Agenda Item 4:
Review existing structure of APANPIRG and its Contributory Bodies

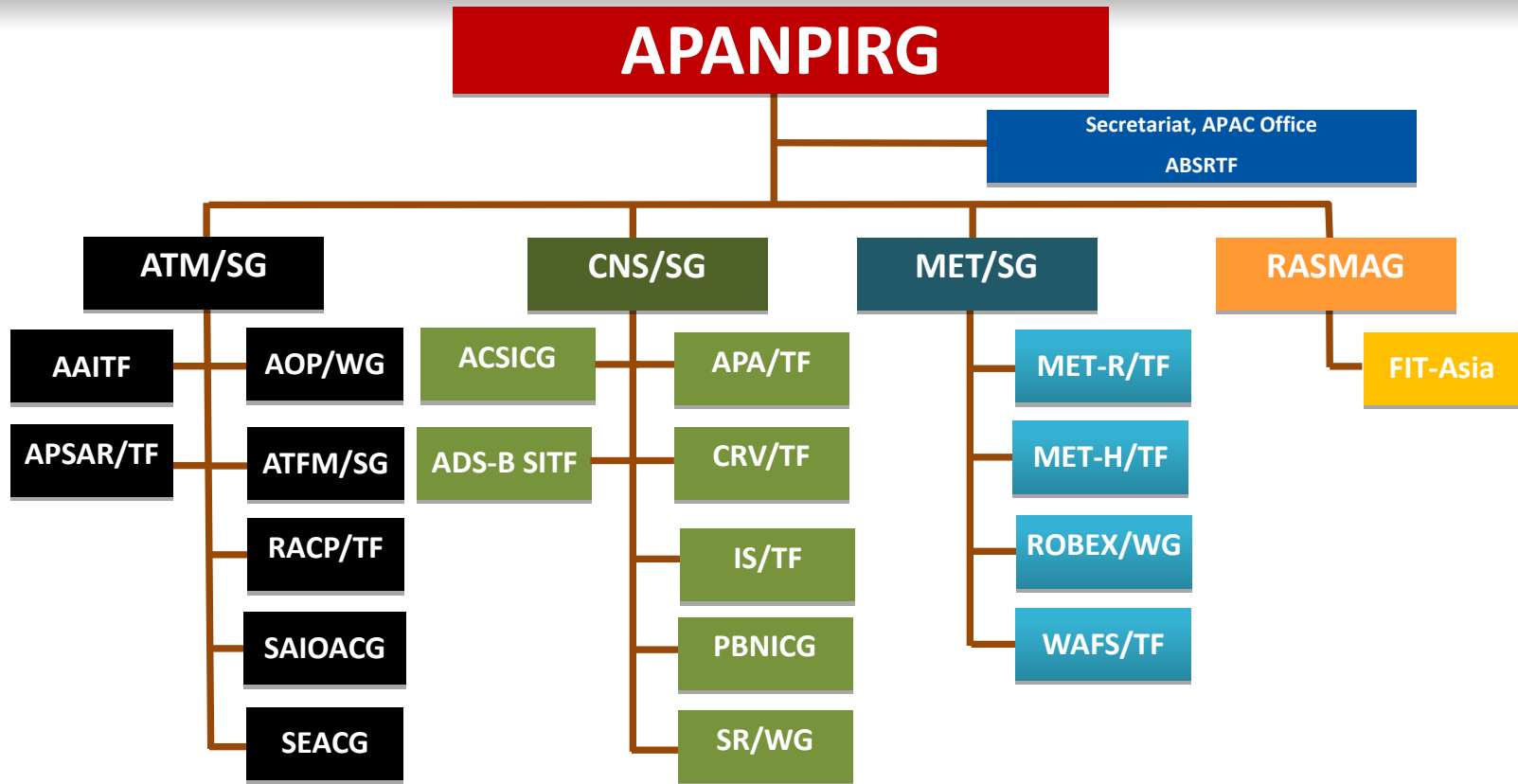# PROPOSALS FOR RE–ORGANIZATION OF APANPIRG

Second Meeting of

the APANPIRG Contributory Bodies Structure Review Task Force

- APANPIRG/22 (2011) established new structure.

