



International Civil Aviation Organization

**Thirteenth Meeting of the APANPIRG ATS/AIS/SAR Sub-Group
(ATS/AIS/SAR/SG/13)**

Bangkok, Thailand, 19 – 23 May 2003

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATS/AIS/SAR in the Asia/Pacific Region

FANS ACTION TEAM FOR THE BAY OF BENGAL (FAT-BOB) AND FOR THE WESTERN PACIFIC/SOUTH CHINA SEA

(Presented by the Secretariat)

SUMMARY

This paper provides an update on plans for the re-establishment of the FANS Action Team – Bay of Bengal (FAT-BOB) and for the creation of a FANS Action Team for the Western Pacific/South China Sea (FAT-SEA)

1. INTRODUCTION

1.1 During the ATS/AIS/SAR/SG/12 meeting which was held in Bangkok, Thailand, 24 – 28 June 2002, a Working Group was appointed to consider how best to progress the implementation of key priorities for CNS/ATM within the Region.

1.2 The Working Group subsequently advised ATS/AIS/SAR/SG/12 that the most effective way to progress CNS/ATM implementation in the areas where it was currently being implemented on a coordinated basis was to energize the FANS Action Team – Bay of Bengal (FAT-BOB) and establish a similar group for the Western Pacific/South China Sea.

2. DISCUSSION

2.1 As a result of discussion on this matter, ATS/AIS/SAR/SG/12 formulated Draft Conclusion 12/5 – Key Priorities for CNS/ATM Implementation, which was subsequently referred to APANPIRG/13 for consideration

2.2 APANPIRG/13 formed the opinion that there was a need for overall coordination with those parts of the region that were currently not harmonized with the requirements of the user and the plans of adjoining States and that the implementation effort in these areas needed to be revitalized. According to APANPIRG/13, there were significant economic, environmental and operational benefits to be realized from this coordinated approach.

2.3 Accordingly, APANPIRG/13 formulated the following Conclusion:

Conclusion 13/47 – Key Priorities for CNS/ATM Implementation

That, in order to facilitate the implementation of the Key Priorities for CNS/ATM in the Asia/Pacific Region, ICAO is requested to:

- a) re-convene the FANS Action Team for the Bay of Bengal (FAT-BOB), and form a similar group for the Western Pacific/South China Sea; and,
- b) adopt the broad terms of reference for these groups as follows:
 - i. identify elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis;
 - ii. consider the implementation of these elements, on a prioritized basis, taking into account user operational requirements, cost-benefit and environmental concerns; and,
 - iii. develop action plans for CNS/ATM implementation as appropriate on a collaborative basis.

2.4 The Air Navigation Commission and the Council reviewed the APANPIRG/13 Report (on 30 January 2003 and 9 February 2003 respectively) and took the following action in relation to Conclusion 13/47:

“Noted the conclusion and that the FANS action team has been reconvened to develop an action plan so as to identify and implement the elements of the key CNS/ATM priorities which have not been implemented on a coordinated basis”.

2.4 In March 2003, the ICAO Asia and Pacific Regional Office noted the report of the ANC and Council in support of this APANPIRG initiative and commenced planning on the basis that FAT-BOB would report to the Bay of Bengal ATS Coordination Group (BBACG) and that FAT-SEA would report to the South-East Asia ATS Co-ordination Group (SEACG). A similar arrangement currently exists in the Pacific, where the FIT reports direct to the respective IPACG or ISPACG meeting.

2.5 The ICAO Regional Office had commenced planning on the basis that FAT-BOB would convene in June 2003, immediately prior to the next BBACG meeting. However due to the impact of the SARS virus on travel within the region, several ICAO regional meetings have either had to be cancelled (e.g. SEACG/11) or rescheduled.

2.6 Consequently, the FAT-BOB and BBACG has been scheduled to be held on 8-12 September 2003 at Bangkok. The inaugural meeting of the FAT-SEA will be held in conjunction with the next SEACG meeting tentatively scheduled from 8 to 12 December 2003 at Bangkok.

2.7 In the meantime, the Eleventh Air Navigation Conference 2003 (AN Conf/11) will be held in Montreal from 22 September to 3 October 2003. The AN Conf/11 is expected to consider the present air navigation planning process so as to identify the most appropriate method to meet the future implementation planning needs including the option of having a global air navigation plan. It is also likely that the AN Conf/11 will consider integrating the global ATM operational concept into the regional planning process.

