



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

PIRG/RASG GCM-2013/PPT-2 APANPIRG
Agenda item 2

Briefing on APANPIRG Priorities and Targets

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APANPIRG: Successes



APANPIRG initiatives specific to the APAC Region

- Seamless ATM planning initiative
- Regional Airspace Safety Monitoring

Major accomplishments that enhanced regional ANS infrastructure

- RVSM implementation in all FIRs within the region (November 2011)
- Implementation of New FPL 2012 (November 2012)
- Development of PBN Plans (on going)
- ADS-B implementation over BOB(Bay Of Bengal) and SCS (South China Sea) to increase capacity and efficiency (on going)

APAC initiatives that contributed to interregional harmonization

- EMARSSH – restructure of ATS routes over BOB - with MID/EUR Regions (2002)
- Contingency Routing Scheme for Asia/ Middle East/ Europe (CRAME) – with MID/Euro Regions (2003)
- APAC/ NAT Inter-Regional AIDC TF

APANPIRG:Priorities (1/2)



APANPIRG priorities and targets in enhancing regional ANS infrastructure and aligning with GANP/ASBU framework

- **Develop Asia Pacific Seamless ATM Plan and its implementation in relation to Aviation System Block Upgrade (ASBU)- Responding to AN-Conf/12 Rec 6/1**
 - Draft Asia Pacific Seamless ATM Plan is expected for submission to APANPIRG/24 in June 2013 for endorsement
 - APANPIRG/23 identified **6 ASBU modules as a priority** for the APAC Region. APANPIRG/24 is expected to discuss timelines for implementation of the ASBU priority modules
- **Improve ATM operations through ATFM, CDM, FUA, civil/military cooperation and review of ATS route structure (B0-35 and B0-10)**
 - 14 States have established some form of ATFM capability either for en route or in terminal airspace
 - Regional ATFM framework for the APAC Region is expected to be developed in 2016. (Ref SG letter Jan 2012, Appendix B)

APANPIRG:Priorities (2/2)



- **Transition from AIS to AIM (BO-30)**
 - ✓ 12 APAC Administrations and France have submitted their national plan for AIS-AIM transition to ICAO by January 2013. Follow-up with other Administrations in progress.
- **Implement ADS-B system over Bay of Bengal and South China Sea areas and introduce surveillance-based separation (B0-84)**
 - ✓ Surveillance based service is expected to be implemented over SCS in December 2013 and over BOB in December 2015
- **Support States in implementation of PBN meeting performance targets of A37-11 Resolution (B0-65 and B0-10)**
 - ✓ 25 Administrations out of 42 developed PBN national plans.
 - ✓ 27% of international airports in the Region have APV (approximate)

APANPIRG: Roadblocks



The major roadblocks that are impeding the implementation of regional ANS Programmes:

- Diversified Air Navigation System infrastructure, different culture, different economy level, different level of international air transport activities;
- Lack of response/commitments from States to the ICAO activities (meetings, seminars, surveys);
- Lack of resources (technical and financial) in some States to implement air navigation systems/procedures in accordance with regional agreements;
- Lack of civil/military cooperation and coordination; and
- No single language widely spoken in the region

APANPIRG: Expectations



Expectations from this coordination meeting

- Identify inter-regional coordination subjects in air navigation field and consider holding regular meetings
- Recognize that each region has individual reasons and established PIRG discussion mechanism suitably fitting to the region needs

Take Away

- New way of thinking of APANPIRG structure bringing States top leaders to implement air navigation systems/procedures and reduce air navigation deficiencies

APANPIRG Proposal for action

- Review APANPIRG structure, review TORs for APANPIRG contributory bodies, and propose change of the structure and TORs to more focus on implementation

