



International Civil Aviation Organization

**The Third Meeting of Asia/Pacific Flight Plan and ATS Messages  
Implementation Task Force (FPL&AM/TF/3)**

Bangkok, Thailand, 23 – 24 August 2010

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**Agenda Item 2: Review Outcomes of Related Meetings**

**REVIEW REPORT OF ATM/AIS/SAR/SG/20**

(Presented by Secretariat)

**SUMMARY**

This paper presents an overview of the outcomes of the 20<sup>th</sup> Meeting of Air Traffic Management/Aeronautical Information Service/Search and Rescue Sub-Group held from 5 to 9 July 2010 in Singapore. Some important issues relating to FPL&AM/TF are highlighted.

**1. INTRODUCTION**

1.1 The 20<sup>th</sup> Meeting of the Air Traffic Management/Aeronautical Information Service/Search and Rescue Sub-Group (ATM/AIS/SAR/SG/20, July 2010) reviewed the outcomes of FPL&AM/TF/2 (November 2009, Bangkok) as well as the 20<sup>th</sup> Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009) and other ATM/AIS/SAR-related meetings. Full copy of the meeting report is available on the website of Asia and Pacific Office at <http://www.bangkok.icao.int/> under the 'Meetings' menu

**2. DISCUSSION**

**Review the APANPIRG/20 Report and Subsequent ANC/Council Actions**

2.1 The meeting reviewed and updated the list of new Conclusions and Decisions from APANPIRG/20 with respect to ATM/AIS/SAR issue. With respect to Conclusion 20/8 regarding the *Notification of State Transition Date to New Flight Plan Format*, it was noted that by the due date of 1 July 2010, only Australia, Hong Kong China and Japan had submitted their scheduled date and implementation methodology to ICAO. The meeting therefore requested the Secretariat to urge States to submit their plans as soon as possible.

Review of ANC/Council Actions on the Report of APANPIRG/20

2.2 The meeting noted the actions taken by the Air Navigation Commission (ANC) on the Report of the APANPIRG/20 in the ATM/AIS/SAR fields. In accordance with the revised procedure adopted by the Council (C-DEC 177/14, dated 20 March 2006), Planning and Implementation Regional Groups reports are not presented to the Council unless the ANC deems it necessary for the Council to take action on any of the Conclusions. The meeting noted the ANC's actions on specific items of interest as follows:

2.3 With regard to Conclusion 20/34 about the *Satellite data link communication capability*, the ANC noted the concerns of APANPIRG for ensuring the availability and sustainability of infrastructure to fulfill operational requirements for satellite data link communication services. It had been further noted that the same issue was highlighted by the North Atlantic Systems Planning Group (NAT SPG) in September 2008. The ANC had noted that ICAO would undertake a case study on the ownership and control of the air navigation services infrastructure, including the development of a draft service level agreement for use by air navigation service providers (ANSPs), to ensure that private third party service providers perform in line with recognized safety and performance requirements. Furthermore, it was recognized that usage of two or more autonomous networks by States and international organizations would provide much better availability. The ANC invited the Secretariat to monitor further developments in this regard.

### **Regional Performance Framework and Metrics**

2.4 The performance-based approach to planning stems from requirements associated with the results-based environment that States, ICAO and industry have been steadily moving toward. The *Manual on Global Performance of the Air Navigation System* (Doc 9883) provides a step-by-step approach to performance-based planning on the basis of the Key Performance Areas (KPAs) identified in the *Global Air Traffic Management Operational Concept* (Doc 9854). Recognizing that the work process requires a globally coordinated effort, the aviation community is encouraged to follow a common approach towards development and implementation of a performance-based approach to safety of aviation, and air navigation planning and implementation. It was recognized that a common set of performance metrics for all regions should be available and States would carry on following the existing four APAC Metrics. In the meantime, the meeting formulated a Draft Conclusion for consideration by APANPIRG.

### **Review and Progress the Tasks Assigned to the ATM/AIS/SAR/SG by APANPIRG, and Consider Problems and Make Specific Recommendations**

#### Second Meeting of Flight Plan and ATS Messages Implementation Task Force

2.5 It was noted that the Second Meeting of Asia/Pacific Flight Plan & ATS Messages Implementation Task Force (FPL&AM/TF/2) and a seminar was held at ICAO Asia and Pacific Office, Bangkok, Thailand from 17 to 20 November 2009.

