International Civil Aviation Organization

Middle East Air Navigation Planning and Implementation Regional Group

Sixteenth Meeting (MIDANPIRG/16)
(Kuwait, 13-16 February 2017)

Agenda Item 3: **Global and Regional Developments**

PLANNING AND IMPLEMENTATION REGIONAL GROUP (PIRG)
ACTIVITIES IN OTHER REGION

(Presented by the Secretariat)

SUMMARY
This paper provides an update on the activities of other Planning and Implementation Regional Groups (PIRGs).
Action by the meeting is at paragraph 6.

1. **INTRODUCTION**

1.1   During 2016, four Planning and Implementation Regional Group (PIRG) Meetings took place. CAR/SAM Planning and Implementation Regional Group (GREPECAS) Programmes and Projects Review Committee (PPRC) Lima, Peru, (12-14 July 2016), the North Atlantic Systems Planning Group (NAT/SPG) (Paris, France 27-30 June 2016), ASIA/PAC Air Navigation Planning and Implementation Regional Group (APANPIRG), Bangkok, Thailand, 5-8 September 2016 and the European Air Navigation Planning Group (EANPG) Paris, France 28 November to 1st December 2016.

2. **CAR/SAM PLANNING AND IMPLEMENTATION REGIONAL GROUP (GREPECAS) PROGRAMMES AND PROJECTS REVIEW COMMITTEE (PPRC) LIMA, PERU, (12-14 JULY 2016)**

2.1   The PPRC noted that:

2.1.1   ICAO had not yet completed the review of the uniform methodology for the identification, assessment, and reporting of air navigation deficiencies, which should have been completed by the end of year 2015. The meeting deemed it important for ICAO to complete this task as soon as possible.

2.1.2   The following difficulties still persist in the region:

    a) the process to update the GREPECAS air navigation deficiencies database (GANDD) is sometimes complicated, resulting in States failing to update the information periodically;

b) some deficiencies remain unresolved in the GANDD for a long time;

c) the main source for the identification of deficiencies were missions to the States lead by ICAO regional officials but they are no longer carried out; and

d) of all the recognized organizations capable of providing information on deficiencies, only the International Federation of Air Line Pilot Association (IFALPA) has provided a list of deficiencies.

2.1.3   In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional offices will hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organizations.

2.1.4   The meeting noted the delay in meeting the dates proposed by Decision CRPP/3-2 for the approval of Volumes I, II and III of the electronic air navigation plan (eANP) in the CAR/SAM Regions. So far, Volumes I and II of the CAR/SAM e-ANP have completed the approval process.

2.1.5   Due to the changes to be introduced in the sixth edition of Global Air Navigation Plan (GANP 2019), the current draft Volume III had to be aligned accordingly. Therefore, it was decided to postpone the delivery date of Volume III.

2.1.6   **PBN implementation - CAR Region**

a) 100% of CAR States submitted their performance-based navigation (PBN) implementation plans which had been coordinated on a timely basis with ICAO Headquarters for their inclusion in the dashboard;

b) 70.6% of States were applying collaborative decision-making (CDM) for PBN planning;

c) 64.7% of States duly trained personnel. However, only 58.8% of States published PBN training programmes for pilots/air traffic controllers (ATCOs), etc.; and

d) CAR Region identified the need to increase the number of skilled personnel, improve training programmes and improve PBN operational approval programmes.

2.1.7   **PBN implementation - SAM Region**

a) updating of national PBN plans: 77% (the target was 100% by 2016);

b) annual reduction of CO_2 in 2015: 23.351 TN CO_2;

c) implementation of RNAV routes: 65%, exceeding the goal of 60% for 2016;

d) development of action plans for the redesign of selected airspace applying PBN: 78% (the target was 100% by 2016);

e) implementation of PBN SIDs/STARs: 70.7%, exceeding the target of 60% set in the Bogota Declaration;

f) application of CDO and CCO techniques: 18% and 19% respectively, representing a 13.5% improvement since PPRC/3 meeting; and

g) reduction of longitudinal separation to 40 NM between GNSS-equipped aircraft: 92%.

2.1.8   **Identified PBN difficulties**

         a) scarce availability of PBN procedure designers in 14% of States; and

         b) project management difficulties to meet goals in 28% of States.

3.   **NORTH ATLANTIC SYSTEMS PLANNING GROUP (NAT/SPG)**
         (PARIS, FRANCE 27-30 JUNE 2016)

3.1   Incorrect filing of equipage in the flight plan appeared to be a persistent issue and, despite of previously undertaken informal actions, it continued to occur. Based on the flight planned equipage, the air traffic service (ATS) units would determine the operational service to be provided, hence, the incorrect filing of flight plans could result in operational issues.

3.2   The NAT SPG was provided by Canada and the United Kingdom with a joint concept of operations (CONOPS) supporting the initial implementation of space-based ADS-B (SB ADS-B) services in the Gander and Shanwick oceanic control airspace (OCAs).

3.3   IATA presented the NAT SPG with a working paper highlighting the concerns of their member airlines with respect to the current Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) contingency procedures which allowed a 180-degree turn back with an engine out (in a two-engine aircraft) without an air traffic control (ATC) clearance in a reduced lateral separation environment. It was noted that this manoeuvre under certain meteorological conditions could conflict with traffic on an adjacent track, laterally and vertically, creating a potential flight operation safety risk.

3.4   The NAT SPG was updated on the modernization process of the French ATC systems which intended to put into service a new ATM system called "4-flight" in every French area control centre (ACC), planned for winter 2018. A system called "EEE" (Electronic Environment ERATO) consisting of a stripless human-machine interface (HMI) associated with a set of modern tools called "ERATO" (En-route Air Traffic Organizer), was scheduled for implementation by the end of 2015.

