AIR NAVIGATION COMMISSION

REVIEW OF THE REPORTS OF THE TWENTY-SEVENTH MEETING OF THE ASIA/PACIFIC AIR NAVIGATION AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/27) AND THE SIXTH MEETING OF THE REGIONAL AVIATON SAFETY GROUP ASIA AND PACIFIC REGIONS (RASG-APAC/6) (Item 20320)

(Presented by the Chairperson of the ANC Working Group of the Whole for
Strategic Review and Planning)

SUMMARY
The ANC Working Group of the Whole for Strategic Review and Planning hereby presents its review of the reports of the APANPIRG/27 and RASG-APAC/6 meetings.   Action by the Air Navigation Commission is in paragraph 4.
WORK PROGRAMME ELEMENTS
N/A
COORDINATION
All related ANB Sections and APAC and MID Regional Offices
REFERENCES
*APANPIRG/27 report   *RASG-APAC/6 report   Summary reports
This working paper relates to the strategic objectives for safety and air navigation capacity and efficiency.
∗Principal references

1.   **INTRODUCTION**

1.1   The twenty-seventh meeting of the APANPIRG was held in Bangkok, Thailand from 5-8 September 2016. The meeting was attended by 154 participants from 28 States, 2 Special Administrative Regions of China and 6 International Organisations. The sixth meeting of the RASG-APAC was held in Colombo, Sri Lanka on 1-2 August 2016. It was attended by 169 participants from 31 States/Administrations and 10 International Organisations and industry partners.

1.2   The WG/SRP reviewed both reports on 23 November 2016. The meeting was also attended via remote videoconference by the Regional Director (RD) and Deputy Regional Director (DRD) Asia Pacific and relevant Regional Officers from the ICAO APAC Regional Office, and the Chair of the RASG-APAC from Colombo, Sri Lanka.

1.3   The Appendix to this working paper presents a summary of the APANPIRG Conclusions and RASG-APAC Decisions directed to ICAO Headquarters, along with suggested ANC responses. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2.   **DISCUSSION**

APANPIRG/27

2.1   The RD Asia Pacific highlighted specific achievements of the APANPIRG/27 which included *inter alia* the establishment of task forces on A-CDM and UAS, as well as the Common Aeronautical VPN Operations Group, which will address the second phase of the CRV project. A very useful graphic showed the implementation progress of regional GANP priorities, with approximately half of them showing good or 'rather good' progress, 4 with partial or slow implementation and 2 where implementation was not seamless or 'far too slow'. The RD also highlighted regional guidance material which might be helpful to other regions, such as the Regional SAR Plan, the Regional Framework for Collaborative ATFM and the Regional ATM Contingency Plan.

2.2   The RD Asia Pacific reminded the ANC of items outstanding from previous APANPIRG Conclusions and Decisions: the publication of global AIS-AIM guidance material, creation of templates for some MET advisory messages, and possible provisions for the competency of aeronautical meteorology personnel.

2.3   The WG/SRP advised the RO that it was in the process of conducting a preliminary review of Annex15 and the new PANS-AIM, and that the Secretariat had committed to prioritising a review of Doc 8126, *AIS Manual*. With regards to SMS provisions for Meteorological Service Providers, the ANC advised that it would be reviewing the report from the October METP meeting in its 204th Session. Competency requirements is a matter that was being coordinated between the METP and the Word Meteorological Organisation (WMO).

2.4   The WG/SRP recalled from previous APANPIRG reports that some States were not reporting on implementation of the Seamless ATM plan, but the RD Asia Pacific pointed out that 28 out of 38 States were now regularly reporting progress. A workshop is being held in Fiji in December 2016 targeting Pacific Island States.

2.5   With regards to Conclusion 27/35, the SRP noted the action being taken by the APAC region in terms of filling of flight plans using a combination of items 10 and 18 of the current flight plan form as specified in PANS-ATM. The Technical Officer pointed out that this is a 'workaround solution' imposing the minimum additional cost to service providers, without the need of any automation updates, and one where harmonization can be achieved by inter-regional coordination facilitated by the mechanism already in place for sharing of best practices. It was, however, pointed out this adds complexity and the possibility of errors to the flight plan and that this could cause a safety concern if the information is not correctly provided to air traffic controllers. The meeting also recognized that any amendment to the PANS-ATM provisions to have a specific descriptor for the RNP2 capability should go through an impact assessment for the automated systems which will need updates and this assessment should also consider the coming publication of FF-ICE provisions.

