



International Civil Aviation Organization

The Sixth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/6) and the First Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/1)

Bangkok, Thailand, 19 – 23 September 2011

Agenda Item 2: Review Outcomes of Related Meetings

REVIEW of FITBOB/13 and BOB-RHS/TF/5

(Presented by the Secretariat)

SUMMARY

This paper presents a brief summary of major items discussed during the course of both meetings.

1. INTRODUCTION

1.1 The Thirteenth Meeting of the FANS Implementation Team for the Bay of Bengal (FIT-BOB/13) and the Fifth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force (BOB-RHS/TF/5) were held consecutively at the Kotaite Wing, ICAO Asia and Pacific Regional Office, Bangkok, Thailand, from 07 to 11 February 2011.

1.2 The meetings focused on the implementation of Phase 1 concerning the reduction to 50NM longitudinal separation on 4 major routes crossing the Bay of Bengal and then transiting either the Arabian Sea or the Kabul FIR.

2. DISCUSSION

FITBOB/13

Malaysia Update on ADS-C/CPDLC Implementation

2.1 The qualitative assessment performed by Malaysia indicated that their ADS-C/CPDLC system stability was not sufficient to allow use for operational provision of reduced separation at this time, however this was being looked into.

Information on Indian data collection and facilities

2.2 India presented a brief summary on their data collection, which was part of their quantitative safety assessment and continued progress towards development of Bay of Bengal Arabian Sea Monitoring Agency (BOBASMA) capability. India further announced the upgrading of their ATM automation systems and the installation of nine new surveillance systems by July 2011. This would allow the whole Indian continental airspace would then be covered by ATS surveillance and DCPC. IATA congratulated India on their maturing systems.

FIT-BOB Terms of Reference (TORs)

2.3 It was noted that the forthcoming APANPIRG Contributory Bodies Review Task Force may affect the FIT-BOB. The TORs appeared to require amendment in order to clarify the expectation that FIT-BOB was not an approvals body as such.

Progress Report of ADS-C/CPDLC Operation within the Ujung Pandang FIR

2.4 This report highlighted the collaborative work being undertaken by Australia and Indonesia in operational surveillance data sharing. There is a Joint Standing Committee between the DGCA Indonesia and the Civil Aviation Safety Authority Australia that oversees regulatory compliance.

2.5 It was also noted that there had been a lack of PRs, reports of which should be encouraged as PRs are a vital part of the safety oversight of data link operations.

Other Items of Interest

2.6 The meeting was advised of other items of interest. These included:

- a) Continued progress of the Maldives in developing their data link capability;
- b) Information on Indian data collection and facilities especially in respect to the upgrading of their ATM automation systems and the installation of nine new surveillance systems by July 2011. The whole Indian continental airspace would then be covered by ATS surveillance as well as DCPC;

BOB-RHS/TF/5*Kabul ACC Status Report and overview of significant events*

2.7 It was noted that communications equipment within the Kabul FIR has improved with full VHF coverage on all transiting routes through their airspace.

2.8 RVSM is scheduled to take place, along with other STAN States to the north on AIRAC Date 17 November 2011.

2.9 A MLAT system for Afghanistan with Twenty-seven (27) sensors has commenced in an effort to provide surveillance coverage, primarily flight level 270 (FL270) and above by the end of 2011. Due to high terrain issues, coverage at lower altitudes will be determined by a flight inspection.

2.10 Afghanistan has completed the required safety assessment and is ready to initiate the Reduced Longitudinal Separation to 50NM in a staged approach as agreed to.

2.11 Afghanistan also advised that the upcoming implementation of the new route between SAMAR and LAJAK was eagerly awaited. Initially, this new ATS route will only be available between 1900 to 2400UTC.