#### *Matters for Clarification Arising from FPL&AM/TF/1*

2.6 FPL&AM/TF/1 (March 2009, Bangkok) identified a number of items in respect to the Amendment 1 of the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) that warranted assistance/guidance from ICAO Headquarters. FPL&AM/TF/2 discussed the clarifications provided by ICAO Headquarters to the queries raised during FPL&AM TF/1 for better understanding on issues relating to the flight plan field sizes, repetitive flight plan (RPL) equipment notification, ATS messages & Field 18 date of flight (DOF), etc.

#### *Development of Asia/Pacific Regional Guidance Material*

2.7 FPL&AM/TF/2 prepared the draft document titled *Asia/Pacific Guidance Material for the Implementation of Amendment 1 to Procedures for Air Navigation Service – Air Traffic Management, (PANS-ATM, DOC 4444), 15<sup>th</sup> Edition*. ATM/AI/SAR/SG/20 reviewed the draft document and adopted the Draft Conclusion as follows:

***Draft Conclusion SG 20/2 – Regional Guidance Material for the Implementation of Amendment 1 to PANS-ATM***

*That, in order for States to clearly understand what is intended in Amendment 1, the ‘Asia/Pacific Guidance Material for the Implementation of Amendment 1 to the 15<sup>th</sup> Edition of the Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444)’ provided in Appendix A to the Report on Agenda Item 4 be adopted and published as regional guidance material.*

*Regional Strategy for Implementation*

2.8 FPL&AM/TF/2 had adopted an Asia/Pacific approach using a phased transition, where ANSPs would implement NEW, followed by users. A transition period was declared, commencing 1 January 2012 and ending 15 November 2012. The transition period was sub-divided as follows:

- **Phase 1** - ANSPs software delivery and internal testing  
1 January to 31 March 2012,
- **Phase 2**– ANSPs external testing and implementation  
1 April to 30 June 2012, and
- **Phase 3** – Airspace users testing and implementation.  
1 July to 15 November 2012

2.9 The meeting noted the phased implementation and thanked FPL&AM/TF for the work. It was particularly noted that both the PRESENT and the NEW flight plan formats would be accepted during the Phase 3 from 1 July to 15 November 2012 by ANSPs, and users could file either format. In light of the above, the meeting adopted the following Decision:

***Decision SG 20/3 – Phased Approach to Implement the NEW Flight Plan Format***

*That, in order to implement the NEW flight plan format in a progressive and orderly manner, the phased implementation developed by the Flight Plan & ATS Message Task Force be adopted.*

2.10 On the basis of the updated and firm information, and the regional approaches agreed by the Task Force, the meeting reviewed the regional implementation strategy for implementation and adopted the following Draft Conclusion:

***Draft Conclusion SG 20/4 – Strategy for Implementation of New Flight Plan Format***

*That the ‘Strategy for the Implementation of new ICAO Flight Plan Format and Supporting ATS Messages’ provided in Appendix B to the Report on Agenda Item 4 be adopted and published as the interim edition. States and users are urged to continue implementation planning based on the strategy.*

*Review by the Meeting*

2.11 The Chairman expressed the view that implementation of the NEW flight plan format would be a problem if it is not implemented in a uniform manner globally. He further stated that there would be huge problems if no fall back arrangement was to put in place. It was therefore considered

important for States to review urgently the status and readiness for implementation. It was recognized that despite the action taken two years ago by establishing the Task Force, there were still a number of concerns on its implementation. Concern was raised that some States might not be able to meet the target date of implementation. IATA stated that it was not just flight plans but also expected huge problems associated with the changes in numerous ATS message formats. It was recognized that it was high time that States came up with strategies and timelines for implementation of transition plan. In view of the above, the Task Force was expected to make a firm decision in a timely manner. IFATCA also endorsed the concerns expressed by IATA. It was emphasized that global harmonized implementation could only be achieved through timely coordination work carried out by ICAO Headquarters.

2.12 IATA stated that the United Kingdom was not ready to accept and they were not going to have the software ready to implement the NEW flight plan format. This would cause problems to all international airlines operating to and from the United Kingdom and have a wide impact. It was further stated that ICAO would be required to take a decision on the implementation date of November 2012 as it remains unrealistic.

2.13 The Secretariat informed that only Australia, Hong Kong China and Japan had so far informed the Regional Office of scheduled date and implementation methodology for transition in accordance with Conclusion 20/8. With a timeframe remaining before the NEW flight plan format effective date in 2012, it was vital that this information was available for planning purposes at the forthcoming FPL&AM/TF/3 to be held on 23 and 24 August 2010. States were **urgently** requested to provide this information to the Regional Office as required by Conclusion 20/8 to ensure the information is available prior to FPL&AM/TF/3.