2.6   A question was raised with regards to the robustness and continuity of the Afghanistan contingency plan. The RD confirmed that the Afghan authorities have a contract in place for ATM provision for which funding is secure. A recent meeting in Dubai including stakeholders from IATA, States and the MID and EUR Regional Offices have agreed a contingency plan in case of failure of the ATM provision. The WG/SRP noted with satisfaction that this contingency plan will be a comprehensive one covering all airspace, not just Afghanistan. The RASG-APAC Chair pointed out that ICAO could assist by taking a mediation role in coordinating between States in this respect.

2.7   With regards to the CRV Common Aeronautical Regional Network for the APAC region, the Technical Officer explained that efforts are being made to collaborate with the MID region and that selection of a vendor is pending. The common procurement agreement contains cyber security provisions and will be in the operational manual under development. The priority areas for development in this manual are Escalation Procedures. The TO assured the WG/SRP that the CRV is isolated from the internet and that a minimum level of security is in place, noting that further work was to be done. The TO also pointed out that the region is still awaiting the assignment for a block of addresses for IPv6.

2.8   The WG/SRP commended the work accomplished on the regional SAR plan in light of the GADSS and agreed with the recommendation to share it globally so everyone can benefit and the plan can be further improved.

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2.9   The RD commented that 75% of the States are participating in the RASG – a notable improvement. The average Effective Implementation (EI) for the region is 59.17%. Two States, Nepal and Thailand, have Significant Safety Concerns (SSC). The RD explained that the region has set in place a Combined Action Team (CAT) programme to conduct an assessment and gap analysis of the USOAP Protocol Questions (PQs) in areas with low EI and provide guidance on completing PQs on the CMA Online Framework (OLF); eleven states are planned to be visited in this year. The focus areas for safety in the APAC region remain Runway Safety (RS), Loss of Control Inflight (LOC-I) and Controlled Flight into Terrain (CFIT). Several Safety Enhancement Initiatives (SEIs) are in place for all focus areas, with a total of 21 SEIs developed.

2.10   Key achievements for the RASG include an agreement to establish SMS Go Teams, model Advisory Circulars on Runway Incursion Prevention and Pilot training and a regional capacity building action plan to assist States in building safety oversight capabilities, particularly in the area on qualified personnel (CE-4).

2.11   Noting that 18 States are below the target EI of 60%, the WG/SRP asked how the ANC could assist in improving the EI in the region. The RD Asia Pacific responded that the region's CAT was working well and that in his view, the main issue is lack of qualified personnel, not a lack of political will. In that respect, more training programmes and increased assistance from larger States in the region would continue to be helpful, noting the assistance already provided by Australia, China, Japan and Singapore. The RASG APAC Chair also pointed out that interactions such as the videoconference and closer interactions between ICAO and States would be helpful.

2.12   It was explained that some States' drop in EI was partly due to the relatively small size of the civil aviation authorities compared to the size and complexity of the rapidly growing industry. Thailand and Indonesia for example, recently had significantly reduced EI scores. Detailed Implementation Plans are in place and the RD is hopeful that significant improvement will be seen next year. The RD made the point that ICVMs will only show an increase in EI as they only consider PQs

with previous unsatisfactory answers, while complete audits can show an increase or decrease. Citing Vietnam as an example, he expressed that in his view some States had shown an improvement in the 'mind-set' of the Civil Aviation Authorities,

2.13   Although the WG/SRP noted that the region's accident rate was below the global average, a question was raised as to whether the global average was a meaningful target because global accident rates have remained relatively low and stable over the past 4 years. The WG/SRP speculated that this would need further consideration, perhaps in line with 2019 GASP.

3.   **CONCLUSION**

3.1   The meeting resulted in a meaningful dialogue on the challenges, risks and opportunities in the Asia Pacific region. The WG/SRP also expressed appreciation of the revised template for the recording of Conclusions and Decisions, clearly indicating the problem, expected outcome and responsible party(ies).

