



International Civil Aviation Organization

The Second Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/2)

Bangkok, Thailand, 22 – 25 May 2012

Agenda Item 4: Implementation of CNS/ATM Systems

ESTABLISHMENT OF SAIOACG SMALL WORKING GROUPS

(Presented by the Secretariat)

SUMMARY

This paper presents suggestions for SAIOACG workgroups that can progress planning and development in the vital areas of ATS Communications and ATS Surveillance areas.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

GPI-1 Flexible use of airspace

GPI-6 Air traffic flow management

GPI-7 Dynamic and flexible ATS route management

GPI-8 Collaborative airspace design and management

GPI-12 Functional integration of ground systems with airborne systems

GPI-16 Decision support systems and alerting systems

GPI-17 Data link applications

GPI-18 Aeronautical information

GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 During the Nineteenth Meeting of the Southeast Asia ATM Coordination Group (SEACG/19, Bangkok, Thailand, 1 – 4 May 2012) an ad hoc survey was conducted that revealed a large number of SEACG administrations were either not planning to use ATS Inter-facility Data-link Communications (AIDC) or did not have this capability in the near future. This was despite the previous APANPIRG Conclusion copied below urging States to implement AIDC due to its effectiveness in reducing human transfer errors.

Conclusion 19/19 - Implementation of AIDC in Asia and Pacific Regions

That, States be urged to expedite implementation of AIDC between neighboring ATS facilities in accordance with the Regional Air Navigation Plan and the Asia/Pacific AIDC ICD.

1.2 The SEACG/19 meeting discussed problems associated with major traffic delays, and in particular IATA urged the meeting to consider the effect of the large traffic increases and the high cost of fuel, as well as the environmental drivers to being more efficient. The meeting also discussed the ad hoc nature of ATFM responses evident in the area, and the effect of large scale weather deviations, which may or may not be associated with ATFM, dependent on the individual circumstances.

1.3 The Secretariat also surveyed the meeting on the provision of ATS surveillance and the use of this tool to provide a separation solution rather than rely on procedural standards. It was clear from the survey that there had been little sub-regional planning in Southeast Asia for the implementation of ATS based surveillance standards as the ATS route default was always dependent on the standard used at the transfer of control point and this varied.

2. DISCUSSION

2.1 The inconsistency in approach in the sub-regional planning for the AIDC, ATFM and ATS surveillance fields means it is important to approach the development and implementation of these areas in a much more disciplined manner, with more regular appraisal of the status of progress, barriers, and solutions that drives SAIOACG thinking in the right direction.

2.2 It should be noted that each of the three fields mentioned are key components of the Aviation System Block Upgrade (ASBU) and Seamless ATM initiatives, so there is every reason to start a concerted effort to manage these developments now rather than wait until 2013 when these components are formally analyzed by APANPIRG. In particular the Seamless ATM initiative is concentrating on identification of service 'gaps' regarding communications such as Controller Pilot Data-link Communications (CPDLC), Very High Frequency (VHF) communications, and surveillance such as Automatic Dependent Surveillance-Broadcast (ADS-B) and Automatic Dependent Surveillance-Contract (ADS-C).

2.3 It is clear that with the large number of high density aerodromes and ATS routes, and the growth rate being experienced in the Asia/Pacific Region, that SAIOACG needs to be proactive in its planning. An option is to establish two SAIOACG Small Working Groups (SWG) that deal with the ATS Communications (including AIDC, VHF and CPDLC), and ATS surveillance areas (ADS-B, ADS-C and radar in terms of facilities and ATC separation standards). Such SWG would be required to meet in break-out groups during SAIOACG meetings as required, and use electronic communications to develop work in-between meetings. The intent would for the two SWG to report at the SAIOACG/3 and be terminated at that time, unless there was outstanding or continuing work required that could not be progressed by SAIOACG itself.

2.4 Regarding ATFM, India's continued development of ATFM and its desire to work with other South Asian States in order to implement more formalized ATFM on a sub-regional basis means that this field had a natural planning focus already in place.

2.5 The Secretariat suggests that with regard to the three areas, the following administrations may wish to consider leadership of the SWGs:

- COM SWG – TBA, (Secretariat – Mr. S. Sumner); and
- ATS Surveillance SWG – Singapore (Mr. Edmund Heng, Secretariat – Mr. Soon Boon Hai).

2.6 The meeting is invited to discuss a following draft Decision, which is a matter for SAIOACG itself to determine:

Draft Decision SAIOACG2 /1

That, SAIOACG ATS Communications (COM) and ATS Surveillance (SUR) Small Working Groups be established to:

- a) Assess the current status and planning of implementation;*
- b) Identify barriers to implementation;*
- c) Make recommendations to assist harmonized ATM procedures and applications;*
- d) Make recommendations that assist implementation in accordance with the Asia/Pacific Air Navigation and ATFM Concepts of Operations, and the Asia/Pacific Seamless ATM initiatives, related to the COM and SUR fields.*

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) agree to the formation of the SAIOACG ATS Communications (COM) and ATS Surveillance (SUR) Small Working Groups; and
- c) discuss any relevant matters as appropriate.

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