

**Twenty Third Meeting of the
Informal South Pacific ATS Co-ordinating Group (ISPACG/23)**

Santiago, Chile, 26-27 March 2009

Agenda Item 3: Review Relevant Work Conducted Since ISPACG/23

OUTCOMES OF APANPIRG/19

(Submitted by ICAO Asia and Pacific Regional Office)

SUMMARY

The Nineteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/19, September 2008) raised a total of 57 Conclusions and Decisions for regional action. This paper presents the APANPIRG/19 Conclusions and Decisions and relevant material from the APANPIRG/19 report for review.

1. INTRODUCTION

1.1 The Nineteenth meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/19) was held in Bangkok, Thailand from 1-5 September 2008.

2. DISCUSSION

2.1 As well as reviewing progress on Conclusions and Decisions raised by previous APANPIRG meetings, APANPIRG/19 raised a total of 57 new Conclusions and Decisions for regional action, as shown in **Attachment A** to this paper.

2.2 A brief summary of key technical, economical and operational outputs of APANPIRG/19 is presented below:

- adopted a Regional Performance Framework on the basis of ICAO guidance material and aligned with GANP and Global ATM operational concept;
- invited States to adopt a national performance framework on the basis of ICAO guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept;

- recognizing the significant benefits expected from the implementation of 30 NM longitudinal separations based on RNP 4, operators of Pacific fleets urged to equip avionics with RNP 4 for oceanic airspace operations and obtain approval from States of Registry/Operators by 2012;
- developed a set of guidance materials and guidelines To facilitate States implementation of ADS-B Out Surveillance Service;
- adopted the sample Agreement for ADS-B Data Sharing and the cost apportionment framework as regional guidance material;
- congratulated China for the smooth implementation of RVSM throughout the sovereign airspaces of China on 22 November 2007;
- approved China RMA as an APANPIRG Asia/Pacific RVSM Regional Monitoring Agency with responsibility for all sovereign RVSM airspaces in China;
- highly commended the Asia/Pacific RVSM Implementation Task Force (RVSM/TF) on achieving the widespread implementation of RVSM throughout the Asia/Pacific region over a 10 year period and adopted a Decision dissolving the RVSM/TF with effect from the China RVSM one year post implementation review meeting scheduled in December 2008;
- recognized the complexities involved in implementing the amended ICAO Flight Plan format with effect from November 2012 and established the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL & AM/TF) to ensure the streamlined regional and global implementation of the new FPL format;
- sought to help mitigate the safety risks arising from runway incursions by calling for a regional runway safety seminar/workshop to be conducted during 2009, in association with Asia/Pacific COSCAPs;
- recognized the critical location of the Manila FIR in terms of the heavily trafficked South China Sea area and invited the Philippines to consider an accelerated implementation of FANS data link capabilities (ADS and CPDLC) to urgently improve capacity in the Manila FIR;
- noted that agreements had been signed between India, IATA and Boeing to enable the provision of data link Central Reporting Agency (CRA) services in Indian FIRs. CRA services are an essential component of safety monitoring requirements that enable implementation of reduced lateral and longitudinal separations based on RNP 10/RNAV 10 and RNP 4 navigation capabilities;
- recognising that codifying and reporting environmental benefits was an important part of the work of ATM implementation, invited ICAO to establish a simple and cost effective common methodology to quantify environmental benefits, and amended the terms of reference of the ATM/AIS/SAR Sub Group to include responsibility for environmental matters;



- adopted the ASIA/PAC PBN Implementation Plan and published the interim edition, based on which States were urged to developed their national PBN implementation plan and provide feedback to the ICAO Regional Office;
- urged ICAO to develop the concept of a Flight Procedure Design Office taking into account proposals submitted by the States with emphasis on the role, responsibility and financial mechanisms;
- urged ICAO to expedite development and publication of separation standards for use in implementation of the PBN RNAV 5, RNAV 2, RNAV 1 and Basic-RNP 1 navigation specifications;
- requested States with DME coverage extending beyond their FIRs to consider allowing neighboring States to develop PBN procedures utilizing these DMEs;
- adopted the revised Regional Surveillance Strategy for the Asia/Pacific Region;
- urged ICAO to review the non-suitability of 30-hour TAF for HF VOLMET broadcasts and provide guidance to the States concerned, taking into consideration the user requirements expressed by IATA and IFALPA, before the implementation date of the new TAF provisions; and
- urged ICAO to establish and maintain a simple and cost- effective common methodology to assess and document environmental benefits to airspace and CNS/ATM planning initiatives.

2.3 APANPIRG/19 discussed a number of matters that may also be of interest to the meeting. Relevant extracts from the APANPIRG/19 report have been included in **Attachment B**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to not the information in this paper.

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