  - MET Sub Group, AOP Working Group

- AN-Conf/12 (2012) urged States/PIRGs to finalize the alignment of regional ANP with GANP and focus on implementing ASBUs.

- PIRG/RASG Global Coordination Meeting (2013) requested PIRG to establish regional priorities/targets in alignment of ASBU.

- APANPIRG/25 (2014) endorsed 10 regional priorities and targets and 45 seamless ATM plan implementation elements.

- APANPIRG/25 established APANPIRG Contributory Bodies Structure Review Task Force (ABSRTF).

  - Chairpersons, Vice-Chairperson, voluntary members.

- Objective of the ABSRTF is to develop a new structure to promote a more project management driven approach to regional planning and implementation in alignment with regional priorities and seamless ATM plan.

- Challenges within the current APANPIRG structure

  - Regional targets are not reflected in the current TOR of the existing APANPIRG structure,

  - Slow decision making process.

APANPIRG Structure

APANPIRG

Secretariat, APAC Office
ABSRTF

ATM/SG — **CNS/SG** — **MET/SG** — **RASMAG**

- AAITF
- AOP/WG
- APSAR/TF
- ATFM/SG
- RACP/TF
- SAIOACG
- SEACG

- ACSICG
- APA/TF
- ADS-B SITF
- CRV/TF
- IS/TF
- PBNICG
- SR/WG

- MET-R/TF
- MET-H/TF
- ROBEX/WG
- WAFS/TF

- FIT-Asia

Abbreviation	Description
ATM/SG	- ATM Sub Group
AAITF	- AIS - AIM Implementation Task Force
APSAR/TF	- APAC Search and Rescue Task Force
AOP/WG	- Aerodrome Operations and Planning Working Group
ATFM/SG	- ATFM Steering Group
RACP/TF	- Regional ATM Contingency Plan Task Force
SAIOACG	- South Asia Indian Ocean ATM Coordination Group
SEACG	- South East Asia ATS Coordination Group

Abbreviation	Description
CNS/SG	- CNS Sub Group
ADS-B SITF	- ADS - B Study and Implementation Task Force
ACSICG	- Aeronautical Communication Services Implementation Coordination Group
APA/TF	- AIDC Implementation Task Force
CRV/TF	- Common Regional Virtual Private Network (VPN) Task Force
IS/TF	- Ionospheric Studies Task Force
PBNICG	- Performance Based Navigation Implementation Coordination Group
SR/WG	- Spectrum Review Working Group

Abbreviation	Description
MET/SG	- Meteorology Sub Group
MET-H/TF	- Meteorological Hazards Task Force
MET-R/TF	- Meteorological Requirements Task Force
ROBEX/WG	- Regional OPMET Bulletin Exchange Working Group
WAFS/TF	- World Area Forecast System Task Force

Abbreviation	Description
RASMAG	- Regional Airspace Safety Monitoring Advisory Group
FIT-ASIA	- FANS Implementation Team - Asia

- APIRG
  - Re-organized in July 2014.
  - APIRG Project Coordination Committee to coordinate and guide planning and implementation.
    - Chairperson and Vice Chairperson of APIRG, elected officials
  - Airspace and Aerodrome Operations Sub-group (ASBU PIAs 1, 3 and 4)
  - Infrastructure and Information Management Sub-group (PIA 2).
- EANPG
  - EANPG Programme Coordination Group (COG), established in 1995 to facilitate the o-going work undertaken in EANPG framework, and to expedite follow up work of EANPG between plenary meetings.
    - Chairman and Vice-Chairman of EANPRG, selected States

