



ICAO

International Civil Aviation Organization

**Twelfth Meeting of the Air Traffic Management Sub-Group
(ATM/SG/12) of APANPIRG**

Bangkok, Thailand, 23 – 27 September 2024

Agenda Item 2: Review of Related High Level Meetings

ATM/SG/11, APANPIRG/34 AND AN-CONF/14 OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents a summary list of formal outcomes from ATM/SG/11, formal outcomes from APANPIRG/34 arising from ATM/SG/11, and formal outcomes from AN-CONF/14 that are relevant to the meeting.

1. INTRODUCTION

1.1 The Eleventh Meeting of the Air Traffic Management Sub-Group (ATM/SG/11) of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) was held at the Crowne Plaza Changi, Singapore, from 02 to 06 October 2023. The meeting was attended by 123 registered participants from 24 States, two Special Administrative Regions of China and three International Organizations.

1.2 The Thirty-Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/34) was held at the Hong Kong Civil Aviation Department (HKCAD) Headquarters Auditorium, from 11 to 13 December 2023. The meeting was attended by 146 participants from 26 Member States, two Special Administrative Regions of China, and seven International Organizations.

1.3 The Fourteenth Air Navigation Conference (AN-CONF/14) was held at Montreal, Canada, from 26 August to 06 September 2024.

2. DISCUSSION

ATM/SG/11

2.1 The meeting is invited to recall the following Draft Conclusions, Conclusions, Draft Decisions and Decisions agreed by ATM/SG/11.

Draft Conclusions (submitted to APANPIRG/34)

Draft Conclusion ATM/SG/11-5: Development of 5LNC Pronunciation Phonetic Guidance and Harmonised Pronunciation at Transfer of Control (TOC) Points

Conclusions (agreed by the ATM/SG)

Conclusion ATM/SG/11-2: Revised Annual APAC Regional Survey of ATC Separation Standard

Conclusion ATM/SG/11-3: Withdraw Regional UAS Guidance

Conclusion ATM/SG/11-6: Asia/Pacific Regional Guidance for Contingency Planning and Response to NOTAM Service Disruption

Conclusion ATM/SG/11-7: Revised 5LNC Data Collection Spreadsheet

Conclusion ATM/SG/11-8: Consolidation of Regional AIM Guidance Material

Conclusion ATM/SG/11-9: Revised APAC OPADD

Conclusion ATM/SG/11-10: Update of APAC ANP Vol II Part VII

Draft Decisions (submitted to APANPIRG/34)

Draft Decision ATM/SG/11-11: Update AAITF Terms of Reference

Decisions (agreed by the ATM/SG)

Decision ATM/SG/11-1: Establish Performance Management Data Analytics Ad hoc Group

Decision ATM/SG/11-4: Establish FF-ICE Ad Hoc Group

APANPIRG/34

2.2 Conclusions and Decisions of APANPIRG/34 arising from ATM/SG/11 were as follows:

Conclusions

Conclusion APANPIRG/34-6: Development of 5LNC Pronunciation Phonetic Guidance and Harmonised Pronunciation at Transfer of Control (TOC) Points

Decisions

Decision APANPIRG/34-7: Update AAITF Terms of Reference

AN-CONF/14

2.3 The Conference provided detailed technical discussions that lead to agreement on a set of high-level recommendations in the field of air navigation and safety. These recommendations would be submitted for approval to the Council and, when applicable, for subsequent endorsement by the 42nd Session of the Assembly in 2025.

2.4 In reviewing AN-Conf/14-WP/75, Revision No. 1 presented by International Air Transport Association (IATA) and International Business Aviation Council (IBAC), supported by the International Federation of Air Traffic Controllers' Associations (IFATCA), the Committee noted that airspace disruptions have increased in recent years with airlines continuing to face challenges impacting efficient operations around airspace that are no longer available for civil aviation, sometimes for extended periods.

2.5 As a result of the discussion, the Committee agreed on the following recommendation:

Recommendation 1.1/2: Resilience of the air navigation system

That States:

- a) *implement airspace optimisation initiatives covered by ICAO provisions, such as air traffic flow management, flexible use of airspace and civil-military cooperation;*
- b) *share advance information related to anticipated disruptions; and*

that ICAO:

- c) *together with States and industry, develop global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks, to support the implementation of Annex 11 – Air Traffic Services.*

2.6 In considering the effects of global navigation satellite system (GNSS) radio frequency interference (RFI), the Committee:

- a) *expressed significant concerns with the recent escalation of harmful interference to GNSS, the risk it poses to civil aviation, and the critical impact this has had on global operations, particularly on areas surrounding conflict zones; and*
- b) *agreed on the importance of maintaining a sufficient network of conventional navigation aids, supported by very high frequency omnidirectional radio range (VOR), distance measuring equipment (DME) and instrument landing system (ILS) facilities, to ensure operational safety as well as sufficient airspace capacity during times of GNSS interference.*

2.7 As a result of the discussion, the Committee agreed on the following recommendation:

Recommendation 2.2/2: Addressing global navigation satellite system interference and contingency planning

That States:

- a) *ensure that effective GNSS RFI mitigation measures are implemented, based on measures developed by ICAO and industry, including the need to maintain a sufficient network of conventional navigation aids to ensure operational safety as well as sufficient airspace capacity during times of GNSS interference;*
- b) *through the mechanism of the planning and implementation regional groups, develop regional or global navigation satellite system reporting mechanisms, as described in the Global Navigation Satellite System (GNSS) Manual (Doc 9849); and*
- c) *work with industry to provide guidance on detecting global navigation satellite system jamming or spoofing and maintaining safe and efficient aircraft operation in case of GNSS anomalies;*

that ICAO:

