



**Twenty First Meeting of the  
Informal South Pacific ATS Co-ordinating Group (ISPACG/21)**

Auckland, New Zealand, 6-8 March 2007

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Agenda Item 3: Review relevant work since the last meeting

**REVIEW OF THE 17<sup>TH</sup> MEETING OF ASIA/PACIFIC AIR NAVIGATION  
PLANNING AND IMPLEMENTATION REGIONAL GROUP (APANPIRG/17)**

(Presented by the ICAO Asia/Pacific Regional Office)

**SUMMARY**

APANPIRG/17 was held from 21 to 25 August 2006 at the ICAO Asia and Pacific Office, Bangkok, Thailand. This paper highlights the Conclusions and Decisions relevant to ISPACG from the Report of APANPIRG/17.

**1. INTRODUCTION**

1.1 APANPIRG/17 was held in Bangkok, Thailand from 21 to 25 August 2006 at the ICAO Asia and Pacific Office. The meeting was attended by 93 participants from 13 member States, 7 other Asia and Pacific States and 3 international organizations. APANPIRG/17 raised a total of 55 new Conclusions and Decisions for regional action; as shown in the **attachment** to this paper.

**2. DISCUSSION**

**Asia/Pacific Air Navigation System and Related Activities**

2.1 APANPIRG/17 reviewed a consolidated report of the Fourth and Fifth Meetings of the Regional Airspace Safety Monitoring Advisory Group (RASMAG, October 2005 and June 2006, respectively), and the report of the Sixteenth Meeting of the Air Traffic Management/Aeronautical Information Services/Search and Rescue Sub-Group (ATM/AIS/SAR/SG/16, July 2006).

Regional Airspace Safety Monitoring Advisory Group (RASMAG)

2.1 In recognition of the need for global harmonization, APANPIRG/17 developed the following Conclusion:

***Conclusion 17/4 – Long Term Monitoring of RVSM Height Keeping Performance***

*That ICAO be invited to consider appropriate measures to ensure that any requirements for long term monitoring of RVSM height keeping performance be standardized and applied on a global basis.*

RVSM Implementation Task Force (RVSM/TF)

2.2 The meeting was informed that the last remaining scheduled meeting of RVSM/TF was the one year review of the Japan and the Republic of Korea RVSM implementation (RVSM/TF/29, November 2006). China informed APANPIRG/17 that they acknowledged the benefits available from RVSM and had commenced active research in relation to implementing RVSM in China's sovereign airspace. Accordingly, the meeting agreed that the issue of whether to disband RVSM/TF would be deferred to the next meeting of APANPIRG (APANPIRG/18, tentatively scheduled in August 2007) and if China wished to avail of the assistance of RVSM/TF this would comprise part of the discussions at that time.

*Note: During December 2006, China advised the Regional Office that they would implement 300 metre metric RVSM on single alternate FLOS throughout China airspace during 2007. RVSM/TF/30 has been scheduled from 12-16 March in Bangkok, Thailand and invitation letters have been issued.*

Implementation of Conditional Routes (CDRs)

2.3 The meeting confirmed that the implementation of CDRs by some States addressed the intent of the fuel savings measures initiated under APANPIRG Conclusion 16/57 and the subsequent call by the Secretary-General for all PIRGs to accord priority to the revision of procedures and ATS route structures in order to achieve maximum efficiency. Consequently, the meeting formulated the following Conclusions:

***Conclusion 17/7 – Implementation of Conditional ATS Routes***

*That, recognizing the valuable practical examples established by recent regional implementations of enhanced ATS route segments in which the hours of operation, flight levels available and other parameters were subject to operating conditions, the ICAO Regional Office urges States to implement conditional ATS routes and route segments.*

### Unmanned Aerial Vehicles (UAV)

2.4 APANPIRG/17 noted that ICAO Exploratory Meeting on Unmanned Aerial Vehicles (May 2006, Montreal) agreed that ICAO should coordinate the development of a strategic document that would guide the regulatory evolution and that, even though non-binding, would be used as the basis for development of regulations by the various organizations and States. The UAV meeting agreed to form the *Informal ICAO Working Group on UAVs* to continue work in this regard.