- GREPECAS
  - Transformed in 2011.
  - No sub group structure.
  - Programmes and Projects Review Committee (PPRC) to identify the need for new projects, prioritize resource allocation, ensure consistency of the projects with GREPECAS TORs, etc.
    - Chairperson and Vice-Chairperson of GREPECAS, 8 States from CAR, 8 States from SAM.
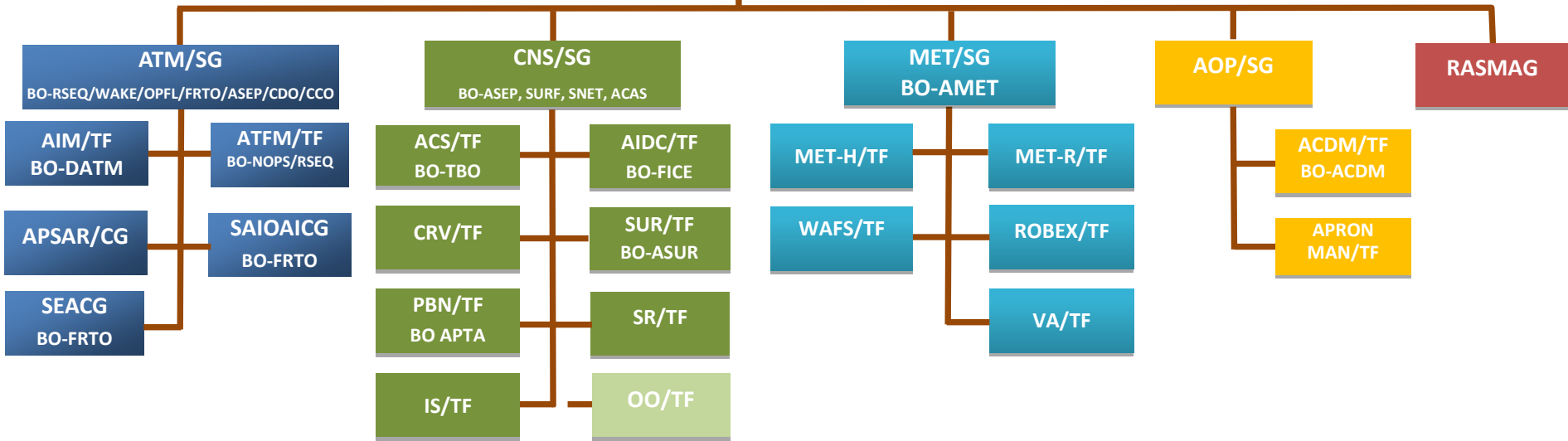 - Implementation of projects

- MIDANPIRG
  - Restructured in 2013.
  - MIDANPIRG Steering Group (MSG), strategic issues, planning and endorsement on behalf of MIDANPIRG (meets every 18 months) and urgent issues.
    - Chairperson and Vice-Chairperson of MIDANPIRG, States
  - Air Navigation Systems Implementation Group (ANSIG) addressing implementation issues.
    - States

Proposed APANPIRG Structure

APANPIRG

APANPIRG Coordination Committee (ACC)(OPTION)

ATM/SG
BO-RSEQ/WAKE/OPFL/FRTO/ASEP/CDO/CCO

- AIM/TF BO-DATM
- ATFM/TF BO-NOPS/RSEQ
- APSAR/CG
- SAIOAICG BO-FRTO
- SEACG BO-FRTO

CNS/SG
BO-ASEP, SURF, SNET, ACAS

- ACS/TF BO-TBO
- AIDC/TF BO-FICE
- CRV/TF
- SUR/TF BO-ASUR
- PBN/TF BO APTA
- SR/TF
- IS/TF
- OO/TF

MET/SG
BO-AMET

- MET-H/TF
- MET-R/TF
- WAFS/TF
- ROBEX/TF
- VA/TF

AOP/SG

- ACDM/TF BO-ACDM
- APRON MAN/TF

RASMAG

ATM/SG   - Air Traffic Management Sub Group
AIM/TF   - Aeronautical Information Management Task Force
ATFM/TF   - Air Traffic Flow Management Task Force
APSAR/CGTF - Asia Pacific Search and Rescue Steering Group
SEACG   - South East Asia ATS Coordination Group
SAIOACG   - South Asia/Indian Ocean ATM Coordination Group