3.5   It was noted that there was a continued evidence of misunderstanding and misapplication, by crews, regarding conditional clearances, particularly the operators whose first language is other than English.

3.6   The NAT IMG agreed that the NAT eANP should track the aviation system block upgrade (ASBU) implementation status of the NAT provider States, in relation to any systems or services that supported operations in the ICAO NAT Region;

3.7   NAT SPG endorsed the draft format of Volume III on the understanding that further update of its dynamic content would be conducted.

3.8   A survey of airline operators in the NAT Region was almost complete. The operators participating in the survey accounted for nearly 70 per cent of NAT Region traffic. As of May 2016, 88 per cent of the surveyed operators were equipped with certified automatic dependent surveillance broadcast OUT (ADS-B OUT), projected to be 93 per cent by 2018 and 96 per cent by 2020.

3.9   It was noted that 29 March 2018 would signify the date when the RLatSM and RLongSM would transition from trial status to operational implementation and the existing distance-based separations would be implemented under the newly amended ICAO provisions.

3.10   During March 2015, the ICAO Council recognized International Federation of Aeronautical Information Management Association (IFAIMA) as an organization that could be invited to suitable meetings of ICAO and they were invited to the NAT SPG meeting as observers.

4.   **TWENTY SEVENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/27), BANGKOK, THAILAND, 5 TO 8 SEPTEMBER 2016**

4.1   Mr. Harris, Director of Civil Aviation, Civil Aviation Authority of New Zealand, was elected unanimously as Chairman of the APANPIRG and he presided over the meeting.

4.2   APANPIRG/27 reviewed the status of the implementation of the Seamless ATM Plan submitted by States through the online reporting system and noted that ten regional priorities/targets, which are priority one implementation elements of the Seamless ATM Plan, were far behind the implementation schedule.

4.3   Volume I and Volume II of the APAC ANP with the new format were endorsed and Volume III was adopted by APANPIRG/26 (2015).

4.4   APANPIRG invited ICAO to develop requirements or a guidance material for conducting operational trials in oceanic airspace, addressing the scope and objectives, data collection, notification procedures and safety assessments.

4.5   ICAO was invited to harmonize the procedure below globally. States should ensure that all aircraft operators file the designator 'Z' in item 10 and 'NAV/RNP2' in item 18 to indicate RNP 2 capability until the ICAO flight plan format is amended to include RNP 2 (such as by using the flight plan PBN Designator 'P2')

5.   **THE FIFTY-EIGHTH MEETING OF THE EUROPEAN AIR NAVIGATION PLANNING GROUP (EANPG/58), PARIS, 28 NOVEMBER TO 1 DECEMBER 2016**

5.1   The EANPG was informed about recent significant international aviation developments and took note of the significant number of amendments to the ICAO Annexes and Procedures for Air Navigation Services (PANS) including Annexes 1, 2 ,3, 4, 6, 8, 9, 10, 11, 13, 14, 15, 19, and Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444), Procedures for Air Navigation Services – Aerodromes (PANS-Aerodromes, Doc 9981) and the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168) that had become applicable 10 November 2016. The EANPG was also informed about the new proposed amendments to ICAO Annexes and PANS documents (Annexes 1, 6, 8, 10, 16, 17 and 19 and *Procedures for Air Navigation Services – Training* (PANS-TRG, Doc 9868) and the *Procedures for Air Navigation Services - Aircraft Operations* (PANS-OPS, Doc 8168)). A number of ICAO State letters and ICAO documents on a wide range of subjects had also been published since the last meeting.

5.2   The EANPG was updated with information on developments on cyber security work that had taken please since December 2014. The EANPG recalled the key role of the Industry High-Level Group (IHLG) (comprised of ICAO, ACI, IATA, CANSO and ICCAI, established in December 2014) tasked to formalize and structure the cyber security work performed by different players, and foster a common understanding of cyber threats and risks.

5.3   The EANPG was informed that the approved and circulated versions of Volumes I and II of the EUR eANP were available on the ICAO EUR/NAT public website. With regard to the EUR eANP Volume III the ICAO Secretariat reported that changes to Volume III had been kept to a minimum, pending developments at ICAO Headquarters following the adoption of the revised edition of the *Global Air Navigation Plan* (*GANP)* 2016-2030 (Doc 9750) at the 39th Session of the ICAO Assembly.

5.4   The EANPG agreed, through Conclusion 58/02 (Outcome of the Black Sea Task Force), to invite ICAO to consider actions similar to those that enabled the normalisation of flight operations in previous cases and specifically requested the Legal and External Relations Bureau of ICAO provide clarifications concerning the power of ICAO to temporarily suspend a specific portion of the Air Navigation Plan.

5.5   The EANPG was informed about a specific discussion concerning the Required Navigation Performance (RNP) Chart naming related amendment which became applicable in November 2014. In this regard, it was noted that there were some transition challenges that included the non-standardized use of chart titles during the six year transition period and the absence of a regional- coordinated transition plan. The development of synchronized regional transition planning material was identified as an urgent task from the PBNSG and it is expected that the revised guidance material will be available in July 2017 (e.g. updated ICAO Circular 336).

5.6   The EANPG was also informed that information on the status of PBN implementation in the EUR Region on the ICAO portal (iSTARS) and the ICAO PBN website had not been updated and was not valid anymore. The EANPG invited ICAO to take appropriate measures to ensure that the above-mentioned sources of information were up to date.

5.7   The ICAO Secretariat presented the EANPG with a report on the increasing need for a more robust worldwide removal of five-letter name-code (5LNC) duplicates in compliance with ICAO provisions concerning the uniqueness of significant points.

6.   **ACTION BY THE MEETING**

6.1   The meeting is invited to note the information relevant to other PIRGs in 2016.

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