



*International Civil Aviation Organization*

**The 10<sup>th</sup> Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17<sup>th</sup> Meeting of the South-East Asia ATS Coordination Group (SEACG/17)**

Singapore, 24 – 27 May 2010

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**Agenda Item 6: Any Other Business**

**SUMMARY REPORTS OF APANPIRG ON  
SOUTH-EAST ASIA ATS COORDINATION GROUP,  
FANS IMPLEMENTATION TEAM FOR SOUTH-EAST ASIA AND SOUTH-EAST ASIA  
RNP IMPLEMENTATION TASK FORCE**

(Presented by the Secretariat)

**SUMMARY**

This paper presents summary reports of South-East Asia ATS Coordination Group (SEACG), FANS Implementation Team for South-East Asia (FIT-SEA) and South-East Asia RNP Implementation Task Force (RNP-SEA/TF) as reported to the Twentieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2008).

**1. INTRODUCTION**

1.1 APANPIRG/20 reviewed outcomes from the most recent meetings of SEACG, FIT-SEA and RNP-SEA/TF, as summarized below.

- a) 16<sup>th</sup> meeting of SEACG (SEACG/16, May 2008, with the ninth meeting of FIT-SEA (FIT-SEA/9));
- b) FIT-SEA/9 (May 2008, with SEACG/15); and
- c) Fourth meeting of RNP-SEA/TF (RNP-SEA/TF/4, November 2008).

**2. DISCUSSION**

**Summary Report of the Sixteenth Meeting of Southeast Asia ATS Coordination Group**

2.1 The meeting noted the following main points of interest arising from SEACG/16:

- a) Hong Kong, China remarked that the traffic flow regulation on M771 for flights bound for Guangzhou and/or Shenzhen reported by Singapore was placed by Hong Kong Area Control Centre (ACC) mainly due to the limited number of transfer of control points/flight levels that are available for those flights between Hong Kong and China as well as the high traffic density in the Hong Kong terminal control area (TMA).

- b) Thailand also updated SEACG/16, in many occurrences in the past, flow control restrictions were imposed by Taipei ACC, due to system maintenance between 1525 – 1840 UTC (2225 – 0140 Thailand time);
- c) Arrangements for Large Scale Weather Deviation (LSWD) procedures were agreed; activation NOTAMs should be sent in accordance with the current protocols between NOTAM offices.
- d) IATA requested realignment of L642 and M771. However, realignment of L642 and M771 would be likely to affect operations of adjacent ATS routes A1 and P901, and require safety assessment. A more holistic plan acceptable to all concerned parties would need to be worked out; and
- e) The Secretariat drew to the attention of the meeting that the contingency plans required in Annex 11 – *Air Traffic Services* shall be developed by the State(s) responsible for providing ATS in particular portion of airspace, in the event of disruption of the services, to ensure the safe operations of international air traffic over the high seas.

**Ninth Meeting of FANS Implementation Team, Southeast Asia  
(FIT-SEA/9)**

2.2

The following were the main points of interest arising from FIT-SEA/9:

- a) The CPDLC performances of downlink in the Ho Chi Minh Flight Information Region (FIR) was 1 minute and 1 second for 95 %, which only marginally met the system performance criteria specified in the *FANS Operations Manual* (FOM, 1 minute for 95 %). The system performances in the Singapore FIR for downlink were 93.88 % for 1 minute and 98.88 % for 3 minutes;
- b) There had been no Problem Report (PR) for 12 months from either Singapore or Vietnam. From the experience in the North Pacific where hundreds of PRs are reported, the situation of no PR in the South China Sea area could not be explained;
- c) Philippines advised FIT-SEA/9 that they would initiate the ADS/CPDLC operation trial in the Manila FIR in Q3 or Q4 of 2010, and Japan could consider extending the provision of FIT-SEA Central Reporting Agency (CRA) services for a couple of years until the ADS/CPDLC operation trial in the Manila FIR completes;
- d) FIT-SEA/6 acknowledged and appreciated the contributions made by CRA-Japan towards the ADS/CPDLC operations which enabled the earlier implementation of the data link services in the Ho Chi Minh FIR; and
- e) Philippines informed that budget approval was obtained for their ACC replacement project, which will replace the current equipment with new one that will have a build-in data link capability. This is a priority project and data link trials are planned for Q3 or Q4 of 2010. In conjunction with this project, Manila is commencing ADS/CPDLC refresher course and enhanced simulator training courses from the end of May 2009.

**Fourth Meeting of Southeast Asia RNP Implementation Task Force (RNP-SEA/TF/4)**

2.3 The meeting noted the main points of interest arising from RNP-SEA/TF/4:

- a) After the implementation of the 50 NM longitudinal separation, the maximum movement rate on M771 stood at 15 movements per hour, a 7% increase, whereas on L642 the maximum movement rate had gone up from 11 to 13 movements per hour, an 18% increase;
- b) Data collected showed that average delay from Changi Airport per flight had reduced from 1.28 minutes down to 1.09 minutes, a 15% reduction;
- c) Based on system performance during the first 90 days after the introduction of the 50 NM lateral separation standard between L642 and M771, and the 50 NM longitudinal separation on these routes, it was concluded that the regional lateral and longitudinal target level of safety (TLS) were satisfied;
- d) The safety assessment supported the continued use of RNP 10 (50 NM/50 NM) horizontal separation on L642 and M771, and agreed that the application of the 50 NM/50 NM horizontal separation shall continue on L642 and M771;
- e) RNP-SEA/TF/4 agreed that there was no need to wait for the timeline dates in the Regional PBN Plan to conduct implementations and, where States were agreeable, implementations could take place earlier than the guidelines given in the PBN regional plan; and
- f) RNP 10 operations on the remaining four parallel routes would need the active participation of the Philippines as the four routes transit through the Manila FIR. RNP-SEA/TF/4 urged Secretariat to encourage the Philippines to participate in future Task Force activities.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information.

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