



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 ATM Coordination Group (SEACG/18)

Bangkok, Thailand, 3 – 6 May 2011

Agenda Item 2: Review of ADS/CPDLC Implementation

**SUMMARY REPORT OF APANPIRG ON
FIT-SEA ACTIVITIES**

(Presented by the Secretariat)

SUMMARY

This paper presents summary reports of the 21st Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/21, September 2010) on the activities of FIT-SEA and other matters relating to data link operations.

1. INTRODUCTION

1.1 APANPIRG/21 reviewed the outcomes of FIT-SEA/10 (May 2010, Singapore) and other matters relating to data link operations. Following are excerpts from the APANPIRG/21 report.

2. DISCUSSION

APANPIRG Agenda Item 3.2 – ATM/AIS/SAR

Global Operational Data Link Document

2.1 The meeting recalled that the *Global Operational Data Link Document* (GOLD) had replaced the *Guidance Material for ATS Data Link Services in North Atlantic Airspace* (NAT Data Link GM) and the *FANS-1/A Operations Manual* (FOM) for Asia/Pacific (APAC), South American (SAM) and African/Indian Ocean (AFI) Regions. The GOLD also includes provisions for the aeronautical telecommunication network (ATN) implementation in the European Region. The First Edition of GOLD is available for download on the websites of the United States Federal Aviation Administration (FAA), Airways New Zealand and ICAO Asia and Pacific Office.

Status of ATM-Related Regional Guidance Material

Guidance Material for End-to-End Monitoring of Data Link Systems

2.2 The *Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region* was drafted by the Regional Airspace Safety Monitoring Advisory Group (RASMAG) to provide a set of working principles for ATS data link system performance monitoring that would be applied by all States implementing these systems, as well as providing detailed guidance on the requirements for establishing and operating FITs and Central Reporting Agencies (CRAs).

Guidance Material for Data Link Ground Equipment Procurement and Implementation

2.3 RASMAG/9 (May 2008, Bangkok) updated the *Guidance Material for ADS/CPLDC/AIDC Ground Systems Procurement and Implementation*. Version 2 is now available from the ICAO APAC Office website (<http://www.bangkok.icao.int/>) under the menu “APAC e-Documents”.

ATS Coordination Group Activities

2.4 The meeting was updated on the activities of the 17th Meeting of South-East Asia ATS Coordination Group (SEACG/17, with FIT-SEA/10) and FIT-SEA/10.

Tenth Meeting of FANS Implementation Team for South-East Asia (FIT-SEA/10, May 2010, Singapore, with SEACG/17)

2.4.1 Philippines had informed FIT/SEA-9 (May 2009, Bangkok) that the current system of Manila Area Control Centre (ACC) would be replaced by a system that has built-in data link capabilities. In connection with this, data link trials were planned for the fourth quarter of 2010 with the objective of providing the full operations in 2012.

2.4.2 In February 2010, Singapore carried out a detailed study of the occurrences of the marginal downlink performance. Most of the occurrences were found to be in the VHF-SATCOM transition areas. The results validated that the poor downlink performance was correctly attributed to the B777 problem. Singapore will continue to monitor this issue and provide an update at the next meeting.

Seventeenth Meeting of South-East Asia ATS Co-Ordination Group (SEACG/17, May 2010, Singapore, with FIT-SEA/10)

2.4.3 The objective of SEACG was to address implementation and coordination issues, and to develop solutions to overcome the current problems experienced in the provision of ATS by developing an action plan with specified timelines. Japan announced at FIT-SEA/10 that they would no longer be able to provide the FIT-SEA CRA service after March 2011 because of its national budget and other reasons. FIT-SEA/10 recognized the need to establish a formal FIT-SEA CRA as soon as possible but not later than March 2011 by Philippines, Singapore and Viet Nam.

Review by ATM/AIS/SAR/SG/20

2.4.4 In view of the urgent need for the continuation of the CRA functions, Singapore, Philippines and Vietnam had a side meeting. Philippines and Vietnam requested Singapore to assume the role of the CRA after March 2011. Singapore informed the meeting that it would seek management approval and will provide the update at APANPIRG/21 to be held in September 2010. It was assured that CRA Japan would assist Singapore in establishing the formal FIT-SEA CRA as required during the transition period until 31 March 2011. The meeting appreciated the offer made by Japan and Singapore.

APANPIRG Agenda Item 3.3 – Regional Airspace Safety Monitoring Advisory Group (RASMAG)

ADS-C/CPCLC Data Link Performance Monitoring

2.5 United States presented data highlighting the difference in communication performance observed between two separate regions of the New York and the Oakland flight information regions. The United States noted the Oakland data reflects the improvements to the system from the implementation of the CRA function. United States also provided a summary of observed errors in the estimated time of arrival at the next compulsory waypoint contained in ADS-C position reports received at New York and Oakland oceanic centers. The analysis concentrated on ADS-C reports with the current position time equal to the estimate of time over next compulsory waypoint, e.g. the time interval to next waypoint given as zero. The results showed a pattern associated with the time of day for ADS-C reports originating from a specific aircraft manufacturer. FAA has notified the aircraft manufacturer of the problem, and the aircraft manufacturer had responded and indicated that the problem had been identified and planned a fix for 2012.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information.

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