



International Civil Aviation Organization

**The Second Meeting of the Regional Airspace Safety Monitoring Advisory Group
(RASMAG/2)**

Bangkok, Thailand, 4 – 8 October 2004

Agenda Item 3: Review the airspace safety monitoring arrangements in the Asia/Pacific Region and the activities of regional airspace safety monitoring agencies

CONTRACTING FOR REGIONAL AIRSPACE SAFETY MONITORING AGENCIES

(Presented by the United States of America)

SUMMARY

This paper presents a recommendation that private industry could be considered to contract with States to provide needed regional airspace safety monitoring agency services.

1. INTRODUCTION

1.1 The First Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/1) agreed that it was necessary to establish safety monitoring groups to undertake the safety management programs for the application of required navigation performance (RNP), data link services and related separation minima.

1.2 The following areas were identified as requiring a safety monitoring group to be established for airspace safety monitoring services and safety assessments in the Asia/Pacific Region. Some of these areas include:

- a) South China Sea area, for the safety assessment of the RNP 10 route structure and reduced horizontal separation, and application of data link services;
- b) RNP 10 routes across the Bay of Bengal area, for the safety assessment and monitoring of the routes, reduced horizontal separation, and application of data link services; and
- c) RNP 10 routes from Southeast Asia to the Middle East, for the safety assessment and monitoring of the routes, reduced horizontal separation, and application of data link services.

2. DISCUSSION

2.1 To date, monitoring for RVSM, RNP, data link services, and the performance of safety assessments has been done by a few specialized teams made up of technical experts and contractors supporting States within the Region. During discussions with the United States Federal Aviation Administration International Offices, other organizations have expressed an interest in being considered for this activity.

2.2 *Guidance Material for End-to-End Safety and Performance Monitoring of Air Traffic Service (ATS) Data Link Systems in the Asia/Pacific Region* is under development by RASMAG. Once it is completed, it may serve as a means for a State or group of States to determine the capability of an organization to provide ATS data link performance monitoring services.

2.3 Furthermore, opening these opportunities up for competitive bid may be a way of enhancing the budget outlook for some of these initiatives, especially those that are already well established with a high degree of confidence.

3. RECOMMENDATION

3.1 In areas where safety monitoring agencies have not been established, States responsible are encouraged to consider inviting commercial organizations to provide safety management agency services under contract, ensuring that the work is reviewed by appropriate technical experts within the State under their safety management system.

- END -