Agenda Item 2.3:   **ATS Co-ordination Groups' Activities**

RESULTS OF ICAO CO-ORDINATION GROUP AND RELATED MEETINGS

(Presented by the Secretariat)

SUMMARY

This working paper presents a summary of the work of the ICAO ATS Co-ordination Groups and related meetings since APANPIRG/10 and, in addition, ICAO involvement relating to aviation activities in East Timor.

1.   **INTRODUCTION**

1.1   Several ATS Co-ordination Groups have 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 or efficiency of the airspace structure. The Groups also exchange information necessary to ensure a co-ordinated approach to the introduction of the new CNS/ATM systems.

1.2   This paper presents summaries of the various ATS Co-ordination Groups and related meetings and matters connected to aviation activities in East Timor.

2.   **DISCUSSION**

2.1   *__The Eighth South-East Asia ATS Co-ordination Group Meeting (SEACG/8)__* was held in Manila, Philippines on 27-31 March 2000. The meeting was attended by thirty-eight (38) participants from Brunei Darussalam, China, Hong Kong China, Indonesia, Malaysia, Philippines, Singapore, Thailand, Vietnam, IATA, and SITA.   SEACG, which is under the auspices of the ICAO Asia and Pacific Office, is responsible for ATS co-ordination on those parts of major traffic flows which cross the South China Sea. Issues of major significance from the SEACG/8 meeting are summarised below.

Implementation of 10 minute longitudinal separation using Mach Number Technique (MNT)

2.1.1   There was general agreement for the implementation of 10-minute longitudinal separation using Mach Number Technique (MNT) where a 15-minute separation standard was presently being used.

2.1.2   States agreed to review and amend LOAs to support the reduction from the 15 minute longitudinal separation standard to a 10 minute standard (or 80 NM) using MNT, if applicable, or less, in accordance with ICAO provisions, wherever possible. ICAO advised that they will amend and circulate a Doc 7030 amendment proposal to include the Ho Chi Minh FIR and further clarify this initiative.

Planning and implementation of projects using Y2K methodology

2.1.2   The meeting considered that the methodology used to put the Y2K plan in place as well as the work done on a mutual basis in its activation, could also be used in many other future planning and implementation initiatives. A target date should also be agreed to enhance implementation.

2.1.3   The meeting agreed that the key item, which motivated all concerned in the establishment and activation of the Y2K plan, was the Core Team approach which developed the strategy for planning this event.

New initiatives by States including CNS/ATM implementation

2.1.4   At the initiative of the Chairman, all States present at the meeting gave an overview of work currently taking place or planned, primarily with regard to CNS/ATM implementation.

Actions Agreed

2.1.5   The SEACG/8 meeting developed six Actions Agreed items, addressing the following:

➢ Implementation of the Revised South China Sea Route Structure; Implementation of a 10 minute, or less, longitudinal separation standard;

➢ The implementation of CNS/ATM Routes within the airspace of China;

➢ The examination of the possibility of expanding a State SAR exercise to encompass both a Seminar and exercise, with participation from the wider SEACG area;

➢ The change from the AUSEP navigation accuracy criteria to RNP within the SEACG area of responsibility;

➢ Measures to ensure GNSS Frequency Protection

2.2   ***The Twelfth Bay of Bengal ATS Co-ordination Group (BBACG/12) Meeting***, which is under the auspices of the ICAO Asia and Pacific Office and is responsible for that part of the major traffic flow from Asia to Europe which crosses the Bay of Bengal, took place at the ICAO Regional Office in Bangkok, Thailand, on 5-9 June 2000. The meeting was attended by thirty one (31) participants from Bangladesh, Hong Kong China, India, Indonesia, Malaysia, Myanmar, Singapore, Sri Lanka, Thailand, IATA, IFALPA and ARINC. Issues of major significance from the BBACG/12 meeting are summarised below.

Implementation of RNAV Route N625

2.2.1   It was agreed that there is still an operational requirement for N625 even though UM501 is already implemented. Accordingly the meeting requested ICAO to circulate the Air Navigation Plan amendment proposal for N625 as an RNAV route, without any special requirements.

Madras/Colombo FIR boundary

2.2.2   A bi-lateral meeting to resolve the issues had been held in Colombo in 1999. It was recognised that there are two different issues in relation to the airspace in question, *i.e.* airspace delegated to Sri Lanka and FIR boundary re-alignment.