3.2   The WG/SRP was very grateful for the time and effort expended by the Chair of the RASG-APAC as well as the Asia Pacific Regional Office staff in engaging in a fruitful exchange. The RD Asia Pacific and the RASG-APAC Chair commented that it had been a valuable experience to exchange directly with the ANC.

4.   **ACTION BY THE AIR NAVIGATION COMMISSION**

4.1   The Air Navigation Commission is invited to:

a) note the effect the lack of global guidance on AIS-AIM transition is having on implementation and to encourage the completion of the revised Doc 8126 and other guidance material as soon as possible;

b) consider the suggested responses to Conclusions and Decisions aimed at ICAO Headquarters in the Appendix;

c) note the comments on the lack of guidance material available on the competency of Meteorological personnel and SMS provisions for MET service providers;

d) note that the region is still awaiting the assignment of a block of addresses for IPv6; and

e) note the request for more training programmes and other assistance provided by the more advanced States in the region.

APPENDIX: LIST OF DECISIONS AND CONCLUSIONS REQUIRING HEADQUARTERS RESPONSE

APANPIRG/27

Conclusions Decisions Report §	Synopsis	Suggested ANC Action
D 27/17 §3.2.24	Establishment of an APAC Unmanned Aircraft Systems Task Force to develop regional guidance material that incorporates reference to ASBU B1-RPAS and provides uniform expectations for regulators, ANSPs and operators of small UASL on the management of the ATM aspects of UAS.	Ensure Task Force is made aware of the SUAS-AG best practice material on the ICAO website and the A-39 Technical Commission recommendation that the Council should review proposals for ICAO to develop GM to support safe operation of small UAS.
C 27/28 §3.2.84	ICAO is invited to develop requirements or GM for conducting operational trials in oceanic airspace.	This matter has been considered by the Technical Commission of A-39, and is under consideration by the Secretariat.
C 27/29 §3.3.9	That ADS-B data obtained by a RMA for use in aircraft height-keeping monitoring by means of an ADS-B Height Monitoring System can be sourced from aircraft not subject to an ADS-B related operational approval.	Noted
C 27/35 §3.4.26	RNP2: ICAO is invited to harmonize procedures for how aircraft operators indicate RNP 2 capability in the flight plan until the flight plan format is amendment by ICAO to include RNP2.	See paragraph 2.5 in this paper
C27/47 §3.4.97	Organising a workshop addressing ATSEP competency-based training in APAC region	Noted
C27/48 §3.4.98	Organising a workshop on development and certification procedures for CNS/ATM systems	Noted
C27/54 §3.5.24	To clarify how APANPIRG Conclusions inviting action by ICAO are adopted into the ICAO work programme and actioned. (Referring to APANPIRG/26 Conclusion 53 *to consider updating the templates for advisory messages for tropical cyclones [Annex 3, Table A2-2] and SIGMET [and AIRMET] messages [Annex 3, Table A6-1A] to facilitate clarity and consistency..*)	Conclusions and Decisions requiring ICAO HQ action are now tracked and visible available on the ICAO webpages. The METP/2 Meeting held from 17 to 21 Oct. 2016 considered WP/6005 related to the issues on tropical cyclone (TC) advisories and TC SIGMETs as described by APANPIRG/26 Concl. 53. The panel formulated draft Recommendation 8/2 which will propose an Amendment 78 to Annex 3/ Technical Regulations [C.3.1] concerning Table A2-2 Template for advisory message for

		tropical cyclones and Table A6-1A Template for SIGMET and AIRMET messages.

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Conclusion Report §	Synopsys	Suggested Action
6/6 §4.2.1	Expedite development of GM for aircraft tracking during normal operations	Being developed by the NATII Advisory Group and expected by the applicability date of normal aircraft tracking SARPs.
6/12 §4.7.2	Notify ICAO USOAP to trigger validation upon completion of USOAP CAP implementation	Noted
6/15 §4.8.2	ICAO are requested to review the current disclosure system and FAQ on public website, with a view to developing measures to better support the CAAs and industry in responding to or managing public perception on safety, as well as the travelling public (Challenges of safety oversight against increasing transparency)	Noted
6/16 §4.9.2	Post implementation review of ICAO USOAP	Proposal was presented to A39 which recommended an action to the Council for consideration. Note the Assembly 39 Technical Committee conclusion on paper A-39/213.