APANPIRG STRUCTURE 2013-1015 & BEYOND 2016

APANPIRG Structure

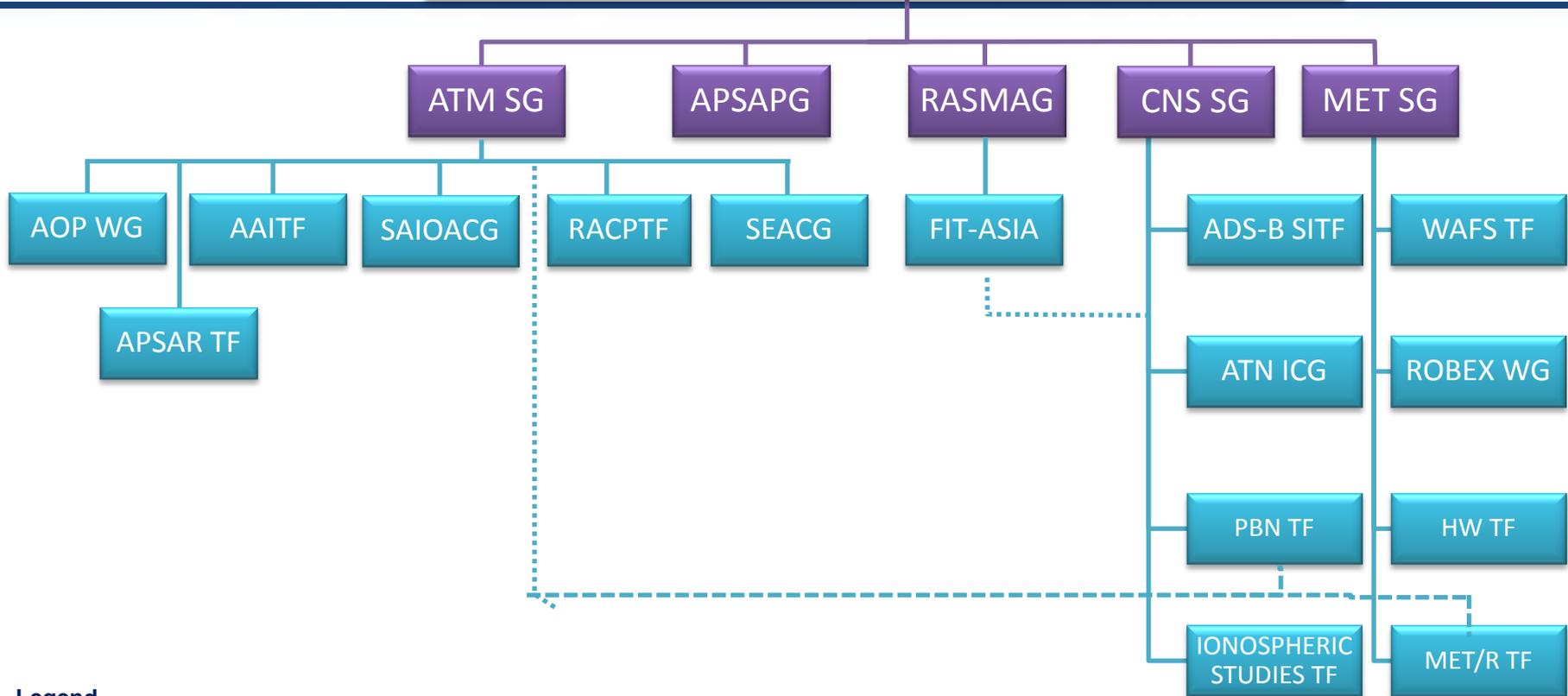


- APANPIRG reviewed its structure in 2011 and established MET SG and AOP WG
- New structure is effective from 2013
- MET SG and AOP WG plan to hold its 1st meeting in May 2013
- Next review of APANPIRG structure in 2016

APANPIRG & Subgroups



APANPIRG



Legend

- APSAPG - Asia/Pacific Seamless ATM Planning Group
- RASMAG - Regional Air Space Monitoring Advisory Group
- AOP WG - Aerodrome Operation Working Group
- AAITF - AIS – ATM Implementation Task Force
- SAIOACG - South Asia Indian Ocean ATM Coordination Group
- RACPTF - Regional ATM Contingency Plan Task Force
- SEACG - South East Asia ATS Coordination Group

