



*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 1B: Flight Safety and RASG-APAC Activities**

**REPORT OF THE THIRD COORDINATION MEETING BETWEEN THE CHAIRPERSON  
OF APANPIRG AND RASG-APAC**

(Presented by the Secretariat)

**SUMMARY**

This paper summarizes the outcomes of the 3<sup>rd</sup> coordination meeting between APANPIRG & RASG APAC held on 28<sup>th</sup> April 2016.

*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

Action by the meetings is at Para 3 to this Working Paper.

**1. INTRODUCTION**

1.1 The Third APANPIRG/RASG-APAC Coordination Meeting was held in Bangkok, Thailand, on 28 April 2016. The meeting was attended by the APANPIRG Chair, RASG Chair and Secretariat. RASG Chair is also the second Vice Chair of APANPIRG.

**2. DISCUSSION**

2.1 The outcomes of the meeting are summarized in the **Attachment** to this Information Paper.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper;

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**Third Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG)**

**Regional Aviation Safety Group (RASG–APAC) Regional Coordination Meeting**

ICAO APAC OFFICE 28 April 2016

**REPORT**

**1 INTRODUCTION**

1.1 The Third APANPIRG RASG-APAC Regional Coordination Meeting was held in Bangkok on 28<sup>th</sup> April 2016. The meeting adopted the following Agenda:

1. Progress updates on the outcomes of the 2<sup>nd</sup> RASG–APANPIRG Regional Coordination Meeting
2. Draft Guidance on format and content for PIRG–RASG Meeting Reports
3. Lead Regional Group – Responsibilities
4. Work Program to support NCLB initiative
5. APANPIRG RASG Coordination Principles for including in Handbook
6. Any Other Business – Update on Interregional Coordination Meeting

1.2 Attendance

1.2.1 The meeting was attended by the following:

RASG-APAC

1. Chair – Mr. HMC Nimalsiri, DG Sri Lanka

Chairman APANPIRG

2. Chair – Mr. Norman Lo, DGCA HKCAD

ICAO

3. RD – Mr. Arun Mishra
4. DRD – Mr. Yoshiki Imawaka
5. RO/AGA – Mr. N. C. Sekhar
6. RO/ CNS – Mr. Li Peng and Mr. Fredrick Lecat
7. RO/MET – Mr. Peter Dunda

Observers

Mr. CHENG Po Keung, Gabriel      Chief (Technical and Development)  
Mr. HUI Man Ho      Acting Chief Electronics Engineer  
Mr. Samuel NG      Senior Evaluation Officer  
Mr. HOW Sze Lung      Assistant Electronics Engineer

Apologies:      Mr. Tay APRAST Co Chair (States)

Note:      Mr. Tay provided his inputs to the meeting by e mail.

## 2. SUMMARY OF DISCUSSIONS

### AGENDA ITEM 1: Progress updates on the outcomes of the 2<sup>nd</sup> RASG–APANPIRG Regional Coordination Meeting

2.1 The meeting noted the progress on the outcomes of the 2<sup>nd</sup> RASG–APANPIRG Regional Coordination Meeting. On the EUR KPI related to safety – *Application of a common methodology for classification of occurrences in terms of risk severity* – the APANPIRG Chair noted that different countries have different methods to assess the risk leading to different level of classification. It is a standard practice that after an event the classification of severity is determined based on the methodology adopted by a State. The severity assessed may have a different classification when assessed by another state using their own methodology. He advocated that ICAO should come up with a common methodology for classification of occurrences for global use and that should be promulgated.

2.2 The meeting noted that the ICAO APAC Regional Office had coordinated with ICAO EUR/NAT Regional Office on the Key Performance Indicators established by EUR. It was reported that the 8 KPIs (4 KPIs in Air Navigation and 4 KPIs in safety) presented to the 2<sup>nd</sup> RASG APANPIRG–Regional Coordination Meeting were not identical with the EUR KPIs available in EUR Region Performance Framework (EUR Doc 30). Further ICAO EUR/NAT expressed concern with collection of data by States/Administration to support the KPIs. The EUR KPIs on air navigation is reproduced below:

KPA	OBJECTIVES	FOCUS AREAS	INDICATORS
SAFETY	Ensure safety continuous improvement through reduction of ATM related safety occurrences and implementation of uniform safety standards		Effectiveness of Safety Management (Safety Maturity Questionnaire)
			Level of State Safety/Just culture (Safety Culture Questionnaire)
			Adoption of an harmonized occurrences severity classification methodology
CAPACITY	Capacity meets demand for en-route and at airports	En-route ATFM Delay	Average en-route ATFM delay generated by airspace volume
		Airport ATFM Delay	Average ATFM delay per flight in the main airports (to be identified by States)
EFFICIENCY	Ensure users may use most efficient routes	Horizontal Flight Efficiency	Average horizontal en route flight efficiency (length of the en route part of the actual trajectory/last flight planned route vs great circle)
ENVIRONMENT	Contribute to the protection of environment (fuel/CO2 emissions reduction)		CO2 emissions related to inefficiencies in route extension
COST EFFECTIVENESS	Contribute to optimization of costs for ANS	ATCO Productivity	IFR Flights (en-route) per ATCO hour duty
			IFR flight hours per ATCO hour on duty
			IFR movements per ATCO hour on duty
PARTICIPATION BY ATM COMMUNITY	Ensure States' participation to Regional planning and implementation activities		Level of participation to meetings
			Level of responses to planning activities
			Level of provision of performance results