2.5 ATM/AIS/SAR/SG/16 considered that the intent of APANPIRG Conclusion 16/61 had not yet been met and requested that mechanisms be put in place to ensure that affected States of the region were kept fully informed of progress in these matters and were given opportunity to provide input to discussions. In recognizing the concerns raised by ATM/AIS/SAR/SG, the meeting adopted the following Conclusion:

#### ***Conclusion 17/9 – Coordination of UAV Procedures Development***

*That ICAO invite Australia, India, Japan, Malaysia, New Zealand and Singapore to participate in the Informal ICAO Working Group on UAVs.*

### Reconvening the AIDC Task Force (AIDC/TF)

2.6 APANPIRG/17 recalled that, in recognition that the Asia/Pacific Region had a great need for a data interchange infrastructure that would significantly reduce the need for verbal co-ordination between oceanic ACCs, APANPIRG/5 (October 1994, Bangkok) had established AIDC/TF. APANPIRG/17 agreed to reconvene AIDC/TF, on the basis that a single meeting of the Task Force would be held to address very focused agenda comprising the matters and material included in the ATM/AIS/SAR/SG/16 Report on Agenda Item 7.

### Review of ALLPIRG/5 Outcomes

2.7 A SITA paper presented to ALLPIRG/5 (March 2006, Montreal) considered that regional central reporting agency (CRA) functions could not independently manage the use of a global network and that having many different CRA functions would probably delay identification and resolution of performance issues. In reviewing the SITA proposal, ALLPIRG/5 had recognized the benefits of adopting the concept of establishing a global CRA function to support the regional FITs across all ICAO regions, but considered that, at this stage, it would be premature to endorse such a proposal and that a business case would be needed before endorsing it.

2.8 APANPIRG/17 was of view that there were many issues to be resolved if the Global CRA was to be implemented, including State sovereignty, legal and funding issues as well as the commercial competition issues between data link service providers and CRA services providers. Also, regional experiences had demonstrated instances where local peculiarities in data link operations had required local solutions, rather than global fixes. In concluding that there were many issues to be addressed, the meeting agreed with ATM/AIS/SAR/SG/16 and ALLPIRG/5 that it was premature for such a proposal to be considered for endorsement.

## **ATS Coordination Groups' Activities**

2.9 From the report of the Fourth Meeting of the FANS Implementation Team – South-East Asia (FIT-SEA/4, July 2006), APANPIRG/17 noted that the Philippines was anticipated their ADS/CPDLC standalone equipment would be installed by July 2007, and the operational trial would start after satisfactory testing of the equipment.

2.10 Viet Nam expected to be ready for the first phase of ADS/CPDLC operational trials in the Ho Chi Minh FIR by March 2007. Accordingly, it was agreed to proceed with a phased operational trial involving Viet Nam and Singapore initially, as appropriate ground equipment was available. FIT-SEA/4 considered March 2007 as an achievable target to commence the operational trial in the Ho Chi Minh FIR, taking into account the progress made so far by Singapore and Viet Nam.

## **Other Air Navigation Matters**

### Funding of Regional Safety Monitoring

2.11 APANPIRG/16 recognized the urgent need to develop feasible and sustainable funding solutions for regional safety monitoring so that on-going initiatives to carry out trials and to implement CNS/ATM systems in Asia/Pacific would not be delayed and that safety and efficiency were not compromised. Parallel to this, the ICAO Council had been considering difficulties in establishing sustainable approaches to funding safety monitoring activities in other ICAO Regions and had placed the matter on the agenda for the ALLPIRG/5. The matter had been referred as well to the Sixth Meeting of the Air Navigation Services Economics Panel (ANSEP/6). Both bodies gave their support to an approach developed by the ICAO Secretariat which was based upon existing ICAO guidance and policies.

2.12 RASMAG/5 considered the implementation of the global approach in the Asia/Pacific Region and prepared suitable advice for consideration by APANPIRG/17. RASMAG/5 recognized that the approach adopted in the MID Region had the essential elements of the model recommended by ALLPIRG/5 and ANSEP/6.

2.13 APANPIRG/17 took into account the comprehensive proposal from RASMAG/5 that APANPIRG initiate steps to establish the *Regional Safety Monitoring Board – Asia* and the *Regional Safety Monitoring Board – Pacific* developed from the MID regional monitoring agency (RMA) model by inviting the States concerned to meet with the aim of preparing acceptable Memoranda of Agreement and taking the necessary follow-up steps to establish the Boards to support their activities.