- FIT-ASIA - FANS Implementation Team, Asia
- ADS-B SITF - ADS – B Study and Implementation Task Force
- ATN ICG - ATN Implementation and Coordination Group
- PBN TF - Performance Based Navigation Task Force
- WAFS TF - World Area Forecast System Task Force
- ROBEX WG- ROBEX Working Group
- HW TF - Hazardous Weather Task Force
- MET/R TF - Meteorological Requirements Task Force

Effective. 2013

APANPIRG-Regional Needs



- **The APAC Region has peculiar needs to plan and implement SARPs and regional air navigation plan. Bodies unique to APANPIRG;**
 - Regional Airspace Safety Monitoring Advisory Group (RASMAG)
 - Asia Pacific Seamless ATM Planning Group (APSAPG)
 - Search and Rescue Task Force (SAR TF)
 - Regional ATM Contingency Planning Task Force (RCP TF)
 - ATM Coordination Groups focusing on ATM improvement for specific areas
- **Activities of these groups do not fit in specific ASBU elements.**
- **Some of the ASBU elements are already a part of APANPIRG programmes.**
 - B0-10 (ATS Coordination Group), B0-30 (AIS), B0-40 (ADS-C, CPDLC), B0-65 (PBN), B0-84 (ADS-B), B0-105 (MET)

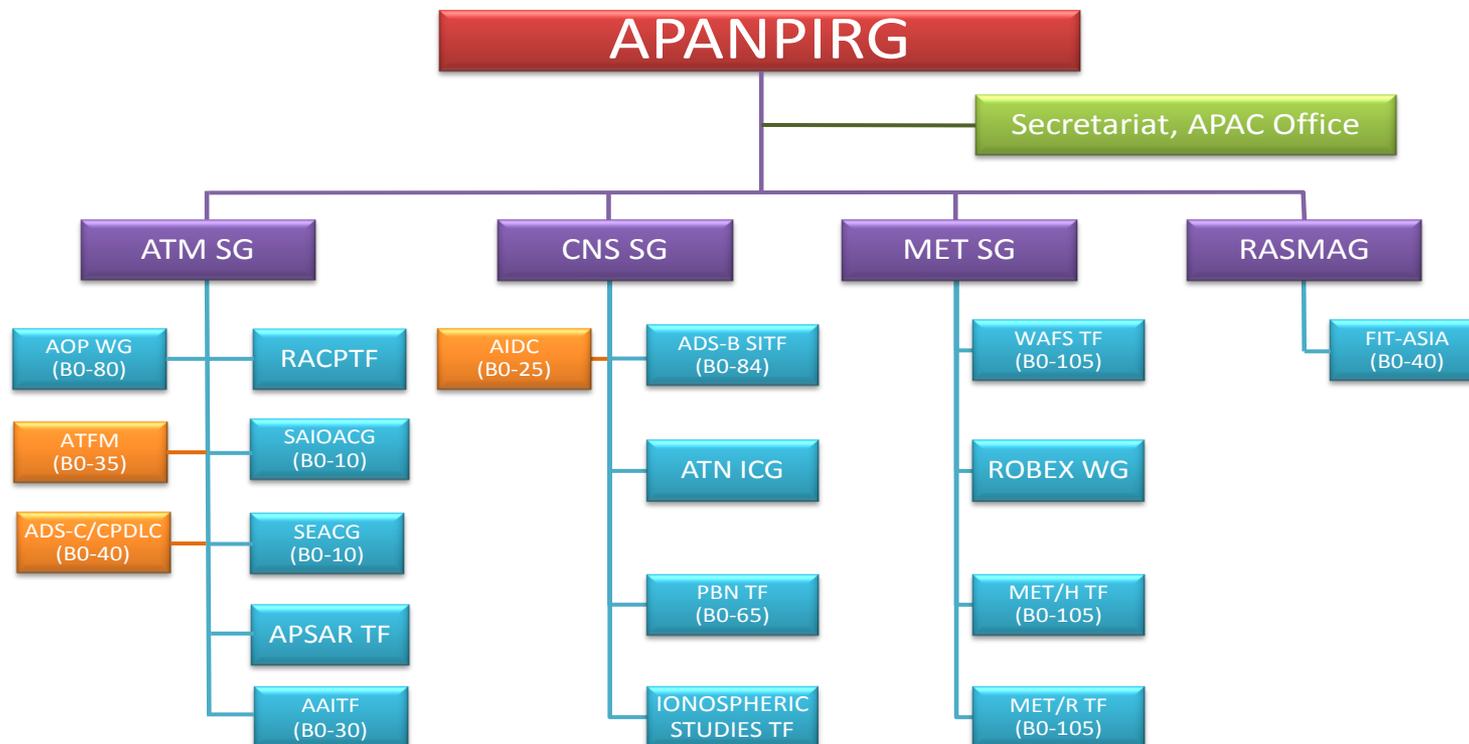
APANPIRG-Transition (2013-2015)



