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 2: Global and Inter-Regional Activities

OTHER PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG) ACTIVITIES

(Presented by the Secretariat)

SUMMARY

This paper provides an update on the activities of other Planning And Implementation Regional Groups (PIRGs).

Strategic Objectives: B - Air Navigation Capacity and Efficiency—Increase the capacity and improve the efficiency of the global aviation system.

1. INTRODUCTION

1.1 During 2016, two Planning and Implementation Regional Groups (PIRG) Meetings took place; the CAR/SAM Planning and Implementation Regional Group (GREPECAS) Programmes and Projects Review Committee (PPRC) (Lima, Peru 12-14 July 2016) and the North Atlantic Systems Planning Group (NAT/SPG) (Paris, France 27-30 June 2016).

2. CAR/SAM PLANNING AND IMPLEMENTATION REGIONAL GROUP (GREPECAS) PROGRAMMES AND PROJECTS REVIEW COMMITTEE (PPRC) (LIMA, PERU 12-14 JULY 2016)

2.1 The PPRC noted that:

2.1.1 ICAO had not yet completed the review of the uniform methodology for the identification, assessment, and reporting of air navigation deficiencies, which should have been completed by the end of 2015. The meeting deemed it important for ICAO to complete this task as soon as possible.

2.1.2 The following difficulties still persist in the Region:

a) The process to update the GREPECAS Air Navigation Deficiencies Database (GANDD) is sometimes complicated, resulting in States failing to update the information periodically.

b) Some deficiencies remain unresolved in the GANDD for a long time.

c) The main source for the identification of deficiencies had been the missions by ICAO regional officials to the States, but these missions were no longer carried out.

d) Of all the recognized organisations capable of providing information on deficiencies, only the International Federation of Air Line Pilot Association (IFALPA) has provided a list of deficiencies.

2.1.3 In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional offices will hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organizations.

2.1.4 The meeting noted the delay in meeting the dates proposed by Decision CRPP/3-2 for the approval of Volumes I, II and III of the eANP in the CAR/SAM Regions. So far, Volumes I and II of the CAR/SAM e-ANP have completed the approval process.

2.1.5 Due to the changes to be introduced in the GANP 2019 (sixth edition), the current draft Volume III had to be aligned accordingly. Therefore, it was decided to postpone the delivery date of Volume III.

2.1.6 PBN implementation - CAR Region

a) 100% of CAR States submitted their PBN implementation plans, which had been coordinated on a timely basis with ICAO Headquarters for their inclusion in the Dashboard;

b) 70.6% of States were applying collaborative decision-making (CDM) for PBN planning;

c) 64.7% of States duly trained personnel. However, only 58.8% of States published PBN training programmes for pilots/air traffic controllers (ATCOs), etc.; and

d) CAR Region identified the need to increase the number of skilled personnel, improve training programmes and improve PBN operational approval programmes.

2.1.7 PBN implementation" - SAM Region

a) updating of national PBN plans: 77% (the target is 100% by 2016);

b) annual reduction of CO_2 in 2015: 23.351 TN CO_2;

c) implementation of RNAV routes: 65%, exceeding the goal of 60% for 2016;

d) development of action plans for the redesign of selected airspace applying PBN: 78% (the target is 100% by 2016);

e) implementation of PBN SIDs/STARs: 70.7%, exceeding the target of 60% set in the Bogota Declaration;

f) application of CDO and CCO techniques: 18% and 19% respectively, representing a 13.5% improvement since PPRC/3 meeting; and

g) reduction of longitudinal separation to 40 NM between GNSS-equipped aircraft: 92%.

2.1.8 PBN Difficulties identified

a) scarce availability of PBN procedure designers in 14% of States; and

b) project management difficulties to meet goals in 28% of States.

3. NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT/SPG) (PARIS, FRANCE 27-30 JUNE 2016)

3.1 Incorrect filing of equipage in the flight plan appeared to be a persistent issue and, despite of previously undertaken informal actions, it continued to occur. Based on the flight planned equipage, the Air Traffic Service (ATS) units would determine the operational service to be provided, hence, the incorrect filing of flight plans could result in operational issues.

3.2 The NAT SPG was provided by Canada and the United Kingdom with a joint Concept of Operations (CONOPS) supporting the initial implementation of space-based ADS-B (SB ADS-B) services in the Gander and Shanwick OCAs.

3.3 IATA presented the NAT SPG with a paper highlighting the concerns of their member airlines with respect to the current *PANS-ATM* (Doc 4444) contingency procedures which allowed a 180-degree turn back with an engine out (in a two-engine aircraft) without an Air Traffic Control (ATC) clearance in a reduced lateral separation environment. It was noted that this manoeuvre under certain meteorological conditions could conflict with traffic on an adjacent track, laterally and vertically, creating a potential flight operation safety risk.

3.4 The NAT SPG was updated on the modernization process of the French ATC systems which intended to put into service a new ATM system called "4-flight" in every French ACC, planned for winter 2018. A system called "EEE" (Electronic Environment ERATO) consisting of a stripless Human-Machine Interface (HMI) associated with a set of modern tools called "ERATO" (En-route Air Traffic Organizer), was scheduled for implementation by the end of 2015.

3.5 It was noted that there was a continued evidence of misunderstanding and misapplication, by crews, regarding conditional clearances, particularly the operators whose first language is other than English.

3.6 The NAT IMG agreed that the NAT eANP should track the ASBU implementation status of the NAT provider States, in relation to any systems or services that supported operations in the ICAO NAT Region.

3.7 NAT SPG endorsed the draft format of Volume III on the understanding that further update of its dynamic content would be conducted.

3.8 A survey of airline operators in the NAT Region was almost complete. The operators participating in the survey accounted for nearly 70 per cent of NAT Region traffic. As of May 2016, 88 per cent of the surveyed operators were equipped with certified ADS-B Out, projected to be 93 per cent by 2018 and 96 per cent by 2020.

3.9 It was noted that 29 March 2018 would signify the date when the RLatSM and RLongSM would transition from trial status to operational implementation and the existing distance-based separations would be implemented under the newly amended ICAO provisions.

3.10 During March 2015, the ICAO Council recognized International Federation of Aeronautical Information Management Association (IFAIMA) as an organization that could be invited to suitable meetings of ICAO and they were invited to the NAT SPG meeting as observers.

4. ACTION BY THE MEETING

4.1 The meeting is invited to note the information relevant to other PIRGs in 2016.

— END —