ATS Contingency Planning

2.2.3   The meeting noted that due to the Y2k Contingency Plan project, this action had been delayed. It is proposed to use the State Y2K Contingency Plans as a basis for general contingency plans which would cover wider events. Ongoing work on this matter will commence shortly.

Search and Rescue Agreements between States

2.2.4   An International Search and Rescue Exercise (SAREX) combined with a SAR Seminar is proposed to take place early next year, focussed on the Bay of Bengal and involving applicable States of the area, as well as inviting other States of the Asia Pacific Region.

VSAT project linking Yangon, Bangkok and Calcutta Bangladesh and India

2.2.5   Bangladesh have now implemented a VSAT System at Zia International Airport, Dhaka to support the Dhaka/Bangkok AFTN circuit and the Dhaka/Yangon ATS DSC via Bangkok.

2.2.6   Unfortunately the use of VSAT link with Calcutta using Thaicom satellite to upgrade both AFTN and ATS DSC was not feasible at the moment due to telecommunication regulatory restrictions in India. As an immediate term solution, it was agreed to upgrade the HF RTT circuit to LTT using the existing common carrier service (Bangladesh-India microwave link) and implement IDD Hotline for the ATS DSC.

Revised ATS route structure Southeast Asia to/from Europe/Middle East south of the Himalayas

2.2.7   It was agreed that a revised ATS route structure Southeast Asia to/from Europe/Middle East south of the Himalayas be developed with a target date for implementation of July, 2002. A Project or Core Team would be established to lead this project, sub-regional meetings would take place and coordination arranged with adjacent ICAO regions

Interim changes to the ATS route structure over the Bay of Bengal

2.2.8   As for interim airspace enhancements in the Bay of Bengal, it was decided to pursue realignment of R325 and B579 so that they are both laterally separated westbound from UM501, allowing all three ATS routes to be used and consequently reducing confliction. In addition, India agreed to add ATS route W49 and W33 as routing available off UM501 for international flights to proceed via Delhi or TIGER to/from Europe. It was agreed that these initiatives would be implemented on AIRAC 2 November, 2000. This would offer immediate relief to westbound departures to Europe. A further proposal was put forward by Indonesia concerning a new route in the southern portion of the Bay of Bengal.

Review of action items arising from the ATS Co-ordination Meeting held in Kuala Lumpur from 14-16 December 1999

2.2.9   A working group comprising India, Malaysia, Myanmar, Sri Lanka, Thailand, IATA, and ICAO was formed to discuss action items arising from an ATS co-ordination meeting in Kuala Lumpur. Agreement was reached on the following items:

a)   States concerned will use MNT and No Pre-departure clearance (PDC) procedures on ATS Route R325;

b)   aircraft on ATS route R325 shall have priority of cruising levels over those using A349;

c)   with effect from 15 February 2000, a level restriction of either FL 260 or FL 390 will be imposed between time 1400 UTC to 2000 UTC daily, on westbound traffic operating on ATS Route G465;

d)   MNT entry/exit point on ATS Route R325 will be changed from LINPO to UTHAI;

e)   Procedures will be put in place to improve co-ordination between Kuala Lumpur and Bangkok ACCs. Letters of Agreement (LOA) will be updated;

f)   LOA between India and Malaysia to be finalized; and,

g)   Radar Separation procedures are being used on a trial basis between Malaysia and Thailand on two important ATS routes.

AFTN Improvements

2.2.10   The meeting noted with satisfaction that there had been several upgrades to AFTN circuits and switches over the past 12 months. Upgraded lines from Bangkok to Dhaka, Mumbai and Singapore using either VSAT or X.25 protocol are now in place as well as a new AFTN Automatic Message Switching System (AMSS) implemented in Dhaka.

ATS Direct Speech Circuits

2.2.11   Several improvements, either implemented or proposed, to ATS Direct Speech Circuits within the area under consideration were noted by the meeting. Amongst these were circuits between Calcutta/Dhaka and Colombo/Trivandrum.

CNS/ATM Implementation

2.2.12   The meeting reviewed the current performance of CNS/ATM systems, specifically Controller Pilot Datalink Communications (CPDLC) and Automatic Dependent Surveillance (ADS) over the Bay of Bengal. Given the limited amount of available performance data and also considering some airline reports of performance difficulties, the meeting decided to form a FANS Action Team for the Bay of Bengal (FAT-BOB) consisting of:

a)   Bay of Bengal States with CNS/ATM Work Stations (India, Indonesia, Malaysia, Myanmar, Singapore, Sri Lanka, Thailand);

b)   Datalink Service Providers (DSPs) ARINC, SITA & INMARSAT;

c)   Aircraft manufactures Boeing & Airbus;

d)   ICAO & IATA; and,

e)   Representatives of participating airlines.

