International Civil Aviation Organization

WORKING PAPER

Meeting of the Chairpersons on the Regional Priorities and Targets

(Hong Kong, China, 16-17 January 2014)

Agenda Item   3:   Priorities and Indicators

PRIORITIES AND INDICATORS

(Presented by the Secretariat)

SUMMARY
This paper presents the proposed regional priorities and indicators that were developed at the teleconferences with the APANPIRG SG Chairpersons and the dissolved APASPG Chairs for review and endorsement.

1.   INTRODUCTION

1.1   The PIRGs and RASG Global Coordination Meeting was held in Montreal on 19 March 2013, under the Chairmanship of the President of the ICAO Council. The Objective of this Coordination Meeting was to exchange views on the readiness of PIRGs to set regional priorities and targets in line with the new version of the Global Air Navigation Plan (GANP) containing the Aviation System Block Upgrades (ASBUs) framework. The Global Coordination Meeting requested the Chairs of PIRGs to establish regional priorities and targets for air navigation by May 2014 consistent with GANP/GASP framework.

1.2   APANPIRG/24 (held in June 2013) developed the following Conclusion.

Conclusion 24/2 — Establishing Regional Priorities and Targets

That, following the PIRG - RASG Global Coordination meeting held in March 2013 APANPIRG/24 invited the Chairpersons of ATM, RASMAG, CNS, and MET sub groups to establish regional priorities and targets for the APAC Region in alignment with the GANP and APAC Seamless ATM Plan by December 2013 in order to facilitate submission to ICAO by May 2014.

2.   DISCUSSION

2.1   Teleconferences with Chairpersons of the APANPIRG Sub Groups and the ICAO Secretariat were held three times on 13 September, 30 October and 13 December 2013 under the auspices of the Airservices WebEx service. Co-Chairs of the dissolved Seamless ATM Planning Group were also invited to attend the teleconferences. A face-to-face meeting was planned in Bangkok for 4-5 December 2013, but due to security concerns, the meeting was postponed.

2.2   Priorities

2.2.1   The Chairpersons recalled that APANPIRG/24 recognized that although the GANP has a global perspective, all ASBU modules may not be applicable to all States or regions. Some of the ASBU modules are specialized packages that should be applied where specific operational requirements or corresponding benefits exist.

2.2.2   The Chairpersons recalled that A38-WP/87 of the Assembly discussed that

The first edition of the Global Air Navigation Report is planned for release in April 2014. It will consist of qualitative and quantitative information and will cover key performance areas of air navigation systems. The initial report will cover the following subjects:

a)   global air navigation challenges, such as the capability to ensure a safe, sustained growth, an increased efficiency and a responsible environmental stewardship;

b)   measuring against those challenges;

c)   status of operational measures for performance improvement;

d)   implementation progress, in accordance with State operational requirements, of selected priority ASBU Block 0 modules. The metrics or initial dataset that includes key global air navigation priorities are Performance Based Navigation (PBN), Continuous Descent Operation (CDO), Continuous Climb Operations (CCO), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM) and estimated environmental benefits accrued from operational improvements based on ICAO Fuel Savings Estimation Tool (IFSET) or if desired, any other more rigorous tool recognized by ICAO's Committee on Aviation Environmental Protection (CAEP). This initial dataset for both Regional Performance Dashboard and the Global Air Navigation Report was recently agreed by the PIRG Chairs which will be proposed for regional adoption; and

e)   sharing of successful initiatives and key demonstrations.

2.2.3   The Chairpersons recalled that the Seamless ATM Plan spelt out the 6 regional ASBU priorities which are aligned to GANP (ASBU Modules), and APANPIRG/24 had endorsed the 6 ASBU priorities for the APAC Region.

2.2.4   The Chairpersons also recalled that APANPIRG/24 agreed that implementation of priorities for ATM enhancements would vary between regions as each has different operational environments, traffic volumes, etc. and therefore the prioritization exercise could be done by individual States and regionally by the PIRGs. The Chairpersons considered that while PBN, CDO, CCO, AIM, ATFM and fuel saving (IFSET) have been selected as the key global air navigation priorities, the APAC Region could select their regional priorities based on the needs in the Region.

2.2.5   It was recommended that in accordance with Assembly/37 Resolution and regional needs, PBN should be included in the APAC priorities. The Chairpersons agreed to include implementation of PBN in Terminal airspace (SIDs, STARs and APV) in the APAC priorities. The Chairpersons agreed that the following implementation items should be the regional priorities for the APAC Region.

- PBN Terminal (SIDs, STARs and APV)
- ATFM/A-CDM (B0-NOPS)
- AIM (B0-DATM)
- AIDC (B0-FICE)
- FUA (B0-FRTO)
- Surveillance (B0-ASUR)
- Datalink ADS-C and CPDLC (B0-TBO)

2.2.6   There is no single ASBU representing PBN SIDs/STARs and APV. Approach Procedures with Vertical Guidance (APV) is included in B0-APTA. RNAV SIDs and RANV STARs are included in B0-CCO and B0-CDO, respectively.

2.3   Indicators

2.3.1   The Chairpersons considered that indicators should be meaningful and collectable from Sates. At the teleconference on 30 October 2013 the Chairpersons agreed the following indicators to the regional priorities.

- PBN Terminal

    Percentage of international aerodromes with RNAV SID/STAR and APV.

- ATFM

    Percentage of FIRs within which all ACCs utilise ATFM systems (that determine airspace/aerodrome capacity and using inputs from airspace users, meteorological and military agencies, and initiate measures to balance capacity with demand).

- AIM

    Percentage of States with all Phase I and Phase II AIM Roadmap elements implemented

- AIDC

    Percentage of FIRs within which all applicable ACCs with neighbouring ACCs have the capability to utilise AIDC (using the messages ABI, EST, ACP, TOC, AOC as far as practicable).

- FUA

    Percentage of FIRs within which all ACCs utilise Flexible Use Airspace (FUA) techniques for operation of Special Use Airspace (SUA) with strategic and tactical civil/military liaison capability.

- Surveillance

  Percentage of FIRs within which ACCs utilise ADS-B or SSR or MLAT to provide coverage within all category S airspace (serviced [or potentially serviced] en-route airspace – by direct [not dependent on a CSP] ATS communications and surveillance).

- Datalink (ADS-C and CPDLC)

  Percentage of FIRs within which ACCs utilise ADS-C and CPDLC to provide service within all category R airspace (remote en-route airspace within ATS communications and surveillance coverage dependent on a third-party CSP).

2.3.2   APANPIRG/24 was informed that the ICAO is planning to introduce Regional Performance Dashboard homepages for every public website of the ICAO Regional Offices. These dashboards measure the regional performance status of air navigation systems. This new interactive online system was in place for Africa in August 2013. It will be online for the remaining regions in March 2014, and be updated semi-annually.

2.3.3   Regional Performance Dashboard is indicators for high level information for the regional implementation status. Indicators in the Regional Performance Dashboard do not need to be the same as the regional priorities and targets. PIRG should select the regional priorities and indicators that should be implemented as priority for improving efficiency, capacity and safety in the Region.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to review and discuss the priorities (in paragraph 2.2.5) and indicators (paragraph 2.3.1) and finalize the priorities and indicators.

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