- Change of the APANPIRG structure shortly after the agreed restructure made in 2011 may confuse States and loose the focus of the work and delay progress. Review of the revised structure is planned in 2016.
- A single body overseeing the works of all technical subjects would take time for discussions and increase the number of participants from States
- Four groups (ATM, CNS, MET, Safety monitoring) should be maintained under APANPIRG and oversee respective technical subjects and facilitate project management
- TORs of SGs should be reviewed to provide for management of WGs and TFs on a project basis where applicable
- TORs of WGs/TFs should be reviewed in line with a project oriented approach that define timelines for project completion where appropriate
- The current APANPIRG structure should be maintained until 2016 when a transitional review is to be conducted

APANPIRG-Transition (2013-2015)

Proposed APANPIRG Structure (2013 - 2015)



Legend

- ASBU modules are shown as B0-xx
- ASBU modules in orange box (B0-25, B0-35, B0-40) are currently not addressed

Abbreviation

APSAPG	- Asia/Pacific Seamless ATM Planning Group	FIT-ASIA	- FANS Implementation Team, Asia
RASMAG	- Regional Air Space Monitoring Advisory Group	ADS-B SITF	- ADS – B Study and Implementation Task Force
AOP WG	- Aerodrome Operation Working Group	ATN ICG	- ATN Implementation and Coordination Group
AAITF	- AIS – ATM Implementation Task Force	PBN TF	- Performance Based Navigation Task Force
SAIOACG	- South Asia Indian Ocean ATM Coordination Group	WAFS TF	- World Area Forecast System Task Force
RACPTF	- Regional ATM Contingency Plan Task Force	ROBEX WG	- ROBEX Working Group
SEACG	- South East Asia ATS Coordination Group	MET/H TF	- Meteorological Hazards Task Force
		MET/R TF	- Meteorological Requirements Task Force

