



International Civil Aviation Organization

**The 17<sup>th</sup> Meeting of the Regional Airspace Safety Monitoring Advisory Group  
(RASMG/17)**

Bangkok, Thailand, 28 – 31 August 2012

**Agenda Item 5: Airspace Safety Monitoring Activities/Requirements in the Asia/Pacific Region**

**REPORTING GROSS NAVIGATION ERRORS TO THE ATM/AIS/SAR SUB-GROUP**

(Presented by Singapore)

**SUMMARY**

This paper discusses the necessity of reporting of Gross Navigation Errors during the ATM/AIS/SAR sub group meeting.

This paper relates to –

**Strategic Objectives:**

A: *Safety – Enhance global civil aviation safety*

**Global Plan Initiatives:**

GPI-2 Reduced vertical separation minima

**1. INTRODUCTION**

1.1 Since 2001, aircraft operations in the South China Sea area have been monitored for the collection of data for the conduct of safety assessment. In addition, a revision to the LOA for Monitoring of Aircraft Navigation Errors (GNE) in the South China Sea Area in June 2008, catered for the collection of data for the conduct of safety assessment to implement 50/50NM operations and future 30/30 NM reduced horizontal separation on the 6 designated RNAV routes namely L642, M771, N892, L625, N884 and M767.

1.2 Reports of GNE for the South China Sea region are discussed during the ATM/AIS/SAR Sub-group meeting.

**2. DISCUSSION**

2.1 In assessing the navigation errors on the six RNAV routes, there were six areas designated for monitoring, given the extensive ground-based navigation aid coverage in the South China Sea, as follows:

- a) AKOTA and AVMUP on L625;
- b) ESPOB and ENREP on L642;
- c) TEGID and BOBOB on M767;
- d) DOSUT and DULOP on M771;
- e) LULBU and LEGED on N884; and
- f) MELAS and MABLI on N892.

2.2 The States responsible for the gathering and forwarding of traffic movements including the Navigation Error data on the above designated areas would be Hong Kong China, Philippines and Singapore. It should also be noted that navigation error reports relating to areas other than those stated above, should also be processed and reported in accordance with the Operational LOA.

2.3 After collection, the required data and error reports (even if nil reports) should be forwarded to the Monitoring Authority not later than 15 days from the end of the month within which the data was collected.

2.4 Currently in the reporting process, Singapore is the Monitoring Authority and is responsible for collating relevant data concerning flight operations along these routes, including the Gross Navigational Errors (GNE) from Hong Kong China, Philippines and Singapore, before forwarding the reports to Chairman, ATM/AIS/SAR and RASMAG through the ICAO Bangkok Office.

2.5 During the ATM/AIS/SAR Sub-Group meeting, when all States are present, the RASMAG risk assessment/GNE reports are reviewed and discussed at length, more information could be provided by States if required.

2.6 During the same ATM/AIS/SAR Sub-Group meeting, another gross navigation error report relevant to the South China Sea area but submitted by Singapore, was also discussed. As the information in this report by Singapore is already covered in the RASMAG report, there is an unnecessary duplication of information to the Sub-Group. Therefore, it would be logical and time-saving for the Sub-Group to refer only the RASMAG report.

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

3.1 The meeting is invited to discuss the necessity of the South China Sea gross navigation error report to be provided by Singapore as the information is also captured in RASMAG reports reviewed by the ATM/AIS/SAR Sub-group meeting.

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