

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea
4 – 8 July 2022*

AGENDA ITEM 4: AIR NAVIGATION

**PROPOSED COLLABORATION OF AIR NAVIGATION
SERVICE PROVIDERS IN THE ASIA-PACIFIC REGION
TOWARDS THE IMPLEMENTATION OF REGIONAL AIR
NAVIGATION SERVICES INITIATIVES**

Presented by Singapore, and co-sponsored by Australia, China, Indonesia, Lao PDR,
Malaysia, Philippines, Republic of Korea, Viet Nam, Civil Air Navigation Services
Organisation (CANSO) and International Air Transport Association (IATA)

SUMMARY

The Directors General of Civil Aviation (DGCA) Conference is invited to discuss the proposal to complement APANPIRG and the efforts of States by forming a Committee of Air Navigation Service Providers (ANSPs) of States, including CANSO and IATA, and coordinating with ICAO, to cooperate in the implementation of regional ANS initiatives including the ICAO APAC Seamless Air Navigation Service (ANS) Plan – a commitment of the Beijing Declaration from the 2018 Ministerial Conference on Civil Aviation.

PROPOSED COLLABORATION OF AIR NAVIGATION SERVICE PROVIDERS IN THE ASIA-PACIFIC REGION TOWARDS THE IMPLEMENTATION OF REGIONAL AIR NAVIGATION SERVICE INITIATIVES

1. INTRODUCTION

1.1 The Beijing Declaration that emanated from the 2018 Ministerial Conference on Civil Aviation included a commitment to the timely implementation of the ICAO APAC Seamless ANS Plan.

1.2 COVID-19 has severely affected the aviation industry. An imperative of the region is to facilitate the recovery of aviation and to work towards a more resilient future.

1.3 While there are positive signs of air traffic returning, it is expected that improvement of air navigation services (ANS) around the world could be hindered, for example, by constraints in the finances and resources of air navigation service providers (ANSPs).

1.4 Unless proactive steps are taken early, congestion and delays would correspondingly worsen as air traffic increase to pre-COVID levels and beyond, adversely affecting fuel efficiency of flights, cost to airlines, as well as sustainability. Effective and timely implementation of regional ANS initiatives including the ICAO Asia Pacific (APAC) Seamless ANS Plan will therefore be very important.

1.5 ANSPs play a crucial role in executing the ICAO APAC Seamless ANS Plan. They must do so collaboratively, so that these concept of operations and technologies can be adopted seamlessly on a pan-regional scale, to maximise the safety and efficiency benefits, and save resources.

1.6 In APAC, ANSPs should use this period to consolidate efforts and collaborate on the implementation of seamless ANS solutions. Priority should be placed on procedures and technologies that enable flights to take optimal routes with minimal delays across ANSPs' areas of responsibilities.

1.7 Post-COVID, extra consideration should be given to minimise cost burden to airlines. Solutions should therefore be cost-effective while leveraging on advances in ANS and information technologies. The ANS industry should look towards innovative solutions and business models that allow ANSPs to provide the best value for money and the greatest pragmatism. CANSO and IATA should therefore be involved in the work, to support the prioritisation and implementation of solutions. In particular, CANSO could share the experiences of ANSPs in other regions.

1.8 The Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) is the guiding and coordinating organ within ICAO for all activities concerning air navigation system for the APAC region. The collaboration amongst ANSPs should complement and support APANPIRG, and the efforts of States. ICAO could support the Committee to take a coordinated and collaborative approach, and interface with APANPIRG and States.

2. DISCUSSION

2.1 This paper proposes that the ANSPs of States in the region work more closely with each other, and with civil aviation authorities (CAAs) in order to accelerate the development of regional ANS initiatives in anticipation of traffic growth, in a safe, efficient and sustainable manner.

2.2 A Committee can be formed to coordinate the work across ANSPs and other stakeholders in the region to achieve this objective. This Committee should comprise Chief / Senior Executives of ANSPs of States on a voluntary basis, and involve CANSO and IATA, coordinating with ICAO.

2.3 The Committee would update ICAO and APAC States through forums such as the APANPIRG and the DGCA Conference regularly. It would recommend priority areas for ICAO and APAC States to focus on and facilitate the implementation of regional ANS initiatives including the ICAO APAC Seamless ANS Plan.

2.4 The terms of reference could broadly be as follows, to be further elaborated / refined as necessary by the members:

- a) Facilitate collaboration between ANSPs of States and other stakeholders to develop and implement regional ANS initiatives including the ICAO APAC Seamless ANS Plan;
- b) Identify opportunities for collaboration between ANSPs of States, CAAs and other stakeholders for regional ANS;
- c) Deliberate and recommend optimal solutions that constitute building blocks for the Seamless ANS Plan, priorities and timelines of their implementation;
- d) Update ICAO and APAC States on the Committee's activities through forums such as APANPIRG and the DGCA Conference, with a view to synchronising implementation efforts across the APAC region; and
- e) Information sharing and capacity building.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Discuss the paper; and
- b) Consider forming a Committee of ANSPs of States, involving CANSO and IATA, coordination with ICAO, to cooperate in the implementation of regional ANS initiatives including the ICAO APAC Seamless ANS Plan.

— END —