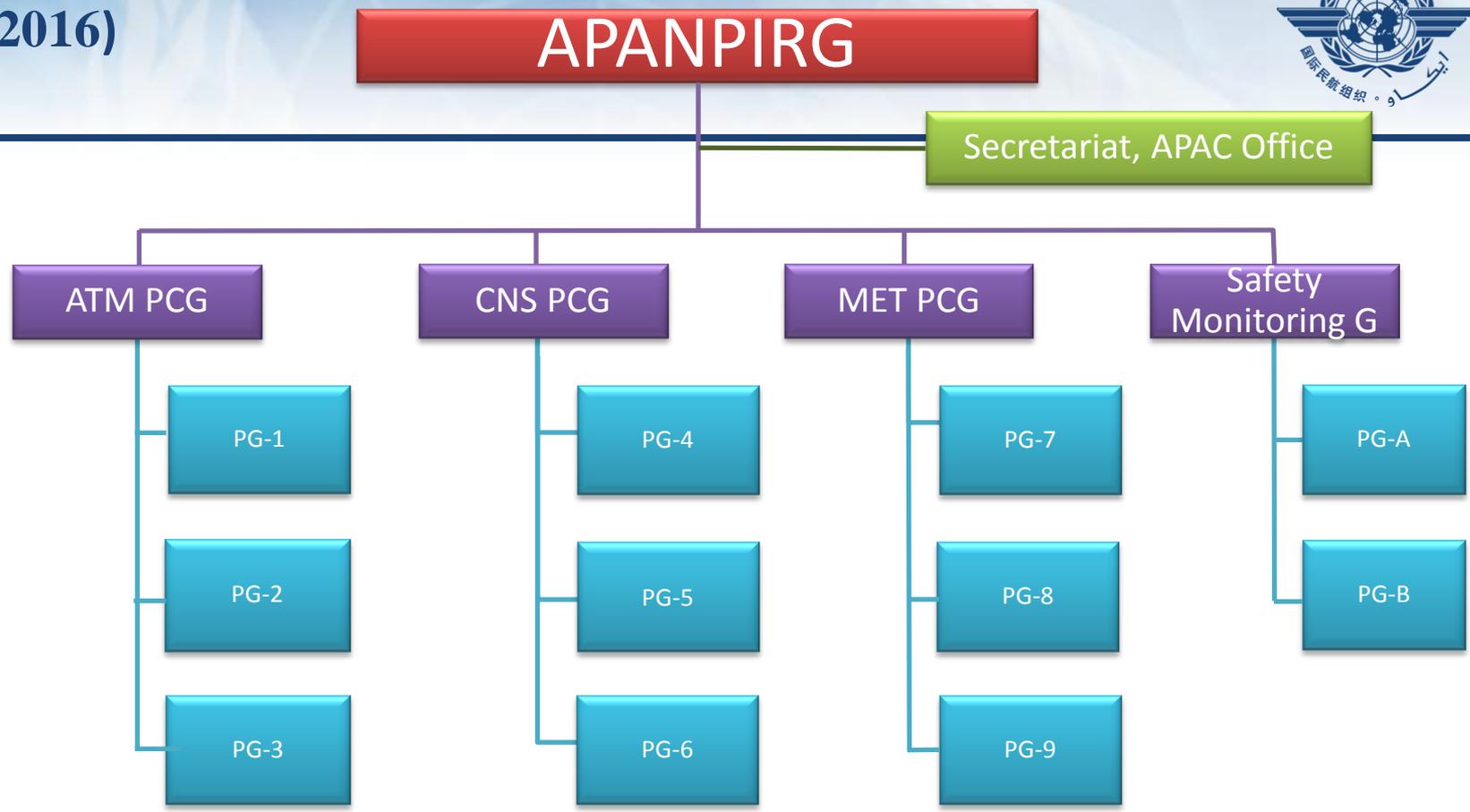
Draft 27/02/2013

APANPIRG- Way forward (2016 -)



- APANPIRG would become a high-level decision body- meets every year to monitor progress on implementation of projects
- Sub Groups would be changed to Project Coordination Groups (PCG) to effectively manage projects focussing on implementation rather than planning
- Authorization for conclusions/decisions for technical matters on specific subject (regional guidance manuals) would be delegated to PCGs
- TFs would be changed to project groups to deal with ASBU implementation and to working group to deal regional programmes
- TORs for SGs and TFs would be reviewed and changed as needed

APANPIRG-Example of proposed APANPIRG Structure (after 2016)



Legend

- PG (Project Group) will be established with tasks assigned by PCG(Project Coordination group), taking into account ASBU implementation and APANPIRG priority.
- PG will be composed of experts on the subject allocated to the PG. If needed multidisciplinary experts will participate depending on the project requirements.
- Safety Group will not be a project group. The group will monitor airspace safety and recommend safety enhancement.

ICAO

Uniting Aviation on

Safety | Security | Environment

PIRG-RASC Global Coordination Meeting,
Montreal 19 March 2013

