



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC
AIR NAVIGATION PLANNING AND IMPLEMENTATION
REGIONAL GROUP (APANPIRG/27)**

Bangkok, Thailand, 5 to 8 September 2016

Agenda Item 1A: Follow-up on the Outcome of APANPIRG/26 Meeting

**1.1: Review of the action taken by the ANC and the Council on the report of
APANPIRG/26**

**REVIEW OF THE ACTION TAKEN BY THE ANC AND THE COUNCIL
ON THE REPORT OF APANPIRG/26**

(Presented by the Secretariat)

SUMMARY

This paper reviews the action taken by the ANC and the Council on the Report of APANPIRG/26. It also outlines the action to be taken by the APANPIRG related to the Council Decision.

Strategic Objectives:

A: ***Safety** – Enhance global civil aviation safety*

B: ***Air Navigation Capacity and Efficiency** – Increase the capacity and improve the efficiency of the global aviation system*

1. INTRODUCTION

1.1 The Air Navigation Commission (ANC) and the Air Navigation Bureau (ANB) jointly presented to the Council a consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs) covering the period from March 2015 to March 2016.

1.2 The paper focused not only on the outcomes of PIRG and RASG meetings but also on the regional safety and air navigation implementation progress and challenges (attachment refers).

1.3 After their in-depth review, the Air Navigation Commission (ANC) made recommendations to Council for their consideration.

2. DISCUSSION

2.1 At its eighth meeting of the 208th Session, on 30 May and 13 June 2016, the Council considered C-WP/14459 — *Consolidated annual report on Planning and Implementation Regional Groups (PIRGs) and Regional Aviation Safety Groups (RASGs)*, as well as the oral report from the President of the Air Navigation Commission which provided a consolidated annual report on PIRGs and RASGs covering the period from March 2015 to March 2016 (C-DEC 208/8 and 208/14 refers).

2.2 It was recalled that during its previous discussion on this item, the Council had expressed concern of the limited involvement of some State authorities in PIRG and RASG Meetings as well as related activities.

2.3 Following consideration of the consolidated annual report on PIRGs and RASGs, the Council:

- a) noted the progress and outcomes of the PIRG and RASG activities;
- b) noted the progress made in the regional implementation of the Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP);
- c) noted that the limited involvement of State authorities in PIRG and RASG Meetings and other activities was a concern in several Regions, and presented a challenge to the efficiency and effectiveness of these groups in the achievement of their objectives;
- d) urged States to provide the necessary level of support to the respective PIRGs and RASGs through the active and continuous participation, technical expertise and experience of its experts;
- e) requested the Secretary General to conduct an awareness campaign and seek improvements through:
 - i. a review of the terms of reference of PIRGs and RASGs, including, the role of meetings and other working methods, the expected availability of States for active, qualified, continuous participation and contribution;
 - ii. issuance of a State letter highlighting the importance of the coordination and decision-making roles of PIRGs and RASGs, and the necessity of Directors-General of Civil Aviation engaging in actively participating in these processes;
 - iii. discussing, in ICAO regional meetings of Directors General of Civil Aviation and regional Civil Aviation Commission/Conference meetings, the support and roles of PIRGs and RASGs; and
 - iv. consideration of co-scheduling of meetings of PIRGs and RASGs and Directors General of Civil Aviation.

2.4 The Council requested the Secretary General to submit recommendations that would enhance participation by Member States in the PIRGs and RASGs, for consideration by the Council at the 210th Session.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take action on the Council Decisions, as required; and
- b) Provide advice that would enhance participation by Member States in the PIRGs and RASGs.

