International Civil Aviation Organization

Twenty Fourth Meeting of the Communications/ Navigation and Surveillance Sub-group (CNS SG/24) of APANPIRG

Web-conference, 30 November – 4 December 2020

Agenda Item 9: Review status of CNS deficiencies (APANPIRG Deficiency List)

ACTION OF COMMUNICATION STATUS IMPROVEMENT BETWEEN CHINA AND PAKISTAN AND SUGGESTION ON REMOVAL OF THE RELEVANT CNS DEFICIENCY

(Presented by China)

SUMMARY

This paper presents a brief summary of China and Pakistan's activities in order to resolve communication deficiency and suggests removing relevant content from the current APANPIRG deficiency list (CNS field).

1. INTRODUCTION

1.1 The ATS direct speech circuit and COM/SUR problems between China and Pakistan were identified on the RASMAG/19 meeting in May 2014, namely the interface between Urumqi and Lahore (Pakistan) FIRs. In order to resolve this problem, China and Pakistan planned to enhance the scope and the quality of communication, and expanded the scope of ATS surveillance as further improvement and remedial action. This air navigation deficiency in the COM field (FASID Table CNS 1D) was approved to added to the APANPIRG Air Navigation Deficiency list on the CNS SG/18 meeting and APANPIRG/25 meeting in 2014.

1.2 The China and Pakistan COM Coordination Meeting organized by ICAO APAC Office was held at ATMB headquarters, Beijing, China from 7 to 9 May 2015. Based on the deficiency situation, China had submitted a proposal named *SOLUTIONS FOR COMMUICATIONS BETWEEN CHINA AND PAKISTAN*. Both states agreed to upgrade the communication circuit by setting up new satellite stations at Lahore and Urumqi and establishing satellite link between them. China expressed willingness to support the equipment for this proposal. Meanwhile, China would provide the equipment and cooperate with Pakistan to build VHF and satellite stations at GARELTH-HUNZA or nearby.

1.3 China had already established a VHF station with 2 channels and an ADS-B station at Taxkorgan in 2015, an ADS-B station at Shache airport in 2017. Now the communication and surveillance coverage for PURPA has been much enhanced.

1.4 Two experts conducted site survey at Lahore ACC for magnetic environment inspection in January 2016 and submitted the electromagnetic environment test report to the CAAP.

1.5 The Afghanistan, China and Pakistan COM Coordination Meeting organized by ICAO APAC Office was held in Regional Sub-Office, Beijing, China from 24 to 25 July 2019. Base on the Large Height Deviation Events reported to China RMA (WP/05), the LHDs concerning Urumqi ACC interface with Lahore ACC was reducing year by year since 2015. The number of LHDs concerning PURPA crossing point was 3 in 2018, and therein only 1 LHD due to coordination errors. The area Urumqi FIR interface with Lahore FIR is no longer the hot spot area. China RMA had kept tracking the LHDs concerning the area in 2019, and reported to RASMAG/25 to remove the hot spot in APAC. During the meeting Pakistan informed that a hotline connection was changed to a new service provider at Pakistan side in early 2017, and the quality was improved obviously. Some improvements had been achieved. China and Pakistan agreed to terminate the project called "Solutions for Communications between China and Pakistan" on the previous COM coordination meeting held in Beijing in 2015.

1.6 China joined the CRV Network in October 2020 and had already completed the implementation on 26 October 2020, which will be further improved the ability of communication with neighboring states.

1.7 According to the suggestion of China, Hot Spot E (Lahore-Urumqi) had been removed at the RASMAG/25 2020.

2. DISCUSSION

2.1 Due to the removal of the FIR Hot Spot E (Lahore-Urumqi) by RASMAG/25 and the improvement in bilateral communication and surveillance, the suggestion is that this deficiency can be removed.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

a) note the information in this paper; and

b) allow removal of the above deficiency in "Reporting Form On Air Navigation Deficiencies in the CNS Fields" from APANPIRG Air Navigation Deficiency list.

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