



*International Civil Aviation Organization*

**Fifteenth Meeting of the APANPIRG ATM/AIS/SAR Sub-Group  
(ATM/AIS/SAR/SG/15)**

Bangkok, Thailand, 25 – 29 July 2005

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**Agenda Item 5: Review of ATS coordination group meetings**

**REVIEW OF THE 12<sup>TH</sup> MEETING OF THE SOUTH-EAST ASIA  
ATS COORDINATION GROUP**

(Presented by the Secretariat)

**SUMMARY**

This paper presents an update since ATM/AIS/SAR/SG/14 meeting in June 2004 on the activities of the South-East Asia ATS Coordination Group.

**1. INTRODUCTION**

1.1 This paper provides an update on the activities since ATM/AIS/SAR/SG/14 meeting in June 2004 of the South-East Asia ATS Coordination Group (SEACG) that contributes to the work of APANPIRG.

1.2 The SEACG/12 meeting was held at ICAO Asia and Pacific Office, Bangkok, Thailand from 3 to 6 May 2005 in conjunction with the ATS Route Network Review Task Force (ARNR/TF/2) from 2 to 3 May 2005.

1.3 SEACG had been established by ICAO in the Asia/Pacific Region for two main purposes: firstly, to foster the implementation of regional air navigation agreements; and secondly, to provide opportunities for airspace providers and users having common geographically related ATS interests, to meet and develop solutions to problems that limit the capacity and efficiency of the airspace structure. The SEACG also exchanges information necessary with other ATS Coordination Groups to ensure a coordinated approach to the introduction of the new CNS/ATM systems.

**2. DISCUSSION**

Review Status of Recommended Actions As Agreed at the SEACG/11 Meeting

2.1 The SEACG/12 meeting reviewed and updated the Action Agreed Items arising from the SEACG/11 meeting held on 24-28 May 2004. The SEACG/12 meeting closed five of the 22 Action Agreed Items and added five Items.

### Review Current Operations Across South-East Asia and Identify Problem Areas

#### *Review of the Air Navigation Deficiencies in the ATM/AIS/SAR Fields in the Asia/Pacific Region*

2.2 The SEACG/12 meeting was provided with the List of Deficiencies in Air Navigation in the Asia Pacific Region updated by APANPIRG/15, and States were invited to review the list and notify the Regional Office by official correspondence of any amendments, corrections or deletions to the listing.

#### *Review of Safety Assessment for Post-implementation of RVSM in the Western Pacific/South China Sea (WPAC/SCS) Area*

2.3 Although the Target Level of Safety (TLS) had not been infringed, the RVSM/TF/18 meeting (July 2004) agreed that the States concerned in the Asia Region should review current ATC operations and put measures in place to reduce such operational errors, including a review of Flight Level Orientation Scheme (FLOS) arrangements

2.4 With the completion of the one-year review at the RVSM/TF/18 meeting, the SEACG would be kept up to date on RVSM issues. Also, the RASMAG reviewed the RVSM RMA activities in the Asia/Pacific Region, and matters related to RVSM in the South-East Asia area would be referred to the SEACG.

#### *Review of the application of RVSM FLOS for the WPAC/SCS airspace*

2.5 The Secretariat updated the SEACG/12 meeting on progress by the RVSM Task Force to address the application of the RVSM flight level orientation scheme (FLOS) in the Western Pacific/South China Sea (WPAC/SCS) area. To conduct the safety assessment, States had been requested by the RVSM/TF/22 meeting to collect traffic sample data for July 2004 and submit it to MAAR along with the monthly LHD reports, essential to completing the safety assessment. It was anticipated that the safety assessment would be reviewed by the RVSM/TF/26 FLOS review meeting scheduled on 25-29 April 2005. However, in spite of frequent reminders by MAAR and a State letter issued by the Regional Office, several States responsible for significant portions of the airspace concerned failed to submit the required data in time for MAAR to complete the safety assessment to be reviewed at the RVSM/TF26 review meeting.

2.6 The Secretariat reiterated at the meeting that RVSM implementation and ongoing operations were contingent upon RVSM airspaces meeting the TLS of  $5 \times 10^{-9}$  fatal accidents per aircraft flight hour due to all causes of risk in the vertical dimension established by APANPIRG for the Asia/Pacific Region (the ICAO *Regional Supplementary Procedures* (Doc 7030) refers.)

#### *State Contingency Planning*

2.7 The SEACG/12 meeting was informed of the ICAO provisions with regard to the requirements for States to have in place contingency measures for application in the event of disruptions to ATS and associated services.