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APPENDIX

SUMMARY OF PIRG/RASG REGIONAL IMPLEMENTATION PROGRESS March 2015 - March 2016

| ASIA/PAC REGION | | |
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| REPORT ITEM | PIRG | RASG |
| Regional Action Plan for GANP/GASP Implementation ASIA/PAC Regional Safety and Air Navigation Priorities and Targets. | <ul style="list-style-type: none"> Assistance to States in the implementation of the regional priorities for air navigation as approved by APANPIRG, review progress and propose actions to achieve the goals. Assistance to States in the implementation of the Asia/Pacific Seamless ATM Plan endorsed by APANPIRG for efficient ATM operations in the region and for implementation of the subordinate plans regarding air traffic flow management (ATFM), regional contingency and Search and Rescue (SAR). Assistance to States in the effective and timely implementation of ICAO policies, the Global Air Navigation Plan (GANP) and the Regional Air Navigation Plan to improve efficiency and increase capacity of the air navigation system (including review of aviation system block upgrades (ASBUs) Block 1 elements for effective implementation and feedback to HQ). Review and proposal to amend the structure of the reorganized APANPIRG if deemed necessary, in light of the performance-based approach to air navigation planning and implementation according to the GANP. | <ul style="list-style-type: none"> In line with the No Country Left Behind (NCLB) initiative, established a Mentor State programme to 10 Asian States with EIs lower than the global EI average and provide special assistance to improve the safety compliance with the aim at improving their EIs to above the global EI average in few years. |

ASIA/PAC REGION

| REPORT ITEM | PIRG | RASG |
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| Key PIRG/RASG Activities and Achievements in 2015 | <ul style="list-style-type: none"> • Developed sample regulations for water aerodromes that could be used by States as a reference document for developing States regulations. • Supported the multi-nodal ATFM operational trial programme and implementation of cross-border ATFM. Published the Asia/Pacific Framework for Collaborative ATFM and the Regional ATFM Concept of Operations. Facilitated to conclude an MOU with China, Japan and Republic of Korea on collaborative work for enhancing ATFM capability in North Asia. • Developed interim guidance material for four regionally identified priority steps from the AIM transition roadmap, pending finalization of relevant ICAO documents. • Published a draft Regional ATM Contingency Plan, including plans for volcanic ash, tropical cyclone, radioactive cloud, and tsunami events. • Urged States to establish a mechanism to provide regular and timely updates of information during a volcanic eruption and/or ash cloud event to ensure all stakeholders are up to date with current information, situation reports and contingency planning and participate in volcanic ash exercises. • Developed the Asia/Pacific Search and Rescue (SAR) Plan. • Developed the ATS Inter-facility Data Communication (AIDC) Implementation Guidance Material to provide regional guidance on the AIDC implementation to States. | <ul style="list-style-type: none"> • Reviewed and updated the APAC safety priorities and targets for safety. • Approved the establishment of Runway Safety Go-Team in the Asia Pacific Region. • Developed the following Model Advisory Circulars (ACs): <ul style="list-style-type: none"> ○ Runway Incursion Prevention and Pilot Training; ○ Guidance on the Establishment of a Flight Data Analysis Programme; ○ Guidance for Air Operators in establishing a Flight Safety Documents System, and; ○ Standard Operating Procedures for Flight Deck Crewmembers. • Facilitated regional initiatives to improve the independence in accident investigation and shortage of qualified investigators. Expanded the Asia/Pacific accident/incident investigation bodies' database to include information on underwater search resources. • Published 2015 APAC Annual Safety Report • Developed and implemented a monitoring mechanism for tracking usage of RASG-APAC endorsed safety tools by States. • In the process of launching a RASG-APAC/APRAST dedicated public website to improve access of safety related information. |

| ASIA/PAC REGION | | |
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| REPORT ITEM | PIRG | RASG |
| Matters being coordinated between PIRG and RASG | <ul style="list-style-type: none"> • The second APANPIRG/RASG-APAC Coordination Meeting was held in Bangkok, Thailand on 21 May 2015. • APANPIRG and RASG-APAC agreed on the lead regional group for the different activities such as: PBN, Global flight tracking (including SAR and Civil/Military cooperation), ATM data collection and sharing, TCAS-II implementation. • Discussions between the Regional Office (Secretary of the Regional Airspace Safety Monitoring Advisory Group (RASMAG)) and the Asia Pacific Regional Aviation Safety Team (APRAST) Chairs on the best means of obtaining ATS data. | <ul style="list-style-type: none"> • Conducted the Second APANPIRG/RASG-APAC Coordination Meeting in May 2015 and identified lead regional group for the different activities such as, PBN, Global flight tracking (including SAR and Civil/Military cooperation), ATM data collection and sharing, TCAS-II implementation and reviewed KPIs presented at the 2nd RASG-PIRG Global Coordination Meeting (Montreal, February 2015). • Established coordination mechanism between the Regional Airspace Safety Monitoring Advisory Group (RASMAG) meetings and APRAST meetings to collect and share ATM data. • Confirmed yearly meeting between chairs of APANPIRG and RASG-APAC to coordinate activities. • Started inviting relevant sub-groups to participate in each other meetings to contribute and exchange safety data. |

