



International Civil Aviation Organization

The Eleventh Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/11) and the Eighteenth Meeting of the South-East Asia ATS Coordination Group (SEACG/18)

Bangkok, Thailand, 3 – 6 May 2011

Agenda Item 2: Review of ADS/CPDLC Implementation

SUMMARY REPORT OF THE 13TH MEETING OF THE FIT FOR THE BAY OF BENGAL

(Presented by the Secretariat)

SUMMARY

This paper presents summary report of the 13th Meeting of the FIT for the Bay of Bengal (FIT-BOB/13, February 2011).

1. INTRODUCTION

1.1 FIT-BOB/13 was held at ICAO Asia and Pacific Office, Bangkok, Thailand on 8 February 2011 in conjunction with the Fifth Meeting of the Bay of Bengal Reduced Horizontal Separation Implementation Task Force.

2. DISCUSSION

Central Reporting Agency

2.1 There was no central reporting agency (CRA, provided by Boeing in the BOB area) represented at the meeting. IATA noted that Boeing was not able to attend the meeting due to a contractual issue but was hopeful that this would be solved in the near future.

Review Bay of Bengal ADS/CPLDLC Operations

ADS/CPDLC Progress and Commencement of 24-hour Operational Trial within Kuala Lumpur FIR

2.2 Malaysia presented the status of the Malaysian automatic dependent surveillance (ADS)/controller-pilot data link communication (CPDLC) systems. Malaysia's new system would allow integration of multilateration and ADS-B as well as the present radar and ADS-C integration.

2.3 The meeting noted several problem reports (PRs) but there was no analysis of these issues available from CRA at the time presented. In terms of the system performance analysis, the Secretariat noted that Malaysia made reference to the *FANS Operations Manual* (FOM), whereas the 20th Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20, September 2009) formally adopted the *Global Operational Data Link Document* (GOLD) to replace the FOM. The assessment performed by Malaysia indicated that the system stability was not sufficient to allow use for operational provision of reduced separation at this time, but this was being worked on.

2.4 IATA commented that they were pleased with the progress that had been made. IATA noted that in more mature systems, ADS-C reports were utilised for position reports in lieu of CPDLC reports. India commented that in case there is no ADS-C connection and only CPDLC connection, only CPDLC could be used for position verification. IATA stated that they would prefer the minimum of delay to implement reduced horizontal separation standards, and preferred the earliest possible implementation.

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

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

2.6 The meeting noted that there had been a lack of PRs, reporting of which should be encouraged as they are a vital part of the safety oversight of data link operations. The meeting discussed whether Ujung Pandang Flight Information Region (FIR) should be within FIT-SEA instead of FIT-BOB. There was general discussion about the different traffic flows that each FIR supported, and the possibility of FIT-BOB and FIT-SEA being merged. For the time being, the Ujung Pandang FIR should have more association with FIT-SEA while the Jakarta FIR could remain with FIT-BOB.

Update ADS/CPDLC Status and Capacity Enhancement Tables

2.7 The ADS/CPDLC Status and Capacity Enhancements Tables was presented by the Secretariat and amended as required.

Progress Report of ADS-C/CPDLC Implementation Trials in Male FIR, Maldives

2.8 The meeting noted the continued progress of the Maldives in developing their data link capability, although the Maldives were not part of Phase 1 reduced longitudinal separation implementation and planned operational trial from March 2011. India was collaborating with the Maldives, and Boeing was also assisting. The Maldives has direct controller pilot communications (DCPC) using very small aperture terminals (VSAT) to retransmit VHF.

Information on Indian Data Collection and Facilities

2.9 India presented a brief summary on their data collection, which was forming part of their 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. The whole Indian continental airspace would then be covered by ATS surveillance and DCPC. IATA congratulated India on their maturing systems and noted that the data presented indicated that Indian data link system performance appeared to be in compliance with the GOLD.

Update FIT-BOB Task List

2.10 The meeting reviewed and updated the Task List for the FIT-BOB, incorporating information provided during the meeting.

Any Other Business

FIT-BOB Terms of Reference (TORs)

2.11 The general discussion that followed noted the forthcoming APANPIRG Contributory Bodies Review Task Force in May 2011 may affect the FIT-BOB.

2.12 FIT-BOB recognized that it was necessary for FIT-BOB, as a technical oversight body, to be provided with data link safety data from each State concerned and for appropriate technical experts to assess this data from a sub-regional perspective. States should therefore be encouraged to continue providing such data to each FIT meeting, and ensure that State and CRA experts attend the FIT-BOB.

2.13 IATA noted that the use of a CRA *per se* was not mandatory, and that it was the State's responsibility to determine whether the assessment of data link performance was conducted by the State itself or a dedicated CRA. The meeting participants noted that the primary responsibility under Annex 11 – *Air Traffic Services* for safety assessment of airspace/ATS system changes rests with the States concerned, and on the basis of such assessment (which includes compliance with GOLD standard), the endorsement of FIT-BOB for the implementation of reduced horizontal separation standards was recommended, but not required.

Report on the Activities of the Thirteenth Meeting of RASMAG

2.14 The Secretariat presented report on the activities of the 13th Meeting of the Regional Airspace Safety Monitoring Agency (RASMAG/13, August 2010). IATA commented that CRA-Japan would cease its service for the South China Sea area at the end of March 2011 as agreed by FIT-SEA, and that the arrangement in the past for CRAs had been problematic, mainly due to funding issues. IATA informed the meeting that their preference was there should not be a separate charge for CRA funding.

Summary Report of the 10th Meeting of FANS Implementation Team for South-East Asia (FIT-SEA/10)

2.15 The meeting was informed that at the 20th Meeting of the ATM/AIS/SAR Sub-group (ATM/AIS/SAR/SG/20, July 2010), Singapore offered to assume the role of CRA after March 2011 and that CRA Japan gave the assurance of assisting CRA Singapore as required during the transition period. Singapore updated the meeting that they had secured the necessary budgetary approval and is currently in the process of contracting the services of CRA Supporting Agency (CRASA).

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information.

.....