The safety indicators selected for the EUR Region Performance Framework is reproduced below:

1. Effectiveness of Safety Management.
2. Level of State Safety/Just Culture (safety/just culture survey).
3. Application of a common methodology for classification of occurrences in terms of risk severity.

2.2 (i) The meeting further noted that the ATM/SG/3 of APANPIRG had studied the 4 Air Navigation Key Performance Indicators (KPIs) and determined that these metrics would not be able to be easily applied across the Asia/Pacific Region due to a lack of State data and sub-regional Air Traffic Flow Management (ATFM). The CNS/SG/19 also studied the 4 KPIs and determined that the KPIs are primarily ATM oriented and not necessarily appropriate metrics for safety analysis. [Note: Detailed information on the study is available in Appendix A to APANPIRG/26 – WP/9]. The meeting recognized that APANPIRG has achieved regional agreement on air navigation priorities, indicators, metrics and targets and the priorities listed in the APAC Seamless ATM Plan.

2.2 (ii) The meeting noted that RASG has achieved regional agreement on safety priorities, indicators, metrics and targets which has been incorporated on the Regional Dash Boards on ICAO public web site. The APRAST Co Chair (States) conveyed his views via email that no specific discussion on the 4 EUR safety related KPI took place at APRAST/7, however the APAC regional safety priorities, indicators, metrics and targets contain similar KPIs to the EUR KPIs and are similar in intent. Therefore, it may not be necessary to adopt the EUR KPIs at this point.

2.3 The meeting noted the new correlation between ASBU BO Modules, APAC Seamless ATM items and safety barriers to CFIT, RS and LOC occurrences as below:

	CFIT	RS	LOC-I
ASBU Modules (B0)	B0-APTA Optimization of Approach Procedures		B0-ACAS Collision Avoidance Systems
	B0-SNET Safety Nets	B0-SURF Surface Operations	- Nil -
	B0-AMET - Advanced Meteorological Information [1]		
APAC Seamless ATM items (Seamless ATM Plan v1)	170 - Airborne Safety Systems (TAWS)	10 - Apron Management	170 - Airborne Safety Systems (TCAS 7.1)
	- Nil -	350 - ATM Operators' Performance	- Nil -
	340 - Safety Assessment of Changes		

2.4 The meeting noted the new APANPIRG structure that was adopted by APANPIRG in Decision 26/65 was aligned with the regional air navigation priorities and the GANP/ASBU strategy. In addition the meeting also noted on the empowerment to Sub Groups to adopt Conclusions and Decisions on technical matters. The new structure of APANPIRG, revised Terms of Reference of Sub Groups and empowerment will become effective from 2017 meeting year with 2016 being used for transitional arrangement.

2.5 On the coordination between SRPWG of RASG and ATMSG to explore the best mechanism to facilitate the collection and sharing of ATM Data, the meeting noted that RASMAG representatives from China Regional Monitoring Agency and ICAO APANPIRG Secretariat had

updated Asia Pacific Safety Reporting and Programme Working Group (AP-SRPWG) at APRAST/8 held in April 2016 and further noted that SRPWG was determining the information to be shared between RASMAG and Aviation Safety Information Analysis and Sharing (ASIAS) and an update will be provided to APRAST/9 in October 2016. It was agreed by the meeting that ICAO APAC RO would present a working paper to APRAST/RASG APAC on the Draft APAC Seamless ATM Plan Version 2.

2.6 APRAST Co Chair conveyed his views via e mail that the advisory circulars developed by RASG on CFIT3 and CFIT/8 will be circulated to APANPIRG Sub Groups for comments.

## **AGENDA ITEM 2: Draft Guidance on format and content for PIRG/RASG Meeting Reports**

2.7 The meeting received a briefing on the Draft Guidance on format and content for PIRG/RASG Meeting Reports which was presented by the Adhoc Working Group to ANC. This covered Report Cover Sheet, Drafting of Conclusions and Decisions and Publication of Report. The Adhoc Working Group to ANC also recommended preparing a summary report for the PIRG/RASG Meetings. To a query from ICAO APAC RO, APANPIRG Chair opined that summary report on PIRG/RASG should go through the respective Chairs as the summary report would be reviewed by ANC and it is important that Chairs views should be taken on board.