| ASIA/PAC REGION | | |
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| REPORT ITEM | PIRG | RASG |
| Specific subjects of interest and challenges faced by PIRG/RASG and associated recommendations and actions taken | <ul style="list-style-type: none"> • In coordination with the ICAO EUR/NAT Office (Paris) and MID Office (Cairo) including affected States and users, developed an inter-regional contingency plan in the event of problems within the Kabul FIR and to assist Afghanistan CAA in its planning. • In order to enhance capacity and efficiency of air navigation system in interface areas and common to the regional offices, agreed to establish an Advanced Inter-Regional ATS Route Development Task Forces (AIRARD/TF) with support from the EUR/NAT Office and MID Office. • In order to address the urgent and significant civil/military issues in the region, a special civil/military conference, which focused on one State and had a partial workshop feature at the end was conducted in 2015 in Thailand and is planned for India, China and Indonesia in 2016. • Considering the lessons learnt from the MH370 accident, and other relevant information on recent SAR events, APANPIRG/26 recommended ICAO to update global SAR documents. | <ul style="list-style-type: none"> • Predictive risk management and advanced regulatory oversight. Many APAC States have yet to fully implement ICAO Annex 13 requirements for accident investigation. • APAC States often lack the resources and expertise to manage and collect data on a State level and there are currently no formal mechanisms in place that allow for sharing and benchmarking of information at the regional level. • Improvement of aviation safety through a collaborative and coordinated work programme organized through the RASG-APAC, APRAST, APAC Accident Investigation (AIG) and Safety Reporting and Programme Working Group (SRP WG) and the Safety Enhancement Initiatives (SEI) WG. • In order to find standardized process and tools for exchanging information on resolving safety issues, a task force is to be established. |

| ASIA/PAC REGION | | |
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| REPORT ITEM | PIRG | RASG |
| Challenges faced in States for the regional implementation of SARPs, PANS and policies, and associated recommendations and actions taken | <ul style="list-style-type: none"> • Need to enhance airspace safety, capacity and efficiency of ATM operations by taking capability building actions, better airspace design, implementation of Performance-based Navigation (PBN) and ATFM/Collaborative Decision Making (CDM) and improving civil/military cooperation. • Slow progress of implementation of AIDC to enhance safety, increase capability to minimize ATC human errors and reduce ATC workload. • Need to accelerate the Aeronautical Information Service – Aeronautical Information Management (AIS-AIM) transition, as most States in the Asia Pacific region are behind the expected implementation timeline. • Need to improve ATC human performance (including English language proficiency for pilots, controllers and SAR experts) to match service with Communication, Navigation and Surveillance (CNS) capabilities, open reporting and utilization of ATS surveillance-based separations. • Need to improve Afghanistan's air navigation services (ANS) and regulatory oversight and confirm the State's ANS contingency plan which has been delayed for eight months. • Need to improve SAR capability in the Asia/Pacific Region. • Pacific Islands States remain vulnerable in a number of fields, including AIM, ATM and SAR, and account for a significant number of air navigation deficiencies. These States often do not attend ICAO regional meetings, even for APANPIRG meetings and DGCA Conferences. | <ul style="list-style-type: none"> • Insufficient number of qualified and experienced technical staff to oversee safety oversight responsibilities and accident investigation. • Insufficient financial and technical resources at State level to implement the Global Aviation Safety Plan (GASP) objectives and the regional Safety Enhancement Initiatives • Rapid growth in air operators and aircraft fleet with low corresponding growth in regulatory bodies to support and oversee civil aviation activities, particularly for commercial air operations. • Lack of ability in States to establish runway safety team at airports, and insufficient number of qualified aerodrome inspectors required for aerodromes certification • Lack of complete transparency by States in reporting ANS problems and safety occurrences and lack of just culture and open reporting environments. • Lack of attendance and engagement by States at RASG Meetings. |