#### Flight Plan Implementation Tracking System (FITS)

2.14 It was noted that ICAO Flight Plan Implementation Tracking System (FITS) provides information regarding the implementation status of the NEW FPL format in each State along with guidance and harmonized solutions to any difficulties encountered in the implementation process. It can be accessed at <http://www2.icao.int/en/FITS/Pages/home.aspx>. The State letter was issued by ICAO Headquarters requesting States to inform the respective ICAO Regional Office accredited to States of actions completed toward implementation of the PANS-ATM provisions regarding the NEW ICAO flight plan content which will ensure current status of FITS in each State. This issue was discussed and some updates were provided. In view of this, the meeting formulated the following Draft Conclusion.

#### ***Draft Conclusion SG 20/5 – Notification of State Transition Date to the NEW Flight Plan Format***

*That, in order to keep the ICAO Flight Plan Implementation Tracking System (FITS) website updated, States which have not yet provided data inform the Regional Office of the initial set of data required in the FITS website, such as scheduled date and contact person, by 22 October 2010, and subsequently update the data as required.*

#### Proposed Changes to the Operational Letter of Agreement between States for the Monitoring of Aircraft Navigation Errors in the South China Sea Area

2.15 Singapore informed ATM/AIS/SAR/SG/20 that based on the Operational Letter of Agreement (LOA) signed in June 2008, the Civil Aviation Authority of Singapore (CAAS) had been designated as the Monitoring Authority and responsible for collating relevant data concerning flight operations along RNAV routes, L625, L642, M767, M771, N884 and N892, including the Gross Navigational Errors (GNE) reports from Hong Kong China, the Philippines and Singapore. Subsequently, South East Asia Safety Monitoring Agency (SEASMA) has been set up as the En-route

Monitoring Agency (EMA) to provide airspace safety assessment and monitoring services to support the introduction and continued safe use of horizontal-plane separation minima in the South China Sea area.

2.16 In light of the above, the need to revise the current LOA was identified to reflect the change in the name of monitoring authority from CAAS to SEASMA. The meeting noted the changes proposed to the draft LOA. The meeting requested State representatives to take the LOA back to their States and provide comments to Singapore. It was agreed that the LOA among States concerned should be signed during APANPIRG/21 to be held in September 2010 in Bangkok.

#### Global ATS Inter-Facility Data Communications (AIDC) Interface Control Document (ICD)

2.17 APANPIRG/20 recognized the benefits that would accrue from a common Global Oceanic and Remote ICD, and thanked the United States for agreeing to undertake this work. APANPIRG/20 requested that the Regional Office take Asia/Pacific coordination responsibility for the project. APANPIRG adopted Decision 20/14 which supported the work being undertaken by the United States to coordinate a global ICD for AFTN AIDC and requested the Regional Office to act as the regional point of contact for this work.

2.18 The United State Federal Aviation Administration (FAA) drafted a *Global Interface Control Document (ICD) for ATS Inter-Facility Data Communications (AIDC)* which was provided to the Informal Pacific ATC Coordinating Group (IPACG) for review and comments. ATM/AIS/SAR/SG/20 took note of activities carried out by the United States for the development of the global document and appreciated the work carried out. As the meeting did not have the expertise, participants were requested to take this information back to respective States for review and to provide resulting comments to Ms. Karen Chiodini (email: [Karen.L.Chiodini@faa.gov](mailto:Karen.L.Chiodini@faa.gov)) by 31 August 2010. With respect to the approval procedure of the document, it was informed that the same procedure undergone for approval of the *Global Operational Data Link Documents (GOLD)* would be also applicable for the Global ICD. The document, however, was expected to be completed for consideration by APANPIRG in 2011, and the meeting felt that it was too early to formulate a Conclusion. The meeting suggested the United States to submit the document to the CNS/MET Sub-Group meeting to be held in Jakarta from 19 to 23 July 2010. The Secretariat informed that the Asia/Pacific AIDC Implementation Seminar would be held in Bangkok on 12 and 13 October 2010, and advised that the forum could be used to seek comments.

