



ICAO

International Civil Aviation Organization

First Meeting of the APAC ANSP Committee (AAC/1)

Bangkok, Thailand, 17 – 18 April 2023

Agenda Item 3: Work Program

CREATION OF AN OCEANIC WORKING GROUP WITHIN THE APAC ANSP COMMITTEE

(Presented by France - French Polynesia and New Caledonia - and Australia)

SUMMARY

Among all the ANSPs of the APAC, those providing mainly oceanic air navigation services form a very specific group in terms of operational procedures, ATM systems and CNS equipment. The tools and the systems they operate with are unique, and quite distinct from those of their non oceanic counterparts. Therefore, we believe there is value in establishing a working group within this committee specifically focusing on the operations of the oceanic ANSPs, sharing experiences, identifying common needs and potential improvements.

1. INTRODUCTION

The 57th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, which took place in July 2022 in Incheon, Republic of Korea agreed on Action Item 21 that States/Administrations should:

- i/ form a committee of ANSPs, involving CANSO and IATA, to cooperate in the implementation of regional Air Navigation Services (ANS) initiatives including the ICAO Asia/Pacific Seamless ANS Plan.
- ii/ coordinate with ICAO for the purposes of aligning the activities of the committee with the Asia/Pacific Seamless ANS Plan and informing APANPIRG and DGCA Conference of activities and progress.

2. DISCUSSION

The key functions of this committee are as follows:

- i/ initiate collaboration between ANSPs of States and other stakeholders to develop and implement regional ANS initiatives including the ICAO APAC Seamless ANS Plan;
- ii/ identify opportunities for collaboration between ANSPs of States, CAAs and other stakeholders for regional ANS;
- iii/ deliberate and recommend optimal solutions that constitute building blocks for the Seamless ANS Plan, priorities and timelines of their implementation;

- iv/ update ICAO and APAC States on the Committee’s activities through forums such as APANPIRG and the DGCA Conference, with a view to synchronising implementation efforts across the APAC region; and
- v/ Information sharing and capacity building.

The willingness of the APAC ANSP committee to propose collaborations between ANSPs for the delivery of a seamless Air Traffic Control service is of paramount importance given the fragmentation of the Asia Pacific region airspace.

Among all the ANSPs of the region, those providing mainly oceanic air navigation services form a very specific group. They play a fundamental role in APAC as they feed the main hubs of the APAC region with long haul traffic coming from across the oceans. They also share specific needs, procedures and technical pieces of equipment. The tools and the systems they operate with are unique, and distinct from those of their non oceanic counterparts. For example, in terms of communication support, it is not uncommon for oceanic ANSPs to use HF, CPDLC in combination with VHF. In terms of surveillance, they very rarely use radar and rely more on ADS/B or ADS/C tools. In terms of safety, their main concern is to ensure thorough surveillance of the airspace they are responsible for. Even if they do not face capacity shortfall, they could increase their ANS capacities by extending the VHF capabilities according to the ADS/B or CPDLC implementations. There are many other illustrations of those shared specifications among oceanic ANSPs, such as the variety of separation procedures they use in their daily operations, etc.

It would therefore be of value to create a working group within this committee to specifically focus on oceanic ANSPs. This working group can focus on the identification of specific areas of collaboration for a seamless sky amongst those ANSPs by taking into account their unique needs, while ensuring full consistency with the proceedings of the APAC ANSP committee as a whole.

The main collaboration themes could encompass the following workstreams and topics:

- **Workstream 1 – Collaboration on the ecological transition of aviation - Enhancement of ATM sustainability.**

The ecological transition of aviation aims to significantly reduce its impact on air quality and noise exposure. Environmental considerations have indeed become a priority, like safety, to recover a sustainable development of air transport following the unprecedented downturn in activity due to the global health crisis.

Oceanic ANSPs could work with airlines or their associations such as IATA (the International Air Transport Association) to develop and implement concrete initiatives to enhance flight and air traffic environmental efficiency. These initiatives could also echo the innovative governance initiative as promulgated by IATA to help better coordinate the implementation of projects

For the oceanic ATM, environmental techniques include continuous descent operation (CDO), performance-based navigation (PBN) and of course free route implementation.

- i/ Implementation of free route and/or PBN trajectories
- ii/ Implementation of CDO

- **Workstream 2 – Collaboration on ATM system interoperability and contingency planning.**

The interoperability among ATM systems is instrumental to the successful implementation of a seamless oceanic ATM plan, and to ensure safety. As oceanic ANSPs face the same type of ATM constraints, there is ample room for closer collaboration.

In addition of ensuring systems interoperability, possible areas of collaboration include to enhance readiness to respond when disruptions in air traffic operations occur; strengthen training; and jointly develop business continuity and contingency plans.

- i/ Development of ATM system interoperability
- ii/ Development of contingency plans

- **Workstream 3 – Collaboration on enhancing capacity and safety**

Like any other ANSPs in the world, oceanic ANSPs work relentlessly to improve their capacity and operation safety. As oceanic ATM environment relies heavily on the combined application of ADS/B and VHF systems and technologies, collaboration in areas such as:

- i/ Space-based ADS-B/VHF area
- ii/ Development of digital VHF

could be of interest to oceanic ANSPs.

There are other possible areas of cooperation. The exact agenda would be deliberated within the ISPAGCG (Informal South Pacific Air Traffic Services Coordinating Group), and discussed with others APAC oceanic ANSPs. French Polynesia is keen to contribute to this working group.

3. ACTION BY THE MEETING

The meeting is invited to:

- a) note the information contained in this paper,
- b) agree to the formation of an Oceanic Working Group specifically focusing on the operations of the oceanic ANSPs, sharing experiences, identifying common needs and potential improvements.
- c) consider adoption of the following proposed framework comprising three collaboration workstreams for the oceanic ICAO APAC ANSP working group -
 - Workstream 1 – Collaboration on the ecological transition of aviation - Enhancement of ATM sustainability.
 - Workstream 2 – Collaboration on ATM systems interoperability and contingency planning.
 - Workstream 3 – Collaboration on enhancing capacity and safety
- d) discuss any other relevant matters as appropriate.

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