



Asia-Pacific
Economic Cooperation

Advancing
Free Trade for Asia-Pacific
Prosperity

ICAO Updates

TPTWG45 – AEG, Agenda Items 3.1 – 3.4

Presented by

United States

TOPICS



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- *13th Air Navigation Conference (ANC-13)*
- *Personnel Changes*
- *RPAS*
- *SARP Update*



ANC-13 Dates



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- October 9-19, 2018 (includes Saturday the 13th)
- Theme: From Development to Implementation
 - *The Conference agenda will address a broad range of flight safety and air navigation capacity and efficiency issues of interest to Directors' General of Civil Aviation as well as air navigation service providers and all airspace users.*

ANC-13 Theme



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- The theme of the conference is “From Development to Implementation” which encompasses implementation of operational improvements such as technology, operational concepts, and roadmaps, from the conceptual phase until deployment.
- It emphasizes the importance of concepts for global use, development of implementation plans regionally, and implementation of performance improvements locally, based on specific operational requirements in a cost-effective manner.

ANC-13 Agenda Items



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- Item 1: Air navigation global strategy
- Item 2: Enabling the global air navigation system
- Item 3: Enhancing the global air navigation system
- Item 4: Implementing the global air navigation system and the role of planning and implementation regional groups (PIRGs)
- Item 5: Emerging Issues
- Item 6: Organizational safety issues
- Item 7: Operational safety risks
- Item 8: Emerging safety issues

ANC-13 Expectations



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- The conference is a formal ICAO meeting that will provide an opportunity for Member States and aviation stakeholders to work towards ever-evolving global strategies for safety and air navigation planning, development and implementation.
- It will coalesce views of the global aviation community around major objectives for safety and air navigation and set priorities for the coming years.

ANC-13 Benefits



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- The operation of the air navigation systems covers a wide variety of subjects. ANC-13 will be the event for open discussion on issues and proposed solutions relating to flight safety and air navigation capacity, efficiency and other key performance areas of particular interest to the aviation community and which will benefit society in general.

ANC-13 Situation



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- Air navigation has witnessed important improvements in recent decades and yet, a considerable portion of the global air navigation system is still limited by conceptual approaches designed in the twentieth century.
- These legacy air navigation capabilities limit air traffic capacity and growth and contribute to unnecessary gas emissions in the atmosphere. A fully harmonized global air navigation system built on modern, performance-based procedures and technologies is a solution to these concerns. However, technology is constantly evolving and the realization of a strategic path to a globally harmonized system has proven elusive.

Personnel Changes



Reappointed Dr. Fang LIU (China) as Secretary General. Dr. Liu's second, three-year term that will commence 1 August 2018 and end 31 July 2021

Mr. Jiefang HUANG (China) appointed Director, Legal Affairs & External Relations Bureau

Mr. Jorge VARGAS ARAYA (Costa Rica) appointed Director, Technical Cooperation Bureau

Mr. Fabio Faizi Rahnemay RABBANI (Brazil) appointed regional director for SAM. He was with Brazilian Civil Aviation National Agency (ANAC).

Term ending for EUR Regional Director. Replacement search in progress.

Remotely Piloted Aircraft Systems (RPAS) Implementation Schedule into the Annexes



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RPAS Amendments	2018				2019				2020				2021				2022				2023				2024				
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Annex 7 and Annex 2 Appendix 4	DONE																												
Annex 1	Adoption		Effective				A40												Applicability	A41									
Annex 8	Delivery RPASP/10 12-16/03/18					PR					FR		Adoption		Effective														Applicability
Annex 2 consequential amendments of Annex 8 approval		Delivery RPASP/11 18- 22/06/18				PR					FR		Adoption		Effective														Applicability
Annex 10 C2 Generic SARPs		Delivery RPASP/11 18- 22/06/18				PR					FR		Adoption		Effective														Applicability
Annex 6								Delivery RPASP/16 16-20/03/20				PR				FR	Adoption		Effective										Applicability
Annex 2 consequential amendments of Annex 6 approval												PR				FR	Adoption		Effective										Applicability
Annex 19	Delivered RPASP/9 30/10- 03/11/17							Delivery RPASP/16 16-20/03/20				PR				FR	Adoption		Effective										Applicability
Annex 10 C2 Technological SARPs												Delivery RPASP/18 26- 30/10/20	PR			FR	Adoption		Effective										Applicability
Annex 2								Delivery RPASP/16 16-20/03/20									PR					FR	Adoption		Effective				Applicability
Annex 11								Delivery RPASP/16 16-20/03/20									PR					FR	Adoption		Effective				Applicability
Annex 10 DAA								Delivery RPASP/16 16-20/03/20									PR					FR	Adoption		Effective				Applicability
Annexes 3, 4, 9, 12, 13, 14, 15,16, 17 and 18	TBD																												

