

**Proposal for Amendment of
Regional Supplementary Procedures ICAO Doc 7030/3**
(Serial No. APAC-S 14/07 – MID/ASIA/PAC)

- a) **Regional Supplementary Procedures, Doc 7030/3:** MID/ASIA and PAC
- b) **Proposing State:** ICAO
- c) **Proposed Amendment:** 1. On page MID/ASIA 3-2 dated 25/08/09

Insert the following text on 3.3.1:

3.3 Controller-Pilot Data Link Communications (CPDLC)

3.3.1 All aircraft operating within the following FIRs shall carry and operate a serviceable CPDLC facility within designated portions of airspace and the conditions mandated by the State with responsibility for the FIR concerned: Auckland Oceanic, Bangkok, Beijing, Brisbane, Chennai, Colombo, Delhi, Dhaka, Fukuoka, Guangzhou, Hanoi, Ho Chi Minh, Honiara, Hong Kong, Incheon, Jakarta, Kabul, Karachi, Kathmandu, Kolkata, Kota Kinabalu, Kuala Lumpur, Kunming, Lahore, Lanzhou, Male, Manila, Melbourne, Mumbai, Nauru, Phnom Penh, Port Moresby, Pyongyang, Sanya, Shanghai, Shenyang, Singapore, Taipei, Ujung Pandang, Ulan Bator, Urumqi, Vientiane, Wuhan, Yangon.

3.3.2 The portions of airspace referred to in 3.3.1 may only be designated after the following actions had been undertaken:

- a) appropriate consultation with affected airspace users and affected Air Traffic Control (ATC) units;
- b) conduct of a safety case, which includes, *inter alia*, a human factors review and the integration of data into the ATC workstation;
- c) appropriate pilot and ATC training;
- d) the ability to provide an enhanced service delivery; and
- e) promulgation of the airspace mandate with appropriate notice, and in accordance with the provisions of Annex 15.

2. On page PAC 3-2 dated 30/11/07

Insert the following text on 3.3.1:

3.3 Controller-Pilot Data Link Communications (CPDLC)

3.3.1 All aircraft operating within the following FIRs shall carry and operate a serviceable CPDLC facility within designated portions of airspace and the conditions mandated by the State with responsibility for the FIR concerned: Anchorage Oceanic, Auckland Oceanic, Nadi, Tahiti.

3.3.2 The portions of airspace referred to in 3.3.1 may only be designated after the following actions had been undertaken:

- a) appropriate consultation with affected airspace users and affected Air Traffic Control (ATC) units;
- b) conduct of a safety case, which includes, *inter alia*, a human factors review and the integration of data into the ATC workstation;
- c) appropriate pilot and ATC training;
- d) the ability to provide an enhanced service delivery; and
- e) promulgation of the airspace mandate with appropriate notice, and in accordance with the provisions of Annex 15.

d) Proposers' Reasons for Amendment:

Since 2011, the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) has agreed to a number of Conclusions designed to facilitate the enhancement of Air Navigation Services (ANS) within performance-based airspace. In essence, APANPIRG endorsed the concept of airspace mandates to improve the safety and efficiency of airspace, as long as there was appropriate consultation and a performance benefit to airspace users. The development of the Seamless ATM Plan in 2013 was the main mechanism for States to improve ANS and airspace performance on a region-wide basis. The Conclusions are as follows:

APANPIRG/23 (2012)

Conclusion 23/5 – Asia/Pacific Air Navigation Concept of Operations Mandates

That, States intending to implement Performance-Based Navigation and Safety Nets may, after appropriate consultation with airspace users, designate portions of airspace within their area of responsibility:

- a) as providing priority for access to such airspace for

aircraft with prescribed Performance-Based Navigation (PBN) specifications and supporting data-link equipage (ADS-C/CPDLC); and/or

b) mandating the carriage and use of an operable Automatic Dependent Surveillance-Contract/ Controller Pilot Data-link Communications Systems (ADS-C/CPDLC) system, and mode A/C and/or mode S transponder.

While it is recognised that States may introduce restrictions and performance-based measures over their sovereign territory, mandates over the High Seas need to be implemented in line with regional air navigation agreements; in this case through APANPIRG. Thus it is necessary to introduce an amendment to the Regional Supplementary Procedures (ICAO Doc 7030) for Asia/Pacific FIRs that allows States to designate portions of performance-based airspace when they are able to provide the performance benefit and in accordance with aircraft equipage and capability.

The level of ANS capability and aircraft equipage varies throughout the Asia/Pacific, so it is intended that States will designate airspace when possible, in either exclusive or ‘non-exclusive’ (mixed mode with lower priority for non-equipped aircraft), as appropriate.

e) **Proposed Implementation Date of the Amendment** Upon approval of the Council

f) **Proposal Circulated to the Following States and International Organizations:**

Afghanistan	Mongolia
Australia	Myanmar
Bangladesh	Nauru
Brunei Darussalam	New Zealand
Cambodia	Palau, Republic of
China	Papua New Guinea
(cc: Hong Kong, China)	Philippines
(cc: Macao, China)	Republic of Korea
Cook Islands	Samoa
Democratic People’s Republic of Korea	Singapore
Fiji	Solomon Islands
France	Sri Lanka
Indonesia	Thailand
Japan	Timor-Leste
Kiribati	Tonga
Lao People’s Democratic Republic	United States
Malaysia	Vanuatu
Maldives	Viet Nam
Marshall Islands	IATA
Micronesia, Federated States of	IFALPA
	IFATCA

g) Secretariat Comments:

This Doc 7030 amendment proposal in respect of CPDLC, together with amendment proposals APAC-S 14/08 and 14/09 for MID/ASIA and PAC Regions, provides a framework for the state to establish performance based airspace, with consideration of such matters as existing and proposed airspace user equipages, mandate timing, definition of airspace volumes (both vertical and horizontal), exclusive or non-exclusive application, exemption provisions and management of State aircraft.

The amendment is specifically intended to enable States to promulgate airspace mandates over the High Seas, and to encourage a regional approach to the establishment of such mandates, where it is appropriate to do so and recognizing that it is not practical for the Asia/Pacific Region to establish Sub-Regional or Region-wide simultaneous mandates. This is in accordance with the concept of the Seamless ATM and performance-based approaches, as well as the Aviation System Block Upgrade (ASBU) initiative and Global Air Traffic Management Operational Concept (ICAO Doc 9854).