CNS/SG   - Communications, Navigation and Surveillance Sub Group
ACS/TF   - Aeronautical Communication Services Task Force
AIDC/TF   - ATS Inter-Facility Data-Link Communication Implementation Task Force
CRV/TF   - Common Regional Virtual Private Network (VPN) Task Force
SUR/TF   - Surveillance Task Force
PBN/TF   - Performance Based Navigation Task Force
IS/TF   - Ionospheric Studies Task Force
SR/TF   - Spectrum Review Task Force
OO/TF   - Operations Oversight Task Force for CRV Operations

MET/SG   -   Meteorology Sub Group
MET-H/TF   -   Meteorological Hazards Task Force
WAFS/TF   -   World Area Forecast System Task Force
MET-R/TF   -   Meteorological Requirements Task Force
ROBEX/TF   -   Regional OPMET Bulletin Exchange Task Force
VA/TF   -   Volcanic Ash Task Force

AOP/SG   -   Aerodromes Operations and Planning Sub group
ACDM/T   -   Airport Collaborative Decision Making Task Force
APRON MAN/TF   -   Apron Management Task Force

RASMAG   -   Regional Airspace Safety Monitoring Advisory Group

Remark: PIRG informal groups are shown in light shaded boxes and dotted lines

- **With** APANPIRG Coordination Committee (ACC)

  – Facilitate the APANPIRG on-going work, assist APANPIRG Chairperson, expedite follow-up work of APANPIRG and its sub-group avoiding implementation delays in between APANPIRG meetings, facilitate coordination between SGs, APANPIRG and RASG-APAC.

    - Chairperson and Vice-Chairperson of APANPIRG,

    - Chairperson and Vice-Chairperson of SGs including RASMAG,

    - officials nominated by APANPIRG Chairperson,

    - experts nominated by IOs

- **Without** APANPIRG Coordination Committee (ACC)

  - APANPIRG itself could oversee the whole process of coordination as in the current framework.

  - The present APANPIRG structure with SGs and TFs facilitating the monitoring and implementation of air navigation systems in the area of ATM, CNS, MET and Aerodromes is working well.

  - In order to further improve efficiency, proposed APANPIRG structure will empower SGs/TFs to make decisions on internal matters, especially those concerning guidance/support to States in the implementation of SARPs, RANP, regional priorities and seamless ATM plan.

- Pros
  - High volumes of material from SGs is processed and made manageable for APANPIIRG Sessions,
  - More effective coordination within the APANPIRG framework,
  - More effective coordination with other Regional bodies, other Regions and industry groups.

- Cons
  - Additional process layer between the SGs and APANPIRG,
  - Additional work load and resource for committee members and secretariat,
  - Timing of ACC meetings for effective work (mid-year?).

Jan.   **Jun.**   **Jul. Aug.**   **Sep.**   **Dec.**

| **TF meetings** | **SG meetings APANPIRG** |

- Teleconference with SGs Chairpersons 8 April 2015

- Introduction of ACC was supported subject to getting more information from other regions success.

- RASMAG is to review airspace safety performance and facilitate the implementation of airspace safety monitoring and performance assessment services. APANPIRG is the right body to report.

- ATM, CNS, MET, AOP and RASMAG

- Noted discussion items within APANPIRG not relating to ASBUs (SAR, HR, ATS route review, civil/military).

- TOR of APANPIRG SGs should be reviewed to better support implementation activities to align with ASBUs and regional priorities.

- Empower SGs/TFs to make decisions on internal matters and take corrective actions.

- SGs would have the ability to agree, without APANPIRG endorsement, Conclusion/Decision concerning guidance/support to States in the implementation of SARPs, RANP, regional priorities and seamless ATM plan, not related significant additional economic, environment or political effects.