2.14 Although the MID RMA arrangements were functioning well, it was evident that a direct translation of these arrangements into the Asia/Pacific region was not viable and significant adjustments would need to be made. This would require careful and focused consideration and the meeting agreed that the most appropriate mechanism in this respect was to constitute a Task Force to study the issues and develop appropriate documentation and implementation plans.

2.15 The meeting also had concerns in respect to the terminology “Boards” as the common usage of the term Boards suggested a high level and substantial entity and undertaking. Although unable to agree on a suitable alternative terminology, the meeting agreed to the interim usage of “Committee” until the matter could be clarified. In order to allow States time to consult within their own administrations and consider the matter thoroughly, the meeting agreed to establish a Task Force to draft implementation proposals for the regional monitoring “committees”, formulating the following Decision:

***Decision 17/47 – Task Force to establish Regional Airspace Safety Monitoring Committees***

*That a Task Force be established to develop and distribute to States by 30 June 2007 implementation proposals for the establishment of Regional Airspace Safety Monitoring Committees. The Task Force would work in accordance with the terms of reference in Appendix A to the Report on Agenda Item 2.4 and use, inter alia, recent ICAO guidance materials in relation to the global approach for the funding of airspace safety monitoring.*

**Funding Arrangements for Pacific RMA and CRA**

2.16 The meeting was informed that, in principle, the United States agreed with the proposal to establish the Regional Safety Monitoring Board and the step-by-step approach endorsed by the ALLPIRG/5, ANSEP/6 and RASMAG/5. The United States offered to continue to serve as the multinational RMA/CRA organization for the Pacific Region until such time as the Regional Safety Monitoring Board – Pacific was operational and could permanently nominate the United States or other fully capable and equally cost effective provider through an agreed and transparent process.

2.17 The United States requested that the regional partners involved commit to reimbursing the United States 50% of the cost for the CRA and RMA services rendered on behalf of the Pacific region for calendar year 2007 onward, by formalizing administrative agreements or modifying existing bi-lateral agreements in order to equitably distribute the cost of these services. Japan advised the meeting that the FAA proposal would fundamentally change the current financial arrangements in JCAB.

2.18 In addressing the concerns of both the United States and Japan, the meeting formulated the following Conclusion:

***Conclusion 17/48 – Funding of Pacific RMA & CRA***

*In recognizing that the United States/FAA was the current service provider of CRA and RMA services for the Pacific Region (with the exception of CRA services for Japan), it was acknowledged that:*

- a) *FAA would remain the interim service provider for the Pacific Region until more formal arrangements have been made, and*

- b) *Pacific States using these FAA services commit to reimburse the FAA for those CRA and RMA services rendered effective 30 June 2007.*

### **Deficiencies in the Air Navigation Field**

#### ALLPIRG/5 Conclusions on Deficiencies

2.19 The meeting was informed that ALLPIRG Conclusion 5/14 called for establishment by the PIRGs of regional on-line database of air navigation deficiencies based on the experience of the Caribbean/South American (CAR/SAM) Regions. APANPIRG/17 acknowledged that such a methodology carried many benefits and, accordingly, adopted the following Conclusion:

***Conclusion 17/53 - A regional on-line database of air navigation deficiencies in ASIA/PAC Region.***

*That, in order to ensure transparency and facilitate resolution of deficiencies, ICAO Regional Office be invited to establish a regional on-line database of air navigation deficiencies and provide secure access to States' Administrations and other users concerned.*

#### General Discussion on Further Action to Resolve Safety Related Deficiencies

2.20 The meeting agreed that the Deficiency Review Task Force, established by APANPIRG Conclusion 13/46, should convene one meeting in the first quarter of 2007 to undertake a review of the implementation aspects of the Regional Supplement to the Uniform Methodology. The meeting adopted the following Decision:

***Decision 17/55 – Third meeting of DRTF.***

*That, the deficiency review task force (DRTF) conduct a meeting in early 2007 with the following tasks:*

- a) *develop appropriate follow-up action to ALLPIRG Conclusions 5/14 and 5/15;*
- b) *review the implementation aspects of the regional supplement to the Uniform Methodology including an assessment of the current List of Deficiencies; and*
- c) *report to APANPIRG/18.*

### **3 ACTION BY THE MEETING**

3.1 The meeting is invited to note the information.

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