



International Civil Aviation Organization

The Combined FANS Implementation Team – Bay of Bengal Fifth Meeting (FIT-BOB/5), FANS Implementation Team – South East Asia Second Meeting (FIT-SEA/2), Air Traffic Flow Management Task Force First Meeting (ATFM/TF/1) and ADS/CPDLC Seminar

Bangkok, Thailand, 18 - 22 April

Agenda Item 7: Any Other Business

UPDATE FIT-SEA WORK PLAN

(Presented by the Secretariat)

SUMMARY

The Work Plan for FIT-SEA is presented for review and update by the meeting.

1 INTRODUCTION

1.1 During the initial FIT-SEA meeting (FIT-SEA/1, May 2004), the meeting reviewed the initial work plan proposed by the Secretariat. The proposal was derived from the initial work plan adopted by the FIT-BOB after discussions at the FIT-BOB/2 meeting (8-12 September 2003), including the review of the work plans of the Pacific FITs. The FIT-SEA/1 meeting agreed that the proposed work plan was suitable for its initial activities.

2 DISCUSSION

2.1 The FIT-SEA work plan is included as an attachment to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review and update the FIT-SEA work plan as presented in the attachment.

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FIT-SEA WORK PLAN

1. Develop and sign a data confidentiality agreement between South East Asia States, airlines using FANS 1/A in the South East Asia region, Data Link Service Providers (DSPs) and the CRA. This agreement ensures that team members can submit identified problem reports to the CRA to facilitate problem resolution and that all problem reports will be de-identified before dissemination to the entire FIT-SEA team.

Action: CRA/States/Airlines/DSPs coordinate with CRA to sign data confidentiality agreement

2. Adopt the FANS 1/A Operations Manual (FOM) and ICAO regional *Guidance Material on CNS/ATM Operation in the Asia/Pacific Region* to establish operating and reporting procedures in the South East Asia region.

Action: FIT-SEA members make appropriate arrangements to incorporate technical, training and documentation aligned with the FOM and ICAO Guidance Material.

3. States/ATSU Providers to ensure controllers are trained to operate their respective FANS 1/A workstations using the FOM and ICAO *Guidance Material on CNS/ATM Operations in the Asia/Pacific Region* as a basis for developing training.

Action: FIT-SEA ATSUs adopt training requirements.

4. Participating operators to ensure flight crews are trained to operate their respective FANS 1/A systems using the FOM and ICAO regional *Guidance Material on CNS/ATM Operations in the Asia/Pacific Region* as a basis for developing training. To obtain operational approval for FANS 1/A from their regulatory authorities as required, operators should take into account appropriate technical material such as: FAA documents “*Controller-To-Pilot Data Link Communication Operational Approval Information Package*” dated 25 February 1999 and FAA AC 120-70.

Action: Operators to implement training requirements as designated by appropriate regulatory authorities.

5. Co-ordinate with all FANS 1/A equipped operators prior to the start of ADS/CPDLC operational trials and urge them to participate.

Action: States/ATSUs to coordinate with operators and IATA for FANS 1/A trial participation.
