion and highlighted other issues related to ADREP, such as: the background for the decision to stop the population of the database; the impact in Annex 13 — *Aircraft Accident and Incident Investigation* requirements; proposed future updates of the ADREP database; as well as the unknown source for compilation of safety reports. The WG/SRP noted all the concerns raised and recalled that the issue related to ADREP was discussed during the review of the Accident Investigation Panel Report (ANC 213-8). At that time, the ANC requested that a specific item on this matter be added ANC work programme of the current session (Item 21338, *Review of the report on the analysis and proposed corrective action plan to address the availability of data in the Accident/Incident Data Reporting (ADREP) System*). The WG/SRP considered that it would be preferable to address all the ADREP related issues under that item at the proper time.

2.21 The WG/SRP noted the key achievements in safety for 2019 that included amongst other items: Combined Action Teams missions during 2019-2020 in nine States (Kiribati, Malaysia, Maldives, Marshall Island, Nepal, Pakistan, Philippines, Timor-Leste and Vietnam) resulting in EI increased from 62.41 per cent (2018) to 64.59 per cent in 2019; APAC RO intelligence report to assist HQ to plan and prioritize the USOAP CMA and IVA activity for 2021; safety enhancement initiatives related to the CFIT, LOC and RS and introduction of monitoring tools; APAC Annual Safety Report (ASR) 2019 published on time; Beijing Declaration commitments on safety continuously monitored as per RASG-APAC work programme and the President certificates for 2019 to India, Myanmar and Papua New Guinea.

2.22 The WG/SRP noted that Senior and Middle Managers Training Courses (SMMTC) Managing Compliance of ICAO SARPs (MCIS) courses were conducted in India, Papa New Guinea and the Philippines support was provided to the Global Aviation Safety Oversight System (GASOS) assessment of PASO in PEL and OPS. The WG/SRP also noted that support to six ICAO coordinated validation missions (ICVM) and audits, NASP workshop, an extended diversion time operations (ETDO) course in Beijing and Bangkok and an IATA Safety Audit for Ground Operations (ISAGO) Workshop were provided.

2.23 With regards to the format of the meetings, the WG/SRP noted that APANPIRG/30 and the RASG-APAC/9 Meetings were held “back to back”. However, the Regional Director informed the WG/SRP that there is some resistance from within the region to this format. It was highlighted that this was a pilot project and that the experience of other regions will be taken into account. The WG/SRP was informed that Indonesia has offered to host the next APANPIRG and RASG-APAC Meetings in November 2020.

3. **ACTION BY THE AIR NAVIGATION COMMISSION**

3.1 The Air Navigation Commission is invited to:

- a) note the APANPIRG/30 and RASG-APAC/9 Meeting Reports and the WG/SRP report thereon as contained in this paper;
- b) note and agree to the specific conclusions that require the ANC action in the appendix.

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**APPENDIX**  
**APANPIRG/30**

**LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION**

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p><b>Conclusion 30/6:</b> <b>ICAO HQ Support for</b> <b>Regional ANS</b> <b>Implementation</b></p>	<p>That, ICAO HQ is invited to: (1) given the greatly increased number and complexity of Aviation System Block Upgrade (ASBU) elements in the draft 6th Edition of the Global Aviation Navigation Plan (GANP), the redefinition of ASBU Block 0 elements that were expected to be completed by 2019, and the need for more detailed and comprehensive guidance provided on the ASBU Portal for each element than is currently provided, consider: (i) the consequences for States of different capabilities to ensure that the No Country Left Behind (NCLB) policy is fully considered; and (ii) the extra resources, tools and training required to enable States to be able to understand, review, determine priorities and costs/benefits, and implement the applicable ASBU elements; and (2) ensure that the redevelopment of the Regional Air Navigation Plan Volume III templates allow the Asia/Pacific Seamless Air Navigation Service (ANS) Plan to be fully incorporated into Vol. III without amendment; and (3) ensure an urgent upgrade of the electronic regional ANS Monitoring and Reporting Scheme to: (i) allow States to electronically submit data related to the Seamless ANS Plan and its subsidiary plans; and (ii) ensure the ICAO Regional Office can amend online elements, metrics and priorities, consistent with APANPIRG endorsements.</p>	<p>To note and request Secretariat to investigate further the issue of Implementation of Regional Air Navigation Plans with the purpose to include it as a common challenge with more concrete actions in the next consolidated report to Council on PIRGs and RASGs (ref. 2.15)</p>

<p><b>Conclusion 30/13:</b> Direct controller-pilot communication SATVOICE Trials</p>	<p>That, States who are interested in direct controller-pilot communication (DCPC) SATVOICE services are encouraged to conduct DCPC SATVOICE trials to verify its performance as SATVOICE is a potential DCPC over remote/oceanic airspace.</p>	<p>To note developments related to potential performance of new generation satellite voice communications (SATVOICE) that could achieve better Required Communication Performance (RCP) standards than the current RCP 400/Vro.</p>
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**RASG-APAC/9**

**LIST OF CONCLUSIONS AND DECISIONS THAT REQUIRE ACTION**

Conclusion/ Decisions	Synopsis	Suggested ANC Action
<p><b>Conclusion 9/4:</b> ADREP Reporting</p>	<p>That, the Meeting request ICAO to consider the need to: a) update the ADREP reporting system and address the lack of ADREP Data as reported by States; b) provide States with necessary guidance material and online tools to simplify ADREP reporting to ICAO; and c) provide guidance to States related to the use of media sources due to the lack of the availability of the ADREP data.</p>	<p>To note and agree that the issue be addressed under ANCs work programme item 21338 (ref 2.20)</p>
<p><b>Decision 9/4:</b> Progress of development of Annual Safety Report</p>	<p>That, RASG-APAC/9 endorsed the timeline considering the data integrity for Annual Safety Report 2019 and agreed the timeline of the Annual Safety Report 2020</p>	<p>To note.</p>