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Proposed Regional Priorities and Targets as agreed on 16-01-14 by Chairpersons of APANPIRG SGs	Target date (Seamless ATM Phase 1 Plan)	Respective B0 module /Regional item	Indicators (measure progress against the target)
1. <u>PBN</u>: Where practicable, all high density aerodromes with instrument runways serving aeroplanes should have precision approaches or APV or LNAV.	12 November 2015	B0-APTA	% of high density aerodromes with precision approaches or APV or LNAV.
2. <u>Network Operations</u>: All High Density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes should implement ATFM incorporating CDM using operational ATFM platform/s.	12 November 2015	B0-NOPS	% of High Density FIRs supporting the busiest Asia/Pacific traffic flows and high density aerodromes using operational ATFM platforms incorporating CDM
3. <u>Aeronautical Information Management</u>: ATM systems should be supported by digitally-based AIM systems through implementation of Phase 1 and 2 of the AIS-AIM Roadmap	12 November 2015	B0-DATM	% of Phase 1 and 2 AIS-AIM elements completed
4. <u>Flight and Flow Information for a Collaborative Environment</u>: All States between ATC units where transfers of control are conducted have implemented the messages ABI, EST, ACP, TOC, AOC as far as practicable.	12 November 2015	B0-FICE	% of FIRs within which all applicable ACCs have implemented at least one interface to use AIDC / OLDI with neighbouring ACCs
5. <u>Civil/Military</u>- Enhanced En-Route Trajectories: All States should ensure that SUA are regularly reviewed by the appropriate Airspace Authority to assess the effect on civil air traffic and the activities affecting the airspace.	12 November 2015	B0-FRTO	% of States in which FUA is implemented

Note: High density aerodrome is defined by Asia-Pacific Seamless ATM Plan as aerodromes with scheduled operations in excess of 100,000/year.

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Proposed Regional Priorities and Targets as agreed on 16-01-14 by Chairpersons of APANPIRG SGs	Target date (Seamless ATM Phase 1 Plan)	Respective B0 module /Regional item	Indicators (measure progress against the target)
6. <u>Civil/Military</u>- Enhanced En-Route Trajectories: All States should ensure that a national civil/military body coordinating strategic civil-military activities is established.	12 November 2015	Strategic Civil Military coordination (Regional)	% of States which have established a national civil/military body that performs strategic civil-military Coordination
7. <u>Civil/Military</u>- Enhanced En-Route Trajectories: All States should ensure that formal civil military liaison for tactical response is established.	12 November 2015	Tactical Civil Military coordination (Regional)	% of States which have established a formal civil military liaison for tactical response
8. <u>Ground Surveillance</u>: All Category S upper controlled airspace and Category T airspace supporting high density aerodromes should be designated as non-exclusive or exclusive as appropriate ADS-B airspace requiring operation of ADS-B.	12 November 2015	B0-ASUR	% of FIRs where Category S airspace and Category T airspace supporting high density aerodromes are designated as ADS-B airspace
9. <u>Ground Surveillance</u>: ADS-B or MLAT or radar surveillance systems should be used to provide coverage of all Category S-capable airspace as far as practicable, with data integrated into operational ATC aircraft situation displays.	12 November 2015	B0-ASUR	% of ACCs with ATS Surveillance using ADS-B, MLAT or radar in Category S airspace, and having data integrated into the ATC system situation display
10. <u>Trajectory-Based Operations-Data Link En-Route</u>: Within Category R airspace, ADS-C surveillance and CPDLC should be enabled to support PBN-based separations.	12 November 2015	B0-TBO	% of FIRs using data link applications to support PBN-based separations in Category R airspace

ABSRTF/XXX: Reorganization of APANPIRG Structure

That, in accordance with APANPIRG/25, Decision 25/50, and to promote a more project-management-driven approach to regional air navigation planning and implementation, which is guided by and aligned with regional priorities and the Global Air Navigation Plan/ASBU strategy:

a)   the new structure of the APANPIRG and its contributory bodies be adopted as presented in Attachment D to this paper; and

b)   the APANPIRG Procedural Handbook be amended in line with the new APANPIRG structure and to promote the project management principles outlined in Attachment F to this paper.

Note:

(1)   the new structure of APANPIRG and its contributory bodies shall become effective from 2017 meeting year with 2016 being used for transitional arrangement; and

(2)   the amendment to the APANPIRG Procedural Handbook shall be submitted to APANPIRG/27 for endorsement