2.8 It is also likely that both FAT-BOB and FAT-SEA will need to coordinate their activities with the proposed new Regional Airspace Safety Monitoring Advisory Sub-group (RASMA/SG), in addition to reporting to the BBACG and SEACG respectively.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the status of current plans for the re-activation of FAT-BOB and for the establishment of FAT-SEA;
- b) review the broad terms of reference for these groups as provided by APANPIRG under Conclusion C 13/47;
- c) note the proposed reporting arrangements for FAT-BOB/BBACG and for FAT-SEA/SEACG, including coordination of activities with RASMA/SG; and
- d) review the original Terms of Reference for FAT-BOB and consider the near term work plan as originally presented under ICAO State Letter AP-ATM0618 of 18 September 2000 and as appended to this Working Paper

**TERMS OF REFERENCE FOR THE FANS ACTION TEAM
FOR THE BAY OF BENGAL (FAT-BOB)**

The FANS Action Team for the Bay of Bengal (FAT-BOB) shall oversee the end-to end monitoring process to ensure the FANS-1/A system continues to meet its performance, safety, and interoperability requirements and that operations and procedures are working as planned.

FAT-BOB shall:

- a) Review de-identified problem reports and determine appropriate resolution;
- b) Develop interim operational procedures to mitigate the effects of problems until such time as they are resolved;
- c) Monitor the progress of problem resolution;
- d) Prepare summaries of problems encountered and their operational implications;
- e) Assess system performance based on information in Central Reporting Agency periodic reports;
- f) Authorize and coordinates system testing; and
- g) Work to implement operational benefits derived from FANS 1/A technology.

Composition of FAT-BOB

FAT-BOB consists of the following CNS/ATM partners:

- Bay of Bengal States with CNS/ATM Work Stations (India, Indonesia, Malaysia, Myanmar, Singapore, Sri Lanka, Thailand);
- Datalink Service Providers (DSPs) ARINC, SITA & INMARSAT;
- Aircraft manufactures Boeing & Airbus;
- ICAO & IATA; and
- Representatives of participating airlines

Reporting

In order for the FAT-BOB to achieve its important goals of problem resolution, system performance assurance, and planning and testing of operations that will enable benefits, work must be done on a daily basis. As a result, and based on other FANS Interoperability Teams experiences, FAT-BOB will require the help of a dedicated sub-team called the Central Reporting Agency (CRA) to facilitate team meetings and carry out daily work. The CRA will report all problem report analysis, system performance data, and annual meeting summaries to FAT-BOB and ICAO.

FAT-BOB will convene meetings as required under the auspices of ICAO. ICAO will submit reports to appropriate Sub-Groups of APANPIRG

APPENDIX

(AP-ATM0618 DATED 18 September 2000)

Near term FAT-BOB work plan

1. Develop and sign a data confidentiality agreement between Bay of Bengal States, airlines using FANS 1/A in the Bay of Bengal, Data link Service Providers and the CRA. This agreement ensures that team members can submit identified problem reports to the CRA for provision of problem resolution and that all problem reports will be de-identified before dissemination to the entire FAT-BOB team.

Action - CRA / States / Airlines / DSPs

2. Adopt the Problem Reporting form contained in the ICAO Guidance Material on CNS/ATM Operations in the Asia / Pacific Region.

Action - Team / States / participating airlines / DSPs

3. Adopt the Air Traffic Service Unit (ATSU) Monthly Monitoring Reporting form contained in the ICAO Guidance Material on CNS/ATM Operations in the Asia / Pacific Region and submit monthly monitoring data to the CRA.

Action - States to provide dates when software applications or procedural tools will be in place to facilitate system monitoring.

4. Adopt system performance requirements outlined in the ICAO Guidance Material on CNS/ATM Operations in the Asia / Pacific Region.

Action - Team

5. Resolve issues identified during the last FANS 1/A trial before commencing a more comprehensive trial.

Action:

Establish a target date when Bangkok FIR will use CPDLC and ADS.

Establish a target date when Yangon FIR will be ready for a more comprehensive trial.

Establish a target date when the Calcutta FIR will transition to the next generation system.

6. Ensure controllers are trained to operate their respective FANS 1/A workstations using the ICAO Guidance Material on CNS/ATM Operations in the Asia / Pacific Region as a basis for developing training.

Action - States

7. Ensure participating airline flight crews are trained to operate their respective FANS 1/A systems using the ICAO Guidance Material on CNS/ATM Operations in the Asia / Pacific Region as a basis for developing training. Participating airlines should also review FAA document "Controller-To-Pilot Data Link Communication Operational Approval Information Package" dated 25 February 1999. This document will assist airlines to obtain operational approval for FANS 1/A from their regulatory authorities.

Action - Airlines / IATA

8. Based on dates provided in Item 6 above, establish a target date when FANS 1/A operations can become operational. Co-ordinate a start date for an extended trial covering all Bay of Bengal airspace and publish NOTAMs when appropriate

Action - Team / States

9. Co-ordinate with all FANS 1/A equipped airlines prior to the start of the next trial and urge them to participate in the trial.

Action - IATA

10. Work with other Bay of Bengal States developing FANS 1/A workstations to resolve issues and test systems prior to in-service operation. A small group of experts visiting States may be a suitable mechanism to facilitate resolution of problems.

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