



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**TWENTY FIFTH MEETING OF THE
ASIA/PACIFIC AIR NAVIGATION PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APANPIRG/25)**

Kuala Lumpur, Malaysia, 8 – 11 September 2014

Agenda Item 2: Global and Inter Regional Activities
**STRATEGIC AND PROACTIVE COORDINATION BETWEEN APANPIRG AND
RASG-APAC IN TRIALS AND VALIDATIONS FOR ASBU IMPLEMENTATION**

(Presented by United States of America)

SUMMARY

The APANPIRG and RASG-APAC Secretariats committed to ensuring efficient coordination between the two groups as necessary to avoid duplication of efforts. Current coordination work includes developing Runway Safety Teams at Airports.

As APANPIRG works to implement the GANP with the associated ASBUs and RASG-APAC works to implement the GASP, a strategic and proactive analysis of additional areas of cooperation should be completed to ensure that the essential and desirable ASBUs are implemented in the most efficient and safe manner. This strategic coordination is especially important in regional trials and validations regarding ASBU implementation.

Action by the Meeting is in paragraph 4.

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 In March 2013, the Chairmanship of the President of the ICAO Council hosted a PIRG/RASG Global Coordination Meeting (GCM). The meeting agreed, among other things, on the need for a coordination mechanism in each region between the RASG and PIRG to ensure consistency of action and to avoid overlap in the implementation of the GANP and GASP. In response to the GCM, APANPIRG/24 under Conclusion number 24/1 agreed to find areas of coordination with RASG-APAC.

1.2 Current coordination work includes developing runway safety teams at airports (APANPIRG Conclusion 24/7). This item was identified as having critical safety implications that were related to the safety of the air navigation program. The work of APANPIRG and RASG-APAC on this issue is to be commended and noted for its improvement of regional issues that need to be addressed.

1.3 As the Asia-Pacific Region works to implement the GANP, ASBUs and GASP, there should be continued strategic and proactive analysis of the APAC Seamless ATM Plan and the RASG-APAC Strategic Plan to evaluate additional areas of coordination to ensure that the priority ASBU modules are validated and implemented in the safest and most efficient manner.

2. FRAMEWORK DISCUSSION

2.1 Under the framework for coordination, the Regional Office agreed to host a meeting between the Chairs of APANPIRG and RASG-APAC to analyze each other's activities in order to avoid duplication of efforts and to investigate the scope of activities and to develop the mechanism(s) required to capture and analyze en-route navigation safety data.

2.2 This agreement, while an excellent start to coordination, is primarily tactical and reactionary. Given the importance of properly implementing the GANP, ASBUs and GASP, APANPIRG and RASG-APAC should agree to further coordinate in a strategic and proactive manner. Coordination may consist of a combined analysis of the GANP, ASBUs and GASP to not only avoid duplication but to also determine where each group's strengths and resources jointly support implementation activities.

2.3 While not all ASBU modules have a direct connection between APANPIRG and RASG-APAC, there are certain priority ASBU modules where cross collaboration between APANPIRG and RASG-APAC are prudent to begin trials and validations and for safe and efficient implementation.

2.4 The APAC Seamless ATM Plan prioritized the Block 0 modules and include:

- B0-APTA - Performance Based Navigation (PBN) - Terminal
- B0-NOPS - Air Traffic Flow Management/A-CDM
- B0-DATM - Aeronautical Information Management
- B0-FICE - ATS Inter-facility Data Communication (AIDC)
- B0-FRTO - Flexible Use of Airspace
- B0-ASUR - Surveillance
- B0-TBO - Data link (ADS-C and CPDLC)

2.5 An analysis of the priority ASBU modules and the data analysis of the RASG-APAC through APRAST can show where both groups can collaborate to support ASBU implementation.

2.6 The coordination of a combined analysis of the GANP, ASBUs and GASP and determination of where each group's strengths and resources jointly support implementation activities serves as a framework to further the Asia-Pacific Region's leadership role.

3. NEED FOR COORDINATION IN ASBU TRIALS AND DEMONSTRATIONS

3.1 As regions begin to implement the ASBU modules, they are encouraged to develop trials and demonstrations to validate the interoperability of regional implementation. Trials and demonstrations will aid the Asia-Pacific Region in ensuring harmonization and interoperability within the region as well as with partners in other regions.

3.2 It is in this regard that coordination is most vital. The above modules, while primarily air navigation focused and under the purview of APANPIRG, contain areas in which the data-driven and results oriented focus of RASG-APAC can provide greater fidelity to any trials and validations. Using the vast quantity of data and analytical capability of operational safety, RASG-APAC and APRAST may be able to provide initial modeling that will support the implementation of the ASBU Modules. Also in this regard, APANPIRG and RASG-APAC may be able to leverage relationships with industry.

3.3 Trials and demonstrations with analytical safety cases further support the benefits of ASBU implementation over the perceived and real costs. In the specific modules listed above, APANPIRG and RASG-APAC can demonstrate how implementation will help reduce the key risk areas to the Asia-Pacific Region: runway excursions, controlled flight into terrain, and loss of control in-flight.

3.4 While there is no need to develop new groups, the current structure of APANPIRG and RASG-APAC can develop ways and methods to coordinate and work towards a strategic and proactive approach to the safe and efficient implementation of the ASBUs.

4. ACTION BY THE MEETING

4.1 The Meeting is invited to:

- a) continue to work with RASG-APAC to ensure lack of duplication;
- b) find means to further coordinate to develop a strategic and proactive analysis of greater areas of cooperation to ensure that the priority ASBUs are implemented in the most efficient and safe manner; and
- c) work with RASG-PA to ensure development and cross collaboration of trials and demonstrations regarding regional ASBU implementation.

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