2.8 The meeting reviewed the template for reporting Conclusions/Decisions and agreed with suggested changes. The updated template is shown below:

<b>Conclusion/Decision</b> XX/XX - TITLE	
What:	Expected impact: <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter -Regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Ops/Technical
Why:	
When:	Status: Draft to be adopted by SG
Who: <input type="checkbox"/> Sub Groups <input type="checkbox"/> APAC States <input type="checkbox"/> ICAO APAC RO <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Other: XXXX	

The meeting noted that the template for Conclusions/Decisions will be used at the Sub Group meetings of APANPIRG and RASG from 2016.

## **AGENDA ITEM 3: Lead Regional Group responsibilities**

2.9 The meeting agreed on the following lead regional group responsibilities

Coordination item	PIRG	RASG
Controlled Flight into Terrain		X
Fatigue Risk Management		X
Laser Attack		X

Coordination item	PIRG	RASG
A-CDM( Aerodrome Collaborative Decision Making	X	
RPAS(Remotely Piloted Aviation system	X	
SSP		X

#### **AGENDA ITEM 4: Work Programme to support NCLB Initiative**

2.10 The meeting received a presentation by the secretariat on the ICAO Regional Office initiative to realize the objectives of the ICAO ‘No Country Left Behind Campaign’ to support APAC States with Effective Implementation below the global average of 60% in enhancing their capabilities to effectively use the ICAO On Line Framework and extending assistance to address the non-satisfactory protocol questions. To realize the objectives of the NCLB campaign, the ICAO Regional Office has established combined action teams comprising of subject matter experts drawn from ICAO RO, COSCAPs and member States. The primary objective of the CAT mission was extending assistance to address the non-satisfactory protocol questions.

2.11 ICAO RD informed the meeting that the ICAORO has sent out a letter inviting States to support and nominate their subject matter experts to participate in the CAT mission. It was highlighted that the nominated expert by participating in the CAT mission would gain further expertise and knowledge. APANPIRG Chair commended and supported the ICAO RO initiative.

2.12 ICAO RD further informed the meeting that ICAO RO jointly with ACI is working on a sister programme to assist Pacific Island States in capacity building. The objective of this programme is that developed airports in APAC region would consider to adopt an airport in one of the Pacific island State and extend support to train the airport staff.

#### **AGENDA ITEM 5: APANPIRG RASG Coordination Principles for including in Handbook**

2.13 The meeting received a proposal on the revised text of coordination principles for use in APANPIRG/RASG Handbook. The meeting accepted the proposal with some changes. The updated text is placed below:

In the special case of APANPIRG coordination with the APAC Regional Aviation Safety Group (RASG-APAC), the following principles will apply:

- APANPIRG and RASG-APAC should coordinate and provide mutual support with respect to meeting the targets related to the regional priorities and implementation plans endorsed by each group;
- APANPIRG and RASG-APAC work programmes should be coordinated specifically to avoid both the duplication of effort and the presence of gaps, as well as to ensure alignment and harmonization of the two groups’ priorities, plans and activities;

**Attachment**

- APANPIRG and RASG-APAC coordination activities should be reported to both the respective plenary meetings as well as to key contributory bodies of the groups, if necessary;
- APANPIRG and RASG-APAC coordination meetings should be conducted annually by the Chairs with supplementary tele- or web- meetings, if necessary;
- APANPIRG and RASG-APAC should be mutually responsible for assigning the ‘lead’ group to work on each of the coordinated activities of the groups and for ensuring that the lead group effectively coordinates with, shares information and cross-reports to the other group, taking special care to identify and highlight any implications of the work on the activities of the other group. The Chairs should ensure the smooth transition of the assigned ‘lead’ group for a coordinated work activity whenever a change is necessary; and
- Details of the coordinated work activities assigned to each group as the ‘lead’ should be reviewed and recorded at the APANPIRG and RASG-APAC coordination meetings and reported to the respective plenary meetings of the groups.

2.14 The meeting took note of APARAST Co Chairs comment on this agenda item which is reproduced below: The processes should be similar in both APANPIRG and RASG-APAC Handbooks, for coordination purposes and APANPIRG and RASG-APAC Secretariats should coordinate and harmonise the content between the two handbooks.

**AGENDA ITEM 6: AOB – Update on Inter Regional Coordination Meeting**

2.15 The meeting received update on outcomes of the Fourth Inter Regional Coordination Meeting (IRCM/4) held at ICAO APAC Office from 14 to 16 September 2016. The meeting noted that IRCM Meetings is an internal meeting within the ICAO Secretariat, however it was agreed that ICAO Secretariat will present an Information Paper to RASG/APANPIRG.

Closing: APANPIRG Chair and RASG Chair thanked ICAO RO for organizing the coordination meetings. The Chairs extended full support necessary for future coordination

ICAORD thanked the Chairs for their attendance and valued the coordination and support. With these remarks ICAO RD closed the meeting.

— END —