2.8 The SEACG/12 meeting was also advised of APANPIRG/13's consideration of instances in which restricted airspace had been declared, e.g. 11 September 2001 terrorist attacks, or was about to be declared such as State industrial action over the high seas that had an impact on the provision of air traffic services to international civil operations. Consequently, APANPIRG/13 formulated Conclusion 13/8 urging States to review, amend or develop contingency plans that would address these matters.

*Survey of State Contingency Planning Arrangements*

2.9 During March 2005, ICAO State Letter AP029/05 (ATM) notifying the conduct of a survey of State contingency planning arrangements was transmitted to States of the Asia and Pacific Region. The State letter requested that States respond to the State letter and provide information as requested to the Regional Office not later than 30 June 2005.

*Establishment of a Safety Monitoring Agency (SMA)*

2.10 The SEACG/12 meeting recalled that at RASMAG/1 (April 2004), it was agreed that it was necessary to establish SMAs to undertake safety management programme for the application of data link services and related horizontal separation minima. The SCS area had been identified as requiring a SMA to be established for the safety assessment of the RNP 10 route structure and further reduced horizontal separation, and application of data link services.

2.11 At the SEACG/12 meeting, a question was raised whether contracting services to commercial companies was endorsed by ICAO, as such services would be subject to commercial considerations, and it was possible that companies could go out of business at short notice or not renew contract. Attention was drawn to the requirement that States were responsible for the provision of safety services for their FIRs, noting that commercial service providers could be employed by a State or group of States to provide regional airspace safety monitoring agency services. It was the responsibility of States to ensure adequate arrangements existed to protect sensitive safety data and provision of essential services. As States bore sole responsibility for the air navigation services, they could provide these services themselves.

2.12 The SEACG/12 meeting was advised that AEROTHAI, who had been appointed by APANPIRG to operate the RVSM regional monitoring agency (RMA) for the Asia Region was also interested in providing SMA services for the Bay of Bengal area. In addition to their RMA activities, AEROTHAI was studying the issues concerning the setting up of SMA services for the safety assessment work and monitoring activities related to the horizontal plane (i.e. RNP 10 and 50 NM lateral and longitudinal separation), and to include consideration of future separation reduction of 30 NM based on ADS and RNP 4.

2.13 In regard to the funding of SMA services, Thailand had advised that they would also study this matter further. Thailand would update the RASMAG/3 meeting on its position.

*Safety assessment for RNP 10 Operations in the SCS area*

2.14 The Secretariat pointed out that ongoing safety monitoring services and updating of safety assessments had not been put in place for the SCS route structure RNP 10 routes where 60 NM route spacing was applied. As no updated safety assessment had been undertaken since implementation of the route system in November 2001, a review of the safety assessment was long overdue.

2.15 The SEACG/12 meeting noting the background to the present situation agreed that setting up of safety monitoring services was essential and this would be given priority. As RASMAG was the body with appropriate expertise, the SEACG/12 meeting requested RASMAG's assistance. Detailed information was required on the cost of setting up and operating an SMA. The main area of interest was regarding the cost issue and arrangements to obtain funding.

2.16 AEROTHAI was also requested to clarify their intentions to provide SMA services for the South-East Asia area, and if they were interested, to provide details of any cost recovery required and business plan.

Implementation of the New CNS/ATM Systems in the Region*Approval of Amendment 4 to the PANS-ATM*

2.17 The Secretariat informed the SEACG/12 meeting that during February 2005, the ICAO Air Navigation Commission (ANC) had reviewed proposed Amendment 4 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444) in light of comments from States and international organizations. Subsequent to the review, ICAO had approved the amendment for applicability on 24 November 2005 and issued a State Letter (ref AN 13/2.1-05/51, dated 29 April 2005) notifying States of the nature and scope of the amendment. States were invited by the Council to implement the amended provisions of the PANS-ATM on 24 November 2005.

Special Implementation Project on ATS safety management

2.18 The Secretariat provided information in regard to the establishment by the Regional Office of a Special Implementation Project (SIP) approved by the Council of ICAO to evaluate ATS safety management (including safety assessment) programme necessary for implementation and operation of RVSM and reduced horizontal separation minima in the Asia Region.

2.19 Based on the outcome of the evaluation visits to the States concerned, the SIP proposed that a regional strategy be developed to assist States to establish safety management programme in accordance with Annex 11. This was essential for implementation of airspace changes and assurance of ongoing safety of operations of the airspaces concerned.

**3 ACTION BY THE MEETING**

3.1 The meeting is invited to

- a) note the activities of the SEACG; and
- b) consider the issues being addressed by the SEACG/12 meeting and ways to facilitate progressing them as appropriate.

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