Phase 1 Implementation of BOB-RHS 50 NM Longitudinal separation

2.12 The meeting discussed the first phase of the BOB-RHS 50 NM separation which was scheduled to take place on 30 June 2011. This involved 4 RNAV routes, P762 (Bangkok to Colombo), P628 (Kuala Lumpur FIR through 3 Indian FIR, 2 Pakistan FIRs, Kabul FIR, Tehran FIR and into

Ashgabat FIR in Turkmenistan. Unfortunately this route and a parallel route B466 (now N636) had to be delayed due to issues in 2 FIRs. These matters will be relooked at at the BOB-RHS/TF/6 meeting.

2.13 The meeting also discussed and agreed to BOBCAT procedures taking into account 50NM separation on routes transiting the Kabul FIR by changing the spacing configuration from 15 minutes at the same level/same route through Kabul FIR to 12 minutes. This is expected to reduce delays to many of the aircraft operating during BOBCAT hours.

2.14 States agreed to publish the necessary AIP SUPP and coordinate with their neighbours on Letters of Agreement pertaining to changes to the longitudinal standards.

2.15 It was also agreed that, where BOB-RHS routes were presently not RNAV routes, these should be changed to RNAV designations to conform 50 NM procedures otherwise consideration should be taken to delete them.

Assessment of the Safety of continued use of 50NM Lateral and the Implementation of 50NM Longitudinal Separation Standards on ATS Routes P628, L510, N571 and P762

2.16 Singapore presented the meeting with the results of an assessment of the risk associated with the continued safe use of 50NM lateral and the introduction of 50NM longitudinal separation standards on Bay of Bengal routes L510, N571, P628 and P762.

2.17 The ATS routes affected for Phase One and Two were considered in the conduct of the lateral safety assessment. The risk associated with the 50NM lateral separation standard was estimated to be in compliance with the Regional Target Level of Safety (TLS). Examination of the risk associated with the 50NM longitudinal separation standard also indicates that the TLS is satisfied with high confidence. In light of favorable risk estimates and the ongoing program for monitoring navigational performance, the safety assessment supports the continued used of 50NM lateral and the introduction of 50NM longitudinal separation standards on L510, N571, P628 and P762.

Conclusions and Recommendations from the Safety Assessment for Phase One

2.18 Both the estimates of lateral and longitudinal risk shows compliance with the corresponding TLS values during the months of the monitoring period. Since the assessment for the lateral TLS used traffic counts and LLDs reported for all twelve routes, it was concluded that a 50NM lateral separation between any of the two routes would satisfy the lateral TLS.

2.19 The meeting gave sincere thanks to Singapore and in particular, the staff of SEASMA, for their dedication and professional work achieved in a relatively short amount of time in collecting all the data from various sources, calculating this data and resulting in a positive result.

Proposed Changes to Communications Procedures-B465 Vientiane/Yangon FIR

2.20 The meeting noted that there was limited VHF coverage near the FIR boundary between Vientiane and Yangon on ATS route B465, aircraft were required to communicate on HF frequencies in this area. However, during night-time hours there have been several occasions where two-way communications using HF frequencies has been unsatisfactory.

2.21 Myanmar had been undergoing successful operational trials on their ADS-C/CPDLC equipment over the last several months with cooperation from international air carriers. In early December, a further test of the data-link equipment was performed using the Boeing Company data-link 'test bench'. The Test Report from Boeing indicated that this initiative was also successful.

2.22 In an attempt to improve communications on this ATS route which links Hong Kong and other southeast airports of China with the Middle East, Myanmar has explored the opportunity whereby CPDLC could be the primary means of communication for suitably equipped aircraft, especially during night-time periods when HF is unreliable, until aircraft were within range of VHF communications.

2.23 Myanmar advised the meeting that discussions with IATA on this proposal has already taken place, IATA is in agreement and they are presently in discussions with Lao PDR to coordinate a procedure and when agreed, make changes to the Letter of Agreement between both States

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the summary of the BOB-RHS/TF/5 report contained in this paper; and,
- b) discuss any relevant matters as appropriate.

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