



*International Civil Aviation Organization*

**The Twentieth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

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**Agenda Item 5: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region**

**AEROTHAI INVOLVEMENT IN ICAO REGIONAL ATM INITIATIVES**

(Presented by Thailand)

**SUMMARY**

This paper presents an overview of AEROTHAI involvement in ICAO regional ATM initiatives particularly the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF) and the Southeast Asia Route Review Task Force (SEA-RR/TF).

This paper relates to

**Strategic Objectives:**

- A: Safety – Enhance global civil aviation safety*
- C: Environmental Protection – Minimize the adverse effect of global civil aviation on the environment*
- D: Efficiency – Enhance the efficiency of aviation operations*

**Global Plan Initiatives:**

- GPI-7 Dynamic and flexible ATS route management*
- GPI-8 Collaborative airspace design and management*
- GPI-21 Navigation systems*
- GPI-22 Communication network infrastructure*

**1. INTRODUCTION**

1.1 The meeting would recall that the main purpose of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF) was to implement reduced longitudinal separation in the Bay of Bengal and portions of the Arabian Sea within the Mumbai FIR, which would ensure a harmonized approach in both these important areas.

1.2 The meeting would also recall establishment of the Southeast Asia Route Review Task Force (SEA-RR/TF) was tasked to undertake review of ATS routes in the South China Sea and surrounding relevant areas.

## **2. DISCUSSION**

### *Southeast Asia Route Review Task Force (SEA-RR/TF)*

2.1 Regarding the SEA-RR/TF, it was recognized that regional traffic data collection was crucial in order to determine traffic loading on various city pairs and ATS routes in the current route structure.

2.2 Therefore, it was agreed at the SEA-RR/TF/1 meeting held in December 2009 that a weekly traffic sample data collection would commence in January 2010 for the week beginning on the third Sunday of each month. This was in addition to the data being collected by the RVSM regional monitoring agency (MAAR).

2.3 The traffic sample data is currently being collated by Singapore CAAS in cooperation with AEROTHAI and results reported to ongoing SEA-RR/TF meetings. It is expected that the regional traffic sample data could be used to prioritize future route implementation in the area under discussion by the task force

### *Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF)*

2.4 The meeting should note that the BOB-RHS/TF was established in order to reduce longitudinal separation within the Bay of Bengal and Arabian Sea in the Mumbai Oceanic areas, it was recognized that data collection of some form is needed to provide a business case for implementation of the reduced horizontal separation.

2.5 Recognizing that flight plans in the current form already contains routing and FIR boundary crossing times, it was considered possible to construct “traffic demand” from analyzing latest received flight plans in order to establish a business case for implementation of reduced longitudinal separation, It was agreed that AEROTHAI collect and analyze flight plans from States concerned to provide for such a business case. To date, AEROTHAI has received cooperation from States concerned in collating flight plans in order to analyze traffic demand. These results will be presented to the upcoming BOB-RHS/TF/4 meeting.

2.6 In addition, it has been some time since there were a request for SSR radar and VHF communications coverage in the Bay of Bengal sub-region. While there were coverage charts presented at the BOB-RHS/TF/3 meeting held in May 2010 in Singapore, it was recognized that there would be value in combining all coverage charts showing both radar and VHF coverage over the entire Bay of Bengal and Arabian Sea area at FL290, which could prove useful for regional planning in the introduction of new ATM initiatives throughout this part of the region.

2.7 AEROTHAI has investigated the possibility of combining the coverage charts and are willing to combine coverage charts for the sub-region for the benefit of the sub-regional and regional planning.

## **3. ACTIONS BY THE MEETING**

3.1 The meeting is invited to:

- a) note AEROTHAI’s involvement in ICAO regional initiatives through the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF) and the Southeast Asia Route Review Task Force (SEA-RR/TF) in order to streamline and enhance traffic flow throughout the Asia-Pacific region.

- b) agree that these radar and VHF coverage charts could prove useful when studying changes in the route structure for other sub-regions in the Asia and Pacific region.

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