SARPs update



Year	Most Changes Applicable November 2018
2018	Adoption of Amendment 60, Annex 4, Aeronautical Charts
	<p>The consequential amendment concerning data quality requirements and performance based data error detection requirements is a result of the restructuring of Annex 15 — <i>Aeronautical Information Services</i>. The consequential amendment regarding procedure altitude/height is a result of the revised definition and description of “procedure altitude/height” in the <i>Procedures for Air Navigation Services — Aircraft Operations, Volume I — Flight Procedures</i> and <i>Volume II — Construction of Visual and Instrument Flight Procedures</i> (Doc 8168).</p>
2018	Adoption of Amendment 91, Annex 10, Vol 1 – Aeronautical Telecommunications/Radio Navigation Aids
	<p>The amendment concerning surveillance and airborne collision avoidance systems (ACAS) includes a number of provisions based on operational experience related to SSR, extended squitter and ACAS as well as provisions for emerging technologies such as extended hybrid surveillance functionality for ACAS.</p>

SARPs update



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Year	Applicable November 8, 2018
2017	<p>Adoption of Amendment 42, Annex 6, Part I, International Commercial Air Transport – Aeroplanes, Amendment concerning a proposal developed by the Secretariat with the assistance of the Normal Aircraft Tracking Implementation Initiative/2 (NATII/2) to amend the Standards and Recommended Practices (SARPs) with the introduction of an additional SARP to facilitate implementation of normal tracking provisions.</p>

SARPs update



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Year	Applicable 8 November 2017
2017	<p>Adoption of Amendment 174, Annex 1 – Personnel Licensing, Amendment concerns a proposal developed by the Secretariat to render compliant a practice used by some States whereby pilot licences issued by one State are automatically validated by the other States party to a formal agreement under common licensing regulations.</p>

SARPs update



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Year	Annex 16 – Environmental Protection:, applicable 1 Jan 2018
2017	<p>Adoption of Amendment 12, Annex 16, Volume 1 - Noise, effective January 1, 2018, incorporates Amendments 1 - 12</p> <ul style="list-style-type: none">• minor editorial changes to nomenclature, symbols and units• removal of references to outdated flight path measurement techniques;• corrections to guidelines for noise certification of tilt-rotors; and• correction of miscellaneous technical editorial issues and an amalgamation of all symbols and units into one section.

SARPs update



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Year	Annex 16 – Environmental Protection:, applicable 1 Jan 2018
2017	<p data-bbox="237 568 1779 696">Adoption of Amendment 9, Annex 16, Volume 2 – Aircraft Engine Emissions</p> <ul data-bbox="237 718 1798 1333" style="list-style-type: none"><li data-bbox="237 718 1087 768">• Adds definition for “type certificate”<li data-bbox="237 782 1765 832">• clarification of the requirements for the sampling line temperature;<li data-bbox="237 846 1418 896">• changes to the calibration gas for the NOx analyser;<li data-bbox="237 911 1663 1018">• changes to the naphthalene content for the emissions test fuel specification;<li data-bbox="237 1032 1798 1210">• non-volatile particulate matter (nvPM) engine emissions Standard for turbofan and turbojet engines, with rated thrust greater than 26.7 kN, manufactured from 1 January 2020<li data-bbox="237 1225 1572 1275">• consistency with the new nvPM engine emissions Standard;<li data-bbox="237 1289 1248 1339">• correction of minor errors or for consistency.

SARPs update



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Year	Annex 16 – Environmental Protection:, applicable 1 Jan 2018
2017	<p>Adoption of Annex 16, First Edition of Volume 3 – Aeroplane CO₂ Emissions</p> <ul style="list-style-type: none">• Introduction of Annex 16, Volume III, containing Standards and Recommended Practices relating to the CO₂ emissions certification for subsonic aeroplanes

Conclusion



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