- d) *develop a standardised implementation package to assist and guide States in implementing effective GNSS RFI mitigation measures, including optimisation and rationalisation of conventional navigation aids, commensurate with their local conditions, to ensure continuity in the provision of ANS;*
- e) *develop guidance on civil-military coordination in relation to harmful interference to GNSS(s) originated or detected by military authorities; and*

- f) *review aircraft minimum equipage lists to ensure compatibility with States' implemented minimum operational networks.*

2.8 The Committee reviewed AN-Conf/14-WP/10, presented by ICAO, regarding the proposed Project 30/10. This initiative aims to improve the operational efficiency of the global air navigation system by implementing longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere.

2.9 As a result of the discussion, the Committee approved the following recommendations:

Recommendation 3.1/1: Project 30/10 – Optimised implementation of longitudinal separation minima

That States:

- a) *within the processes of the planning and implementation regional groups, actively collaborate with neighbouring States to implement Project 30/10 – implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere;*

that ICAO:

- b) *through the planning and implementation regional groups, develop regional action plans for the implementation of Project 30/10;*
c) *support inter-regional collaboration for a harmonized implementation of Project 30/10; and*
d) *consider other minimum service level procedures, via a framework, for implementation in oceanic and remote airspace.*

2.10 In reviewing AN-Conf/14-WP/60, AN-Conf/14-WP/48 and AN-Conf/14-WP/70, the Committee noted the benefits of trajectory-based operations (TBO) in improving the predictability of aircraft movement and flight efficiency, as well as in increasing utilisation of available capacity and operator flexibility. While acknowledging that there would be varying degrees of readiness to implement TBO in different States and regions, the Committee stressed the importance of a well-prepared and coordinated implementation of TBO to accrue more substantial and immediate benefits.

2.11 As a result of the discussion, the Committee approved the following recommendations:

Recommendation 3.1/3: Enabling successful deployment of trajectory-based operations

That States:

- a) *and regions expedite the implementation of TBO enablers that are considered mature and relevant;*
b) *support ICAO in expediting its work programme on TBO and its enablers, including the development of a plan and timeline for their implementations;*

that ICAO:

- c) *develop and maintain an ICAO work programme addressing the full scope of TBO;*
d) *develop ICAO provisions and guidance for automated air-ground trajectory synchronization; and*
e) *investigate the need for the evolution of service priority policy in support of TBO implementation.*

2.12 The Committee, in recognising that expansion of free route airspace (FRA) initiatives across airspace boundaries should increase operational efficiency and contribute to reduced fuel consumption, agreed that the question of whether additional ICAO provisions and guidance material were necessary to facilitate harmonised FRA implementation should be referred to the appropriate expert group(s) for further consideration.

2.13 As a result of the discussion, the Committee approved the following recommendations:

Recommendation 3.1/4: Free route airspace

That States:

a) *actively collaborate with neighbouring States to implement FRA;*

that ICAO:

b) *consider the need for provisions and guidance material to support harmonized implementation of FRA, including implementation across airspace boundaries and regions.*

2.14 The Committee reviewed several working papers, including AN-Conf/14-WP/11, which outlined progress in developing global provisions for implementing flight and flow – information for a collaborative environment (FF-ICE) services and proposed 2034 as the target date to cease FPL2012 operations. To support this, the importance of an inclusive, coordinated approach at national and regional levels was emphasised, along with collaboration among States and guidance from ICAO.

2.15 As a result of the discussion, the Committee approved the following recommendations:

Recommendation 3.2/2: Transition to flight and flow – information for a collaborative environment services and cessation of ICAO 2012 flight plan by 2034

That States:

a) *in support of the 2034 global cessation of the ICAO 2012 flight plan, commence the development of a national plan to transition FF-ICE services along with industry stakeholders;*

b) *include plans for the implementation of both minimum and optional FF-ICE services in the national air navigation plans;*

c) *share experience and resources for the implementation of FF-ICE services;*

d) *and planning and implementation regional groups, consider establishing regional focus groups for coordinating the planning and implementation of FF-ICE services and providing necessary support throughout the transition period;*

e) *support and contribute to the work of their respective planning and implementation regional group and their sub-groups to develop a regional plan to transition to FF-ICE services on the basis of the 2034 global cessation of the ICAO 2012 flight plan.*

that ICAO:

f) *amend relevant ICAO provisions and guidance material to enable the 2034 global cessation of the ICAO flight plan and associated air traffic services messages;*

g) *through planning and implementation regional groups, provide guidance and support for the development of regional plans to transition to FF-ICE to enable the 2034 global cessation of the ICAO 2012 flight plan;*

- h) support inter-regional collaboration for a harmonized implementation of and transition to FF-ICE services;*
- i) monitor and support the progress of FF-ICE services implementation and transition plan developments of States; and*
- j) conduct a periodic assessment and report on the readiness of the global air traffic management community for the 2034 global cessation of the ICAO 2012 flight plan.*

2.16 The relevant Conference papers, reference documents and Draft Reports of the AN-CONF/14 are available at: <https://www.icao.int/Meetings/anconf14/Pages/default.aspx>.

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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