2.2.13   The meeting agreed that performance data will be intensively collected from 1-14 July 2000. Data will be collected on all routes in the Bangkok (Bay of Bengal side), Calcutta and Yangon FIRs. A review of the data collected was undertaken at the CNS/ATM/IC/SG Meeting held in Singapore on 21-25 August 2000.

Actions Agreed

2.2.14   The BBACG/12 meeting developed 21 Actions Agreed items. Notable amongst these items were:

a)   tripartite meeting between India, Malaysia and Myanmar to discuss Yangon/Madras FIR boundary;

b)   States to develop contingency plans based on experiences of the Y2K contingency plan;

c)   ICAO investigate the possibility of conducting an International SAREX for Bay of Bengal;

d)   Development of a revised ATS route structure, Southeast Asia to/from Europe/Middle East, south of the Himalayas;

e)   Realignment of present ATS routes R325/B579 to provide lateral separation from UM501 westbound; and,

f)   Upgrading of AFTN and ATS direct speech circuits between Bangladesh and India.

2.3   **China/Viet Nam ATS Co-ordination Meetings on the South China Sea**

2.3.1   As part of the on-going discussions on the revised South China Sea airspace concerning China and Viet Nam, *A ICAO/Viet Nam Follow-Up Meeting* was held in the ICAO Asia/Pacific Regional Office on 14-15 June, 2000. As a follow-up to this meeting, a meeting between China and ICAO took place in Beijing on 9-10 August, 2000. A further meeting is now scheduled to take place between China and Viet Nam in the ICAO Asia/Pacific Regional Office on 26-27 September, 2000

2.4   **Special South Pacific ATS Coordination Meeting**

2.4.1   A Special South Pacific ATS Co-ordination meeting between Fiji, New Zealand, Samoa, Tonga and ICAO took place at the ICAO Regional Office, Bangkok on 8-9 May 2000, to discuss issues relating to the proposal for amendment to the Aukland/Nadi FIR Boundary.

2.4.2   A further meeting took place in Wellington, New Zealand on 25-27 July 2000 in an endeavour to reach consensus on the amendment proposal. Unfortunately this was not achieved. As a consequence, and due to the importance of this proposal, all details have been documented and sent to ICAO HQ, to be placed on the work programme of the Air Navigation Council for their deliberations.

2.5   **ICAO involvement in East Timor**

2.5.1   In response to a request from the United Nations Transitional Administration in East Timor (UNTAET), a multi-disciplinary mission from ICAO Asia and Pacific Office visited East Timor on 23-27 January 2000. The Mission comprised aerodrome engineering, Communications, Navigation and Surveillance (CNS), Air Traffic Management (ATM) and Technical Co-operation officials.

2.5.2   The purpose of the Mission was to access the present situation of civil aviation infrastructure, facilities and services and recommend various actions required for the rehabilitation of civil aviation in East Timor.

2.5.3   A Report of the Mission was sent to UNTAET including recommendations such as:

a)   re-surfacing sections of Dili/Komoro runway;
b)   permanent PAPI installation at Dili/Komoro;
c)   repairing existing security fencing at Dili/Komoro;
d)   AFTN and DSC circuit to be established with adjacent FIRs;
e)   permanent Tower/Approach and SMC frequencies installed;
f)   recording of all air/ground channels;
g)   existing outdated DVOR/DME be replaced;
h)   rehabilitation of Dili/Komoro and Baucau control towers;
i)   AIS facilities and manpower introduced; and,
j)   search and rescue procedures developed.

2.5.4   ICAO was present at a meeting involving UNTAET, Australia and Indonesia where Letters of Agreement were signed regarding airspace responsibility over and adjacent to East Timor.

2.5.5   A follow-up visit by the Regional ATM Officer took place in April. In July, an official supported by ICAO, has been appointed by UNTAET, to oversee the recommendations of the muli-disciplinary report as well as other duties.

3.   **ACTION BY APANPIRG/11**

3.1   The meeting is invited to note the work of the ICAO ATS Co-ordination Groups and related meetings as well as the ICAO initiatives in East Timor.

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