Improving State's engagement in Regional air navigation planning and implementation

<u>APANPIRG Workshop, Wednesday 05 September 2018</u>

The success of APANPIRG in meeting its objectives to support air navigation planning and implementation in the APAC Regions depends on effective interactions between APAC States and Administrations and the various mechanisms used within the Regions for the purpose of Air Navigation Services infrastructure improvement.

To promote effective engagement of States in Regional air navigation planning and implementation, and ultimately the ongoing success of the APANPIRG program, the ICAO Secretariat will take the opportunity during APANPIRG/29 to facilitate a workshop for APANPIRG participants to address two main issues: 1) State Response Effectiveness, and 2) Implementation Issues.

The objective of the workshop will be for the participants to formulate proposals for actions by States, which address the issues discussed in the workshop. The workshop's rapporteurs will present the proposals to the plenary session for review and possible adoption as APANPIRG/29 Conclusions.

At the start of the workshop, the Secretariat will invite the meeting to break into two groups and designate each of the two "Breakout Groups" to address one of the two main issues as follows:

1. Firstly, discuss the objective of the workshop, sensitize participants about the designated main issue – which the group will address via three key discussion points – and generate various ideas for improvement;

2. Then, split into three sub-groups, and designate three rapporteurs (from Member States), to discuss in detail each of the three key discussion points and the associated ideas for improvement and to develop proposals for actions by States, accordingly;

3. Using a PowerPoint template provided, each of the three sub-group rapporteurs will then present a summary of the discussion outcomes for further review by the Breakout Group as a whole; and

4. Finally, the three rapporteurs will consolidate the Breakout Group outcomes into a single presentation for the APANPIRG plenary session (approx. 15 minutes each).

<u>Breakout Group 1: State Response Effectiveness</u>

Location: Meeting Room 1

Facilitators: ICAO Secretariat

Participants: maximum of two (2) per APANPIRG delegation ONLY

Breakout Group 1 will address the effectiveness of States' responses to APANPIRG outcomes through three key discussion points:

i. <u>Responses to ICAO State letters</u>

- The ICAO USOAP emphasises that States do not always fulfil their responsibilities to efficiently receive, assess and take action in response to ICAO State letters.
- Unless provided directly by ICAO, the appropriate technical experts in States do not always receive the State letters through their State's official communication channels (e.g., ICAO State letter focal point).
- In some cases, systems such as SIMS and SOMS would facilitate States' responsiveness to ICAO State letters, but there might be a need to consider other ways of improving systems in this area.

    o Key question: how can we improve the management of formal ICAO correspondence?

    o Possible success factor: administrative systems.

ii. Responses to ICAO technical questionnaires and Reporting Systems

- ICAO issues many State letters requesting feedback from States to assist with global and regional planning.
- ICAO is increasingly developing Internet-based reporting systems, such as the Seamless ATM portal, but these are sometimes costly and time-consuming to implement.
- State's responses do not always fulfil the requirements of these questionnaires and reporting systems, either through lack of proper coordination with the appropriate technical experts, lack of responses in any form from States or for other reasons.
- Incomplete or no feedback from a State makes it difficult for ICAO to identify significant implementation problems in that State.

  o Key question: how can we improve the accuracy and number of responses to ICAO questionnaires and reporting systems?

  o Possible success factor: more support from States to build Internet-based systems for ease of technical feedback.

iii. Attendance at APANPIRG and its Contributing Bodies, and Meeting Interaction

- For many years, a number of States have not regularly attended meetings, due to lack of qualified personnel or cost or other reasons.
- However, States that do not send representatives to the APANPIRG forum/s might be the ones that would benefit most from such interaction.
- States would benefit most by submitting properly coordinated discussion papers, aligned with the scope of APANPIRG discussion on political or [adverse] economic/environmental aspects.

  o Key question: how can we improve participation at meetings and the quality of State contributions to regional policy-making?

  o Possible success factor: longer term planning and preparation by States before meetings, and use of electronic systems for better awareness of meeting outcomes.

Breakout Group 2: Implementation Issues

Location: Conference Hall

Facilitators: ICAO Secretariat

Participants: open to all APANPIRG participants excluding Breakout Group 1

Breakout Group 2 will address States' engagement in air-navigation-systems implementation through three key discussion points:

i. APANPIRG Deficiencies

- APANPIRG's objectives include identifying and addressing specific deficiencies in the air navigation field, however discussion about deficiencies in the APANPIRG forum has often been limited.
- ICAO, States and (air navigation) users should all coordinate to identify and address APANPIRG deficiencies.
- APANPIRG has urged States/Administrations to establish action plans, update the status on the corrective action taken and to designate focal points to coordinate the resolution of deficiencies, but progress has remained slow.

  o Key questions: how can we accurately identify the number of Deficiencies that are being actively worked on and progress reported to APANPIRG? How can

assistance be provided to States on developing and implementing Corrective Action Plans to resolve deficiencies?

- o Possible success factor: greater public visibility of Deficiencies – especially long term Deficiencies - to senior decision-makers.

ii. <u>Regional Planning</u>

- Despite numerous APANPIRG Conclusions and DGCA Action Items, implementation progress has not met targets, including the ten priority elements agreed by APANPIRG.
- For some elements such as route design and ATFM elements, lack of implementation progress is especially evident with the regional policy agreed in the Asia/Pacific Seamless ATM Plan and subsidiary plans such as the ATFM Framework.
- The Beijing Ministerial Declaration adds another layer to the regionally agreed policies on infrastructure harmonization and interoperability, however better visibility of the progress towards such commitments may be required.

- o Key question: how can we improve the poor progress of implementation of regionally agreed infrastructure plans?

- o Possible success factor: greater public visibility of commitments and improved understanding by senior decision-makers of regional policy.

iii. <u>Identifying Implementations Gaps and Potential Resources</u>

- The Regional Office discussed development of a systematic needs-capability matching mechanism referred to as ADAPT (Asia/Pacific Development and Planning Tool), to identify, on a regional basis, possible solutions and to track those solutions on a project management basis. However, resources would be needed to develop ADAPT processes and Tool.
- Given that the APAC Region has vast capability across its diverse States and administrations in terms of finance, tools, templates, expert personnel (including recently retired volunteers) and systems, most solutions could be identified and managed within the Region.

- o Key question: how can we find ways of better using our resources and capabilities to help with identified implementation gaps?

- o Possible success factor: electronic systems facilitating systematic project management that draw on regional and external resources, with associated procedures to ensure the optimum coordination required.

Note: COSCAP-South Asia has already developed a software tool named ASRTM that offers a manual capability for matching capabilities and needs. However, this tool, if suitable, would need to be modified to suit regional application, with ability to code needs and capability, retain confidentiality of some sensitive information, track milestone achievements and report to the Region, and if possible, the public.