#### **Review of ATS Coordination Group Meetings**

##### Bay of Bengal Reduced Horizontal Separation Implementation Task Force

##### *Implementation Strategy for Use of 50 NM Longitudinal Separation in the Bay of Bengal*

2.19 Over the period of the three Task Force meetings, it was finally agreed that three phases would be used in the implementation process of 50 NM longitudinal separation as follows:

Phase 1: N571, P628 and P762;

Phase 2: L301, L510, L759, M300, M770, N563, N877, P570 and P574; and

Phase 3: All other RNP 10 routes

##### *Horizontal En-route Monitoring Agency and Operational Letter of Agreement for the Monitoring in the Arabian Sea, the Bay of Bengal and the Indian Ocean*

2.20 The meeting noted that during a Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF) meeting, India advised the Task Force that, taking into

consideration the amount of airspace within their flight information regions (FIRs) in both the Arabian Sea and the Bay of Bengal, they were prepared to establish EMA to cover all routes to which 50 NM longitudinal separations would be applied. Singapore, who is responsible for the EMA service for the South China Sea area, offered to share their experience with India in this regard.

2.21 The Task Force recalled that the implementation of reduced horizontal separation minima requires continuous monitoring of aircraft navigation errors. This includes the identification and reporting of any Large Lateral Deviations (LLD) or Large Longitudinal Errors (LLE), to ensure that the target level of safety (TLS) of the operations within the airspace in question meets the regionally established TLS.

#### **Review Outcomes of RASMAG/20**

2.22 ATM/AIS/SAR/SG/20 had a lengthy discussion on the Central Reporting Agency (CRA) arrangement. During the discussion, the meeting noted that the CRA arrangements were made on an individual sub-regional basis, and the arrangements and the mechanisms differed from sub-region to sub-region. The meeting felt that a region-wide safety monitoring arrangement for data link operations with oversight by RASMAG would be preferred. Accordingly, the meeting formulated the following Draft Conclusion for consideration by APANPIRG:

#### ***Draft Conclusion SG 20/13 – CRA Arrangement under RASMAG Responsibility***

*That, in light of the variation of the CRA arrangement across the region, RASMAG be invited to provide guidance and oversight in the arrangement for the establishment and the operations of CRA in order to achieve a sustainable mechanism for the region.*

#### **Review Developments Relating to CNS/ATM Implementation**

2.23 IATA expressed the view that implementation of newer technologies and procedures such as PBN and ADS-B presented new opportunities beyond the scope of the original definition of Continental Airspace, particularly within Asia/ Pacific. In some parts of Asia/Pacific, while a majority of an ATS route may well be over the “high seas” and therefore is prescribed as an Oceanic route, it may also be within range of ATM capability such as surveillance and direct communication. Aircraft on these routes are also generally within range of ground facilities, enabling periodic navigation update capability.

2.24 IATA considered that airspace (route or portion thereof) where CNS/ATM capability enables surveillance and VHF communication should be considered “Continental”. The airspace (route or portion thereof) where the capability does not exist should be considered either “Remote Continental” or “Oceanic”. In order to realize significant benefit, IATA had sought endorsement in principles that State consider air routes/airspace to be “Continental” based on CNS/ATM capability where justified, and otherwise be considered Oceanic. The Secretariat stated that there was no longer explicit definition of “Oceanic”, “Remote Continental” and “Continental” airspace in the ICAO documents, and separation application could be determined based on the capability of the CNS/ATM infrastructure.

#### **ADS/CPDLC Operational Trial and the Proposed Action Plan for Transition from the Trial to the Operational Implementation in the Ujung Pandang FIR**

2.25 The meeting was informed that Indonesia had conducted the ADS/CPDLC operational trial on oceanic ATS routes A461, B462, B583, B472, B473, B584 and R340/R590 in the Ujung Pandang FIR for all aircraft equipped with FANS-1/A from 3 July 2008 to 3 June 2010. During

the first year of the trial, some problems were experienced, which were resolved by 2009. However, AIDC test continued. Indonesia has prepared the AIP Supplement on ADS/CPDLC operation in the Ujung Pandang FIR for publication on 29 July 2010 to notify the operation effective from 23 September 2010. The revised Supplementary Letter of Agreement (SLOA) on transfer of ADS/CPDCL between Brisbane ACC and Ujung Pandang ACC was approved and signed on 3 June 2010.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note in general the contents of the meeting report presented in this working paper; and
- b) note that ATM/AIS/SAR/SG/20 proposed three Draft Conclusions to APANPIRG and one Decision for themselves for the NEW flight plan format matters.

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