



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

Agenda Item 4: Consider problems and make specific recommendations concerning the provision of ATM/AIS/SAR in the Asia/Pacific Region

**UPDATE ON PROGRESS FOR TRIAL APPLICATION OF ATFM IN
BAY OF BENGAL AND WESTWARDS THROUGH KABUL FIR**

(Presented by Thailand)

SUMMARY

This paper presents an update on work completed or in progress by AEROTHAI on the ATFM project since the ATFM/2 meeting in Delhi, India. It also highlights work that needs to be completed to enable implementation of the ATFM Trial by the agreed Target date of AIRAC 22 December 2005.

1. INTRODUCTION

1.1 The 2nd meeting of the ATFM Task Force was held in Delhi, India on 28 June to 1 July, 2005. Following a presentation on the Concept of Operations of a proposed AEROTHAI automated ATFM computer model and demonstration of the Bay of Bengal Cooperative ATFM Advisory System (BOBCAT) by Thailand, the meeting considered available options for the conduct of an ATFM Operational Trial in accordance with Phase One of ATFM across the Bay of Bengal and South Asia.

1.2 In this regard, the meeting noted Thailand's readiness to proceed to an operational trial and accordingly, the meeting requested Thailand to continue to develop BOBCAT to the stage of an operational trial in close cooperation and coordination with concerned States and IATA. Thailand advised that, from their perspective, they would be planning to commence this operational trial on AIRAC Date 22 December 2005.

1.3 In considering the number of specialized tasks that would be required before the implementation of an Operational Trial, the meeting formed the view that these matters would be best progressed through the establishment of an ATFM Project Management Team (PMT). It was further agreed that the Project Management Team would comprise members of the Core Team as well as designated Subject Matter Experts (SMEs).

1.4 The PMT would define the parameters to be applied in the ATFM system tool to facilitate the application of the required longitudinal spacing between aircraft operating at the same flight level transiting the Kabul FIR.

2. DISCUSSION

2.1 There are various items which need to be considered prior to the proposed operational trial in December 2005. Some of these items which should be considered are:

- a) role and method of operation of the PMT;
- b) on-going work of AEROTHAI;
- c) establishment of Entry Gates to the ATFM area;
- d) production of appropriate aeronautical publications;
- e) preparation and production of an ATFM Operations Manual

Role and method of operation of the PMT

2.2 This specialized Group would consist of the established ATFM Core Team as well as designated Subject Matter Experts (SMEs).

2.3 The PMT will define the parameters to be applied in the ATFM system tool to facilitate the application of the required longitudinal spacing between aircraft operating at the same flight level transiting the Kabul FIR.

2.4 Due to the limited time available prior to the Target date for the Operational Trial, it is suggested that the first meeting of the PMT be held around mid-August 2005, with subsequent discussions being conducted by established web-based linkage programmes between all participants as well as multi-party telephone hook-up. This would allow several meetings to be held in the lead-up to the operational trial at minimum expense to the participants concerned.

On-going work of AEROTHAI

2.5 Thailand is pleased to advise the meeting that, since the ATFM TF/2 meeting, progress has been made in the following areas:

- a) discussions have taken place with several computer hardware suppliers and firm orders will be made in about two weeks;
- b) software development is continuing;
- c) a programme has already commenced to consult with selected airline dispatchers to ensure that the design of the ATFM web page they will use to input data to the ATFM Unit is user friendly to their requirements;

Establishment of Entry Gates into the ATFM area

2.6 AEROTHAI is considering the use of Entry Gates into the ATFM area, especially for aircraft departing a considerable distance from the Eastern/Northeastern side of the Bay of Bengal. For example an entry gate may be defined for an aircraft departing Hong Kong so as the pilot could have flexibility in adjusting his flight to meet the allotted time. This consideration will be further discussed at the first PMT meeting.

Production of appropriate aeronautical publications

2.7 This important item needs urgent consideration to meet the ICAO requirements for promulgation and distribution of AIS data prior to a significant change in procedures. It covers many subjects including an AIC in the first instance to a Trigger NOTAM just before the trial ATFM implementation. This will be further discussed at the first PMT meeting.

Preparation and production of an ATFM Operations Manual

2.8 The ATFM TF/2 meeting agreed that, in order for all concerned to manage the introduction of ATFM in the BOBCAT Project, it would be necessary to produce a BOBCAT ATFM Operations Manual which would include operational procedures to be used by both the airline operators as well as the ATS providers. AEROTHAI has commenced a draft list of items which could be included in this document and will submit this draft to the first PMT meeting for further consideration.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the work done by AEROTHAI subsequent to the ATFM TF/2 meeting;
- b) give support to the BOBCAT project where required to ensure that the Target date for the trial